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Fred Bruggeman · Secretary General

From the Secretary General

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Dear Colleagues,

The past 2 months have been very hectic for both the AEI board and its members. Once again and with your help, an incredible amount of work has been done and results are beginning to show. We are now aware that our efforts and PR relating to the dangers of pilots not reporting defects has finally been acknowledged.

Unfortunately it took the avoidable Turkish Airlines accident where a major contributing factor was a faulty radio altimeter installation to make some sit up and take note. Others however have received independent verification of our warnings about this foolhardy malpractice. NAA's are now slowly beginning to accept that AEI was just highlighting an uncomfortable truth which has in turn increased the pressure on the regulators to act.

We have also used our influence to gain the attention of EASA on this subject as well as various other activities that are dumbing down safety and so causing us concern. I can inform you that the following NAA's: Portugal, Netherlands, Germany, Denmark and Turkey have all agreed one way or the other to inspect the logbooks of the airlines under their authority. We will naturally have to await the results of these inspections but the evidence is certainly there to be uncovered. In addition we have had an extensive meeting with the EU Transport Committee's Air Safety Unit which enabled AEI to raise a number of significant "Hot Issues" with them. We witnessed the look of surprise on their faces as we raised numerous extremely serious issues with them. Judging by the reaction we feel confident that some points raised will lead to changes in the regulation as well as changes in the method of oversight by the various NAA's. Time will be a judge of this of course.

Our main complaint focussed on what we believe to be the reluctance of the EU to enforce the law highlighted by the complete lack of "infringement" action towards EU countries which consistently fail to comply with European Law's relating to Aviation. In AEI's view for example it is totally unacceptable that open audit findings are allowed to remain unresolved for years whilst the regulation itself sets clear time limits. AEI made it absolutely clear that this is considered a major safety problem which the EU cannot allow to continue.

We have again strengthened our position and enhanced our reputation in Brussels and so will continue to exercise our influence towards gaining more respect for safety. As far as AEI are concerned, **"Safety First"** is not a PR phrase but a **"foundation stone of aviation life"**.

Finally, AEI will be hosting a technical Meeting this coming Saturday March 21st 2009 in Hoofddorp. I would just like to emphasize once again that we hope as many AEI members as possible send their representatives to Hoofddorp, Netherlands. We will be discussing our input to the numerous EASA regulatory developments as well as the above mentioned subjects. For those readers who are perhaps not yet members of an AEI affiliate, the invitation is extended to you as well because we believe this will be useful and beneficial to the entire aviation community.

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