



## Summary of survey results on “Assessment of effectiveness of 2-persons-in-the-cockpit recommendation included in EASA SIB 2015-04”

23 May 2016

### EXECUTIVE SUMMARY

The European Aviation Safety Agency (EASA) launched an online survey to assess the effectiveness of the 2-persons-in-the-cockpit recommendation included in EASA Safety Information Bulletin (SIB) 2015-04. SIB No. 2015-04 recommends operators to re-assess the safety and security risks associated with flight crew members leaving the flight crew compartment due to operational or physiological needs during non-critical phases of flight. Based on this assessment, operators are recommended to implement procedures requiring at least two persons to be in the flight crew compartment at all times, or other equivalent mitigating measures to address risks identified by the operator’s revised assessment.

The current document is a summary of the answers/comments received in the survey, following their evaluation. The received data is aggregated in a report to avoid the possibility to recognise any organisation or person who answered the survey.

As a result of the survey, the Agency will revise SIB 2015-04.

### Disclaimer

**The number of answers to this survey cannot ensure that the results are representative of the sector. Therefore the interpretation of the results has to be cautious. The Agency strongly recommends that you contact us ([impact.assessment@easa.europa.eu](mailto:impact.assessment@easa.europa.eu)) for any questions on the usage of the survey.**

**The following summary of the survey has been done in order to give a short feedback to the respondents for the questions they have answered.**

#### Survey map

Audience:	Public survey
Addressees:	Members of EASA Advisory Bodies and users of EASA website
Survey period:	8 January 2016 to 11 March 2016
Tool:	EUSurvey website





### 1. Background

SIB No. 2015-04 recommends operators to re-assess the safety and security risks associated with flight crew members leaving the flight crew compartment due to operational or physiological needs during non-critical phases of flight. Based on this assessment, operators are recommended to implement procedures requiring at least two persons to be in the flight crew compartment at all times, or other equivalent mitigating measures to address risks identified by the operator's revised assessment.

The Agency made this recommendation based on the information available at the time following the accident of Germanwings flight 4U9525, and pending the outcome of the technical investigation conducted by the French Bureau d'Enquêtes et d'Analyses (BEA). The Germanwings Taskforce, in its report of July 2015, recommended to maintain the 2-persons-in-the-cockpit recommendation, and to evaluate its benefits.

EASA launched a survey to evaluate the effectiveness of the recommendation. The current document represents a summary of the answers/comments received, following their assessment. The received data is aggregated in this report to avoid the possibility to recognise any company or person who took part in the survey.

### 2. General information on the survey

3784 stakeholders from 56 countries participated in the survey, amongst which: airline operators, government bodies (e.g. National Aviation Authorities), trade associations (airline associations, trade unions), cabin crew, pilots, as well as other persons interested in the topic. The EASA Advisory Bodies were contacted to fill in or forward the questionnaire to the above mentioned stakeholders. The survey was also announced on the EASA website and thus was accessible to the EASA website users. The survey ran from the beginning of January to mid-March 2016.

### 3. Methodology to assess the answers

The Agency would like to thank all respondents to the survey for their valuable input. All comments were carefully assessed and included into an exhaustive report brought to the attention of the EASA management. For the purpose of this summary, the Agency is presenting an overview of all answers received, as well as an analysis of the answers using a weighted approach. Since 86% of the answers were provided by individual pilots and since those answers were fully aligned with the answers received from their respective trade associations (pilot trade unions), the Agency has applied a weighted approach in order to ensure: 1) a more objective assessment of the comments; and 2) that answers from representatives of pilot and cabin crew trade unions, as well as of industry associations, are properly reflected. This means that, whenever this report specifies that the assessment has been weighted, the following answers were taken into account:

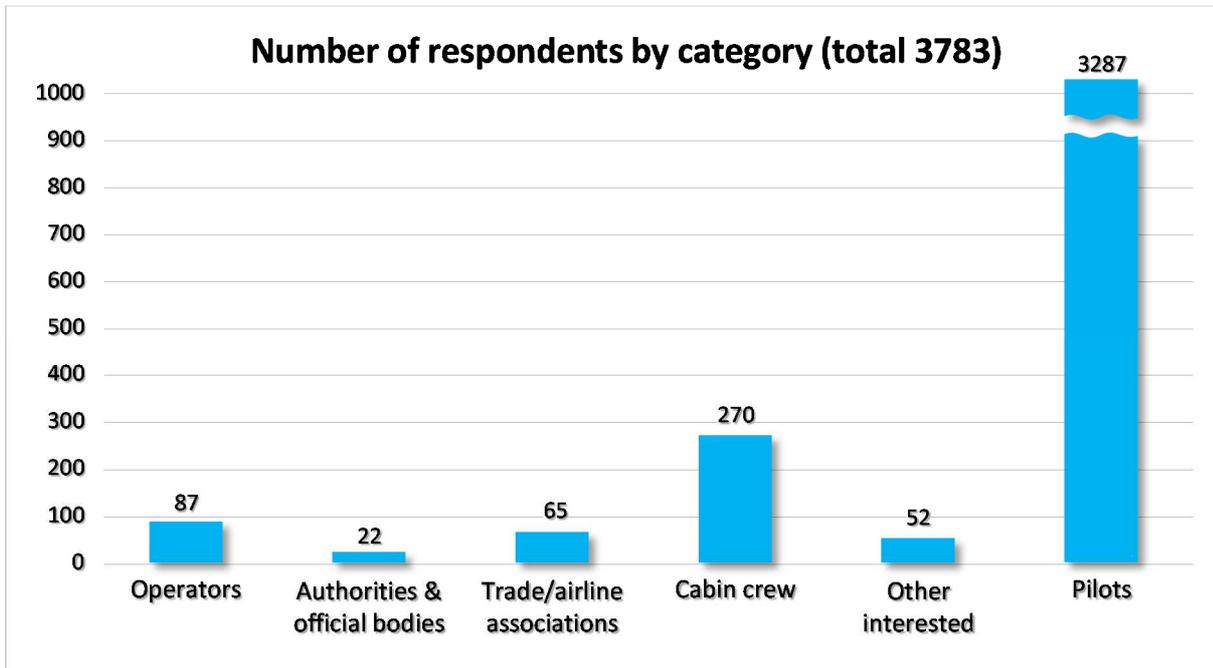
- All answers from the 87 Commercial Air Transport (CAT) operators,
- All answers from the 22 National Authorities,
- All answers from the 65 trade associations, including all pilots' trade unions and cabin crew trade unions,
- A sample of 50 answers from individual pilots,
- A sample of 35 answers from individual cabin crew,
- A sample of 9 answers from other persons.





### 4. Overview of the answers received

#### 4.1. By type of organisation



Source: EU Survey

#### 4.2. By country

The survey received 3783 answers from 56 countries. The majority of the respondents are from the following countries: Germany with 1461 answers, UK with 506 answers, Netherlands with 498 answers, France with 338 answers, Spain with 127 answers and Belgium with 100 answers.

### 5. CAT operators: Reassessment of the safety and security risks<sup>1</sup>

Note: this question was asked only to Commercial Air Transport operators (total number of respondents: 87)

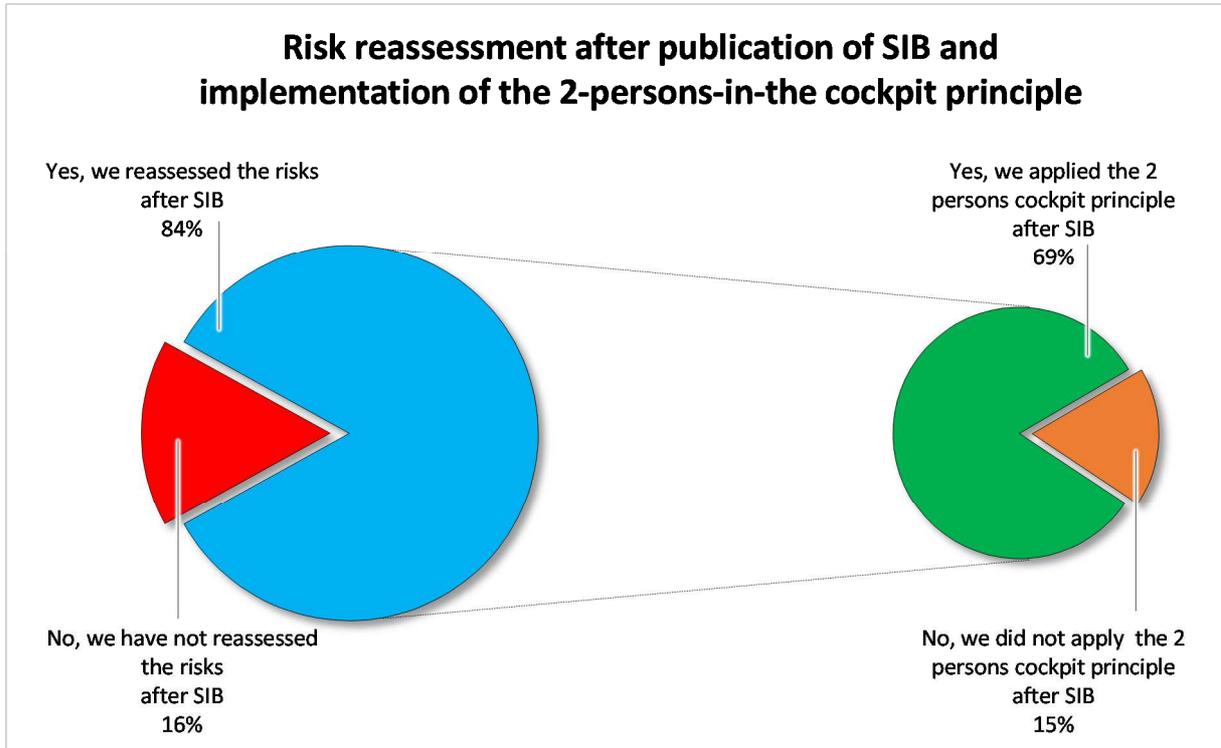
<sup>1</sup> Risks associated with flight crew members leaving the cockpit due to operational or physiological needs during non-critical phases of flight, after SIB 2015-04





## 2-persons in the cockpit SIB recommendation No 2015-04

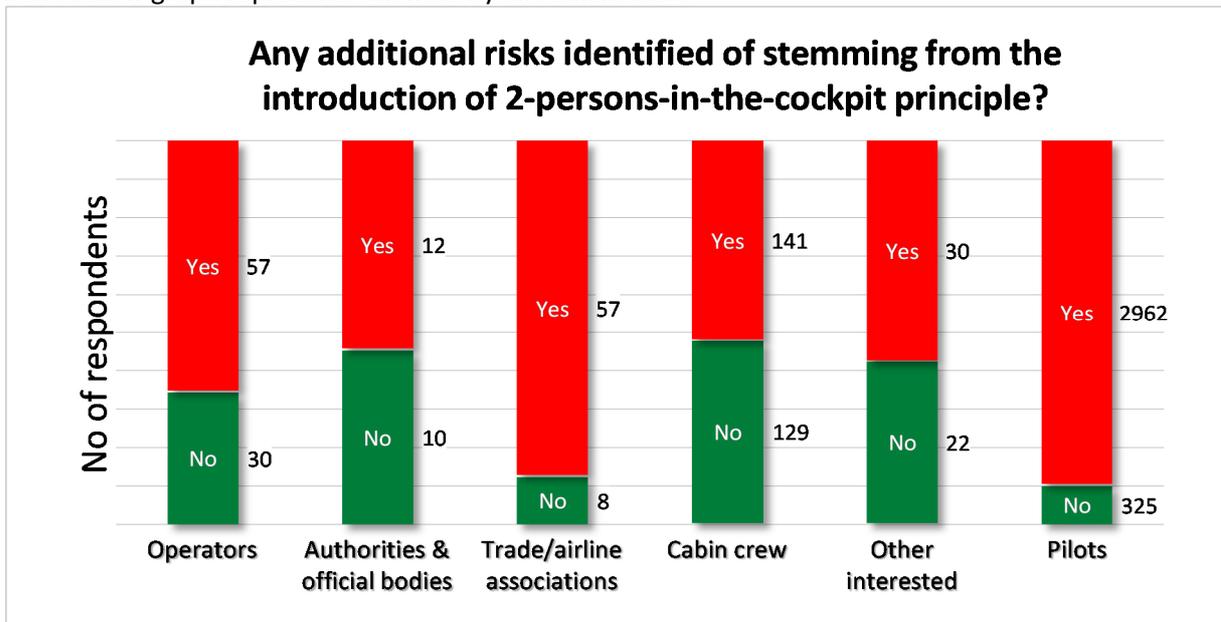
CAT operators' answers on the application of the 2-persons-in-the cockpit principle after SIB 2015-04



Source: question 1

### 6. Have you identified any additional risks stemming from the introduction of procedures requiring two authorised persons to be present in the cockpit at all times?

Note: the below graph represents answers by all stakeholders



Source: question 2

Respondents that identified additional risks stemming from the introduction of the 2-persons-in-the-cockpit procedure gave the following reasons, ranked in the order of the most frequent responses received:



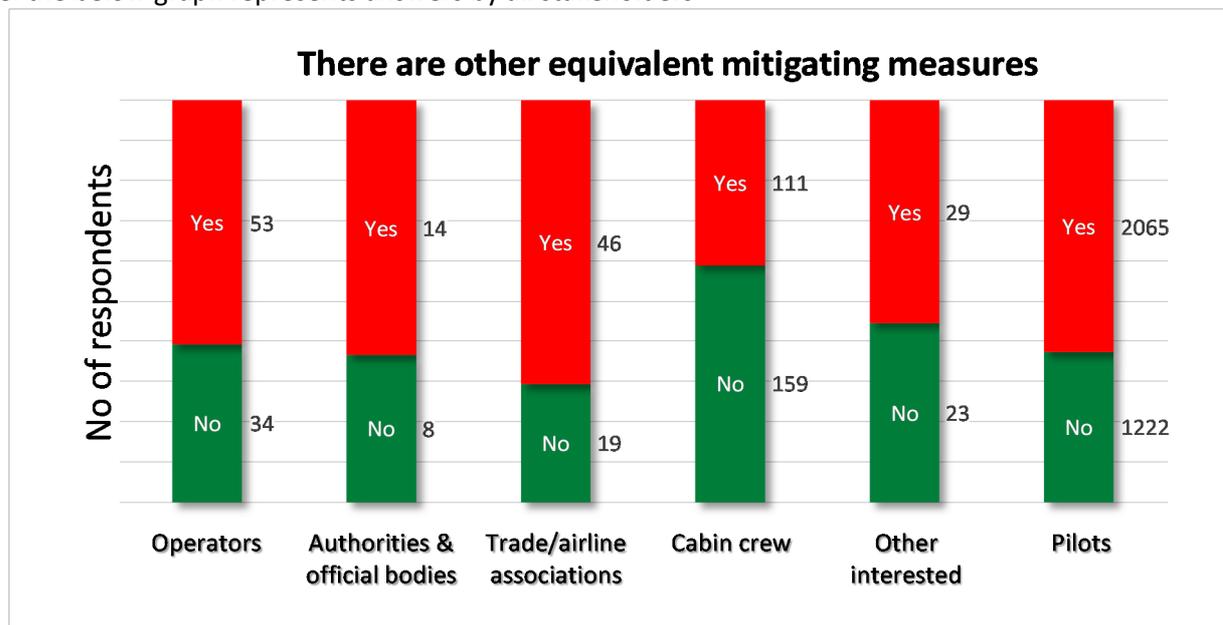


## 2-persons in the cockpit SIB recommendation No 2015-04

- 1) Negative impact on security
- 2) Negative impact on safety and security
- 3) Negative impact on safety: introduction of new safety risks
- 4) Higher workload and psychological stress for the cabin crew
- 5) Distraction
- 6) Less efficiency of the crew ensuring safety
- 7) Negative impact on health of the flight crew
- 8) No clear procedures put in place by the operator on the role of the cabin crew when inside the cockpit.

**7. Do you think that there are other equivalent mitigating measures to address the safety and security risks associated with flight crew members leaving the cockpit due to operational or physiological needs during non-critical phases of flight?**

Note: the below graph represents answers by all stakeholders



Source: question 3

The following answers were provided on equivalent mitigating measures to address the safety and security risks, ranked in the order of the most frequent responses received:

- 1) Better medical fitness/psychological examination of aircrew/peer support programmes
- 2) Procedures for locking/unlocking the cockpit door
- 3) Redesigning the cockpit (toilet inside)
- 4) Strengthening human factors training
- 5) Better coordination among AMEs, doctors and other medical experts
- 6) New safety procedure
- 7) Robust pilot pre-employment psychological evaluation
- 8) Additional flight-crew (3rd pilot)
- 9) Better enforcement of the rules (e.g. EU harmonised rules)
- 10) Keeping the door open



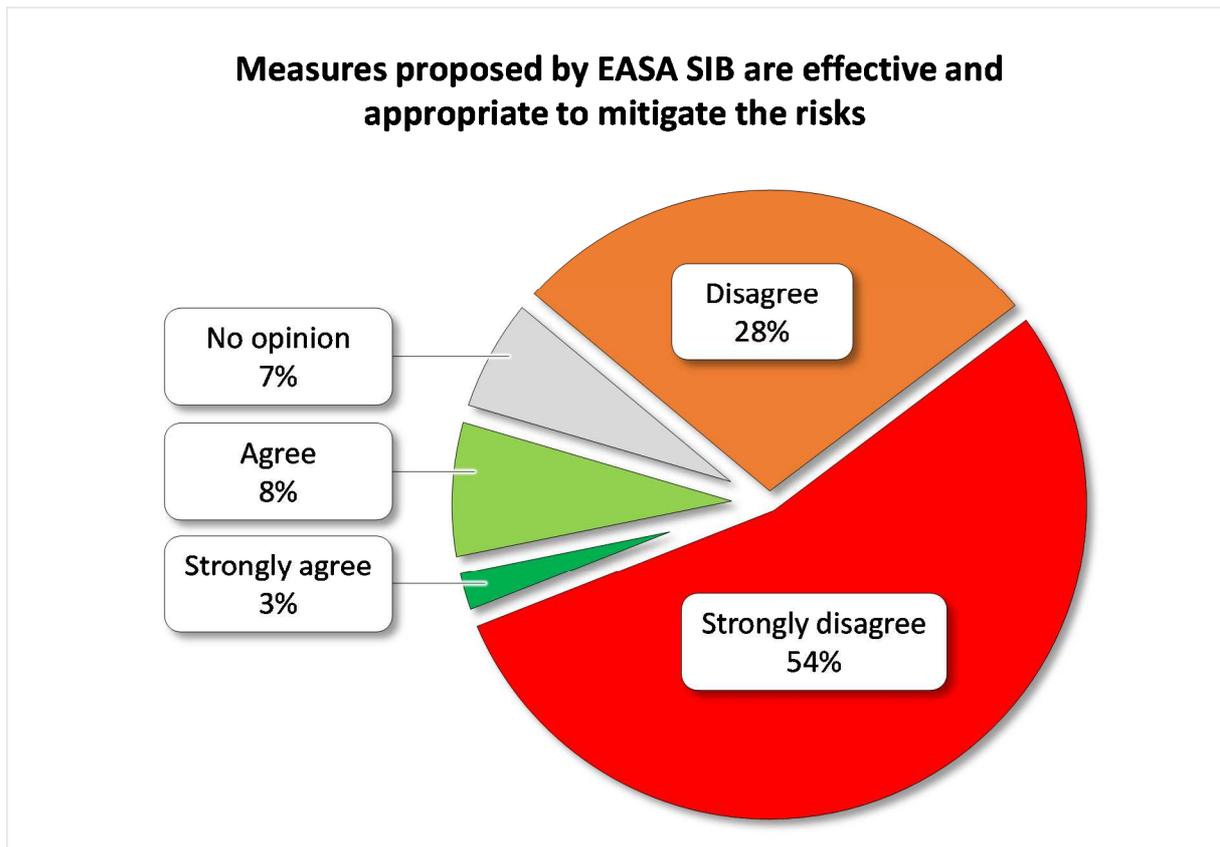


## 2-persons in the cockpit SIB recommendation No 2015-04

8. Do you agree that the measures proposed by the EASA SIB are effective and appropriate to mitigate the risks associated with flight crew members leaving the cockpit due to operational or physiological needs?

8.1. *Answers received from all respondents*

Note: the below graph represents answers by all stakeholders



Source: question 4.1

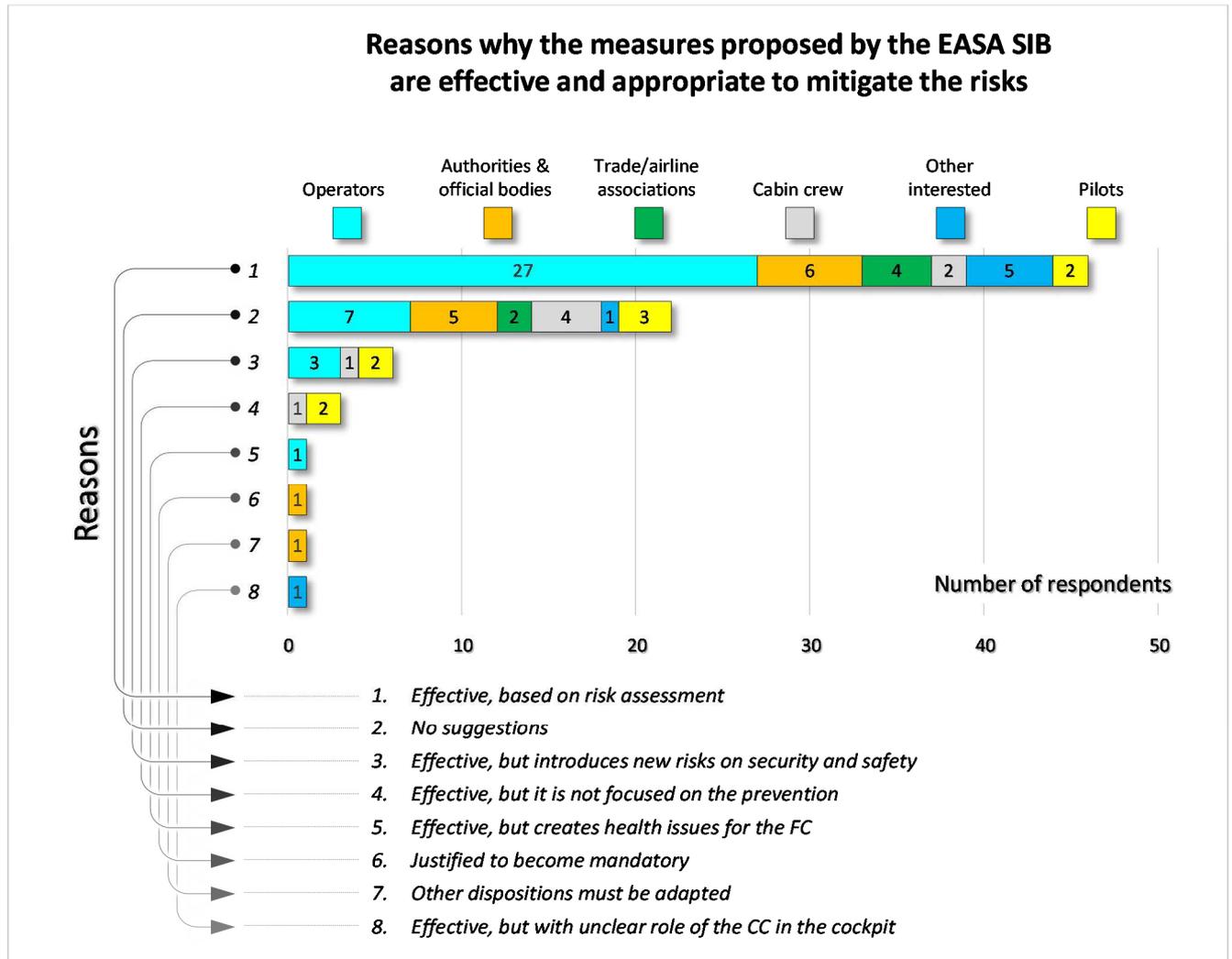




## 2-persons in the cockpit SIB recommendation No 2015-04

### 8.2. Weighted analysis of the reasons why the measures proposed by the EASA SIB are effective and appropriate to mitigate the risks

Note: Respondents included in this graph are all Commercial Air Transport operators, government bodies, trade associations, as well as a sample of pilots, cabin crews and other persons interested in the topic (total number of respondents: 268, total number of respondents: 268, of which 81 found the measures proposed by EASA SIB effective and appropriate, 165 did not and 22 have no opinion. See the following two graphs).



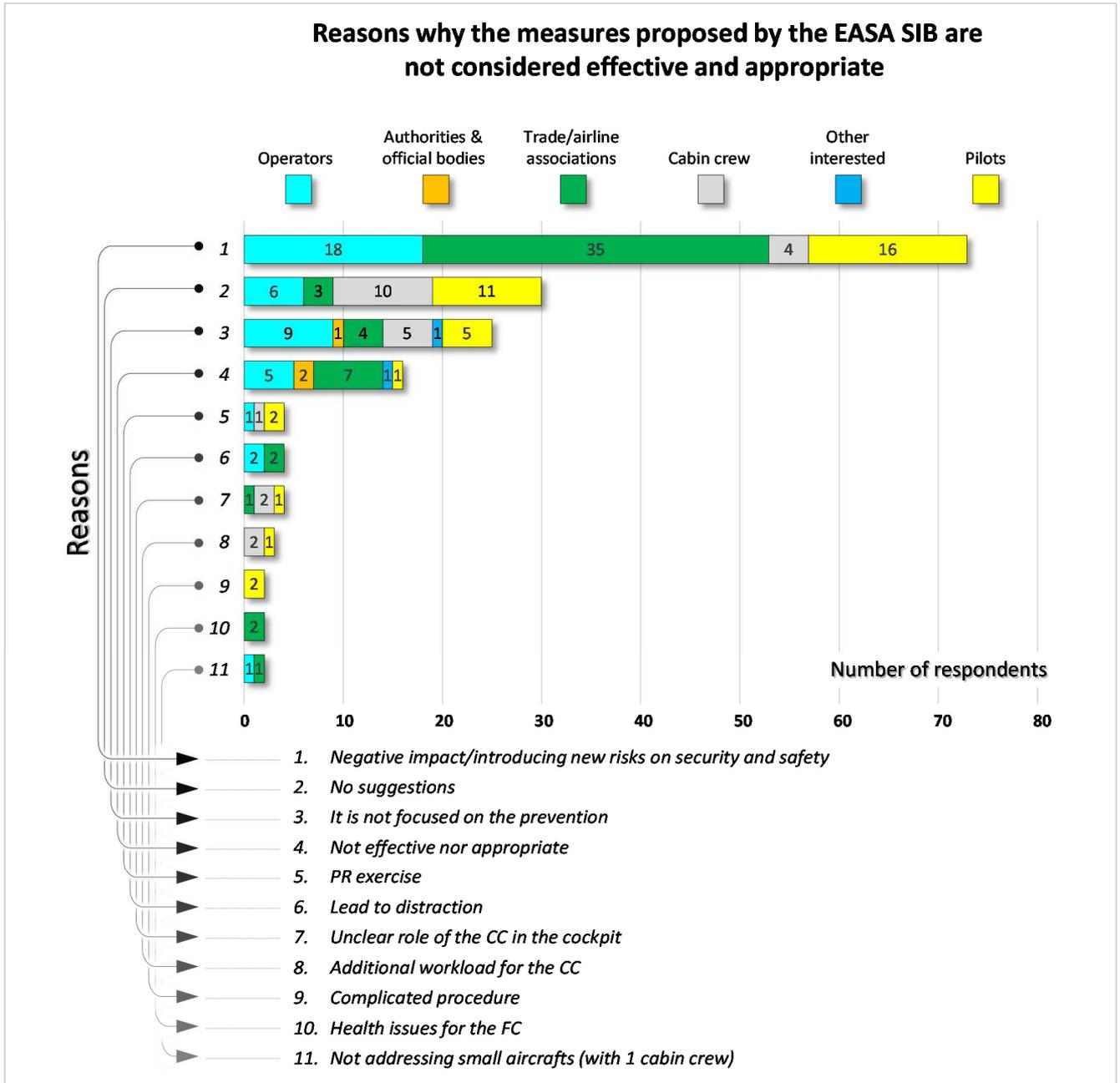
Source: question 4.1  
 (\*) FC = Flight Crew, CC = Cabin Crew





## 2-persons in the cockpit SIB recommendation No 2015-04

### 8.3. Weighted analysis of the reasons why the measures proposed by the EASA SIB are not effective and appropriate to mitigate the risks



Source: question 4.1

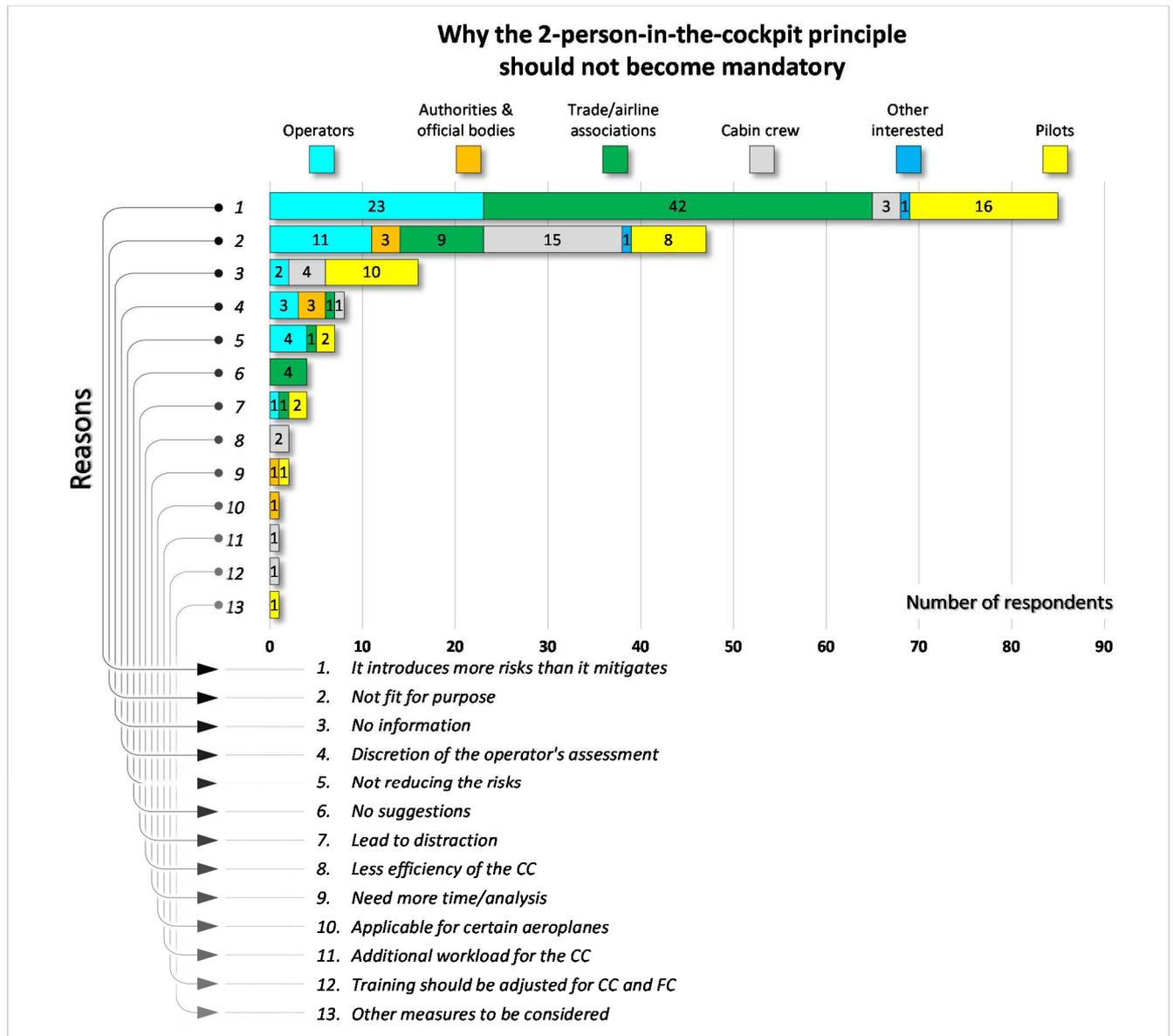




## 2-persons in the cockpit SIB recommendation No 2015-04

9. Do you agree that the 2-person-in-the-cockpit recommendation, recommending two authorised persons to be present in the cockpit at all times, should become a mandatory requirement?

*Weighted analysis of the reasons why the 2-person-in-the-cockpit recommendation should not become mandatory*



Source: question 4.2

### 10. Conclusion

Based on the outcome of the survey, the Agency has decided to revise SIB 2015-04 applying a performance-based approach, aiming to ensure that the CAT operator assesses the risks stemming from one person leaving the flight crew compartment for physiological or operational reasons. The revised SIB will be consulted with the Agency advisory bodies in the following month, targeting the publication of the final SIB by July 2016.

