

European Federation Historic Aviation

saving the European aviation heritage for all Europeans



EFHA

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The Human Factor, (Newsletter 6 2010)

This week we were approached by the Aircraft Owners and Pilots Association (AOPA). On the agenda was the latest EASA “stunt” in which this European Civil Aviation Authority on steroids, in one genius blow, offends the American Federal Aviation Authority while at the same time scaring 10000 Europeans with an American pilots license. Our EASA wants to outlaw Europeans aviators who fly American registered airplanes with American licenses. Why?

The usual motivation for anything the EASA does is “safety”. We’ve said it before; under our EASA’s rule, European airspace should become the safest airspace in the whole wide world. This mission statement in itself is.... not so bad, however the EASA spin on this is to make the flying business so difficult, expensive and complicated that less flights will be performed. No aviation over Europe makes European airspace very safe but since this would prove difficult the EASA mission seems to center on a lot “less flights”.

The European pilots with American licenses do not pose a threat to safety. There are no records indicating a higher involvement in aviation related incidents or accidents. The American pilots licenses are endlessly cheaper to get since the USA Aviation Authority (FAA) is in the “service to its citizens” business. The medical certificates that accompany the licenses are also less restrictive and the FAA, with decades of experience, handles this process well and actually investigates if ailments and afflictions actually pose a threat to the safe operation of an aircraft. In Europe we stick to the rules; just black and white, no grays or other colors.

Now our EASA has a plan for all those pilots with an FAA license; just take 7 theoretical exams, some lessons and a flight exam..... and you are all squared away. Your American registered airplane can from now on only be flown by American pilots and becomes a “hard sell” in Europe. Its value depreciates as we speak. There is also a human side to all this and it is very specific to historic aviation....

A lot of “older” aviators in Europe own historic airplanes and hold FAA pilots licenses. It is very unlikely that they will spend the time, money and effort to convert to EU pilots licenses. They will just stop flying and fade away. Historic aviation, even general aviation, will miss their expertise and experience, but these individuals loose far more; their semi-professional pastime and their dignity! How would you feel if you are told you are not “good enough” anymore?

The EFHA joined the AOPA lobby against outlawing American pilots licenses. A few years ago EASA’s Executive Director promised to address the reasons why people preferred FAA licenses over EU ones. He also said EU licenses should “compete” on the same basis, pricewise and effort wise. Nothing was done and nobodies advice was taken..... Is EASA an unreliable partner? Do they provide a service to the European aviation community? These questions will be answered by time but for now let us hope that EASA will show a human side and factor in the 10000 FAA licensed humans..... the human factor!

If you and your friends have not done so already; join the EFHA for free via www.efha.eu | button “register here”. No need to be a pilot....passion for aviation is more than enough! Help us – help you – help yourself!

Harry Haas

Chairman EFHA.

You can also contact the following National EFHA ambassadors:

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