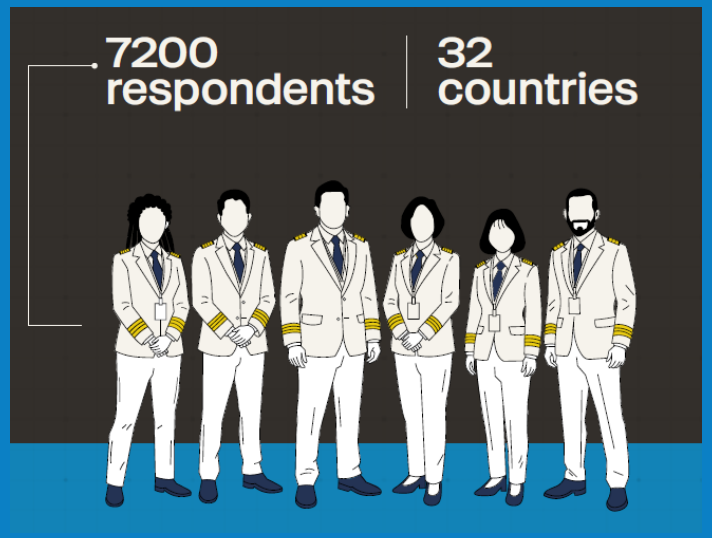
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Baines Simmons Fatigue Report 2.0

‘A fatigue survey of European Pilots – 2026’

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- **Survey: 4 weeks** (4 Aug. – 7 Sep. 2026)
- **Number of questions: 9** (+ 1 sub-question)
- **7.198** respondents: ***"This is a large, robust dataset, and comparisons with the 2023 survey, provides confidence in the results presented."*** (p.59)

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EASA - European Union Aviation Safety Agency
359.123 Follower:innen
1 Woche

Connecting people, technology and global standards to improve #aviation #safety.

At the International Air Transport Association (IATA) World Safety and Operations Conference in Istanbul, #EASA is joining aviation partners from around the world to discuss how these elements work together to support safe and resilient operations.

Our involvement began with our Executive Director, Florian Guillermet, participating in the opening panel on geopolitical risk and its impact on people's performance, exploring how aviation leaders respond to challenges across organisations and the wider system.

Across the conference's four tracks of Cabin, Emergency Response, Operations and Safety, EASA's contributions covered:

- Safety challenges and priorities.
- The safe integration of Advanced Air Mobility.
- Emergency response as an integral part of Safety Management Systems.
- Competency development, training and crew performance.
- Attracting and retaining the next generation in air traffic management.
- Effective passenger safety communication.

The discussions reinforce several practical priorities: bring safety and operations together from the beginning, ensure safety professionals understand operational realities and put usable safety intelligence into the hands of decision-makers.

Underpinning these topics is safety culture. Values need to be lived through everyday decisions, behaviours and accountability.

Continued cooperation between regulators, airlines and the wider aviation community is essential to turn these discussions into practical safety actions and risk mitigations.

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#IATAWSOC



171 · 1 Kommentar

"These discussions reinforce several practical priorities : bring safety and operations together from the beginning, ensure safety professionals understand operational realities and put safety intelligence into the hands of decision-makers."

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Overall results:

Almost no change over the past 3 years:

Since 2023, none of the survey dimensions showed any significant improvements, as experienced by European pilots. Significant challenges remain for FRM & oversight

Some do better than others:

In some countries improvements are reported by pilots flying for airlines having their AOC there – such as the Netherlands & Finland.
Ireland & Malta consistently feature among the bottom 2 (or 3) – as in 2023

Business models matter:

While network carriers perform comparatively better, particularly LCCs & ACMI perform negatively on most survey dimensions – on some significantly.

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Selected numbers:

Managing pilot fatigue:

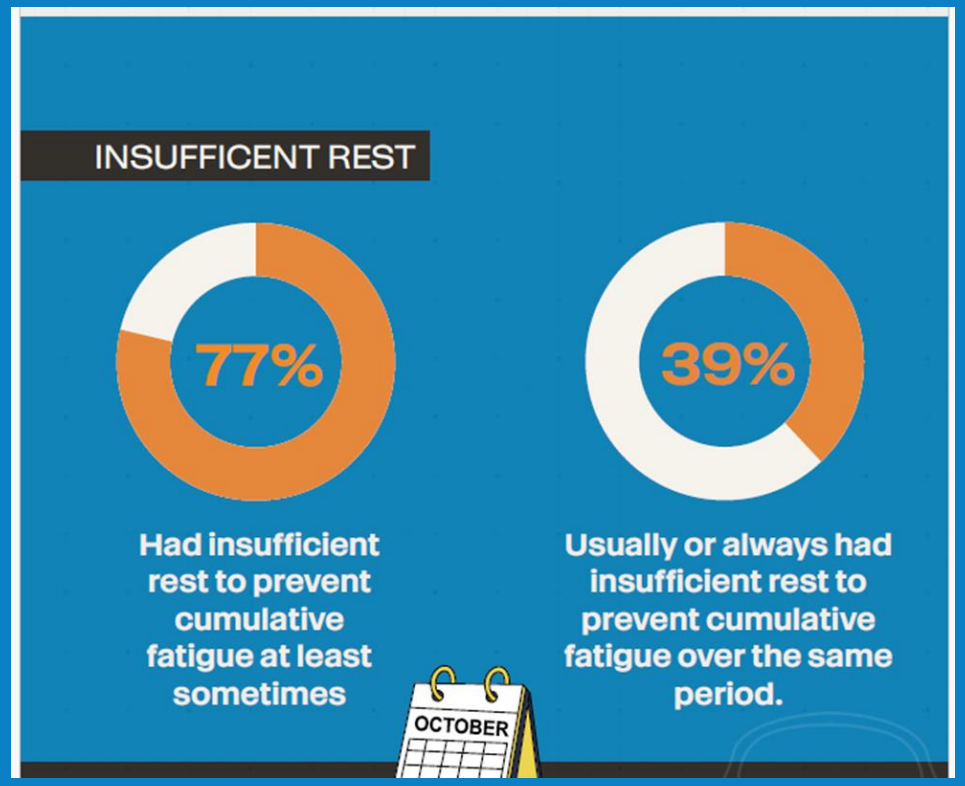
- **Over half** of pilots consider fatigue risk is **not well managed** in their airline (50.3%)

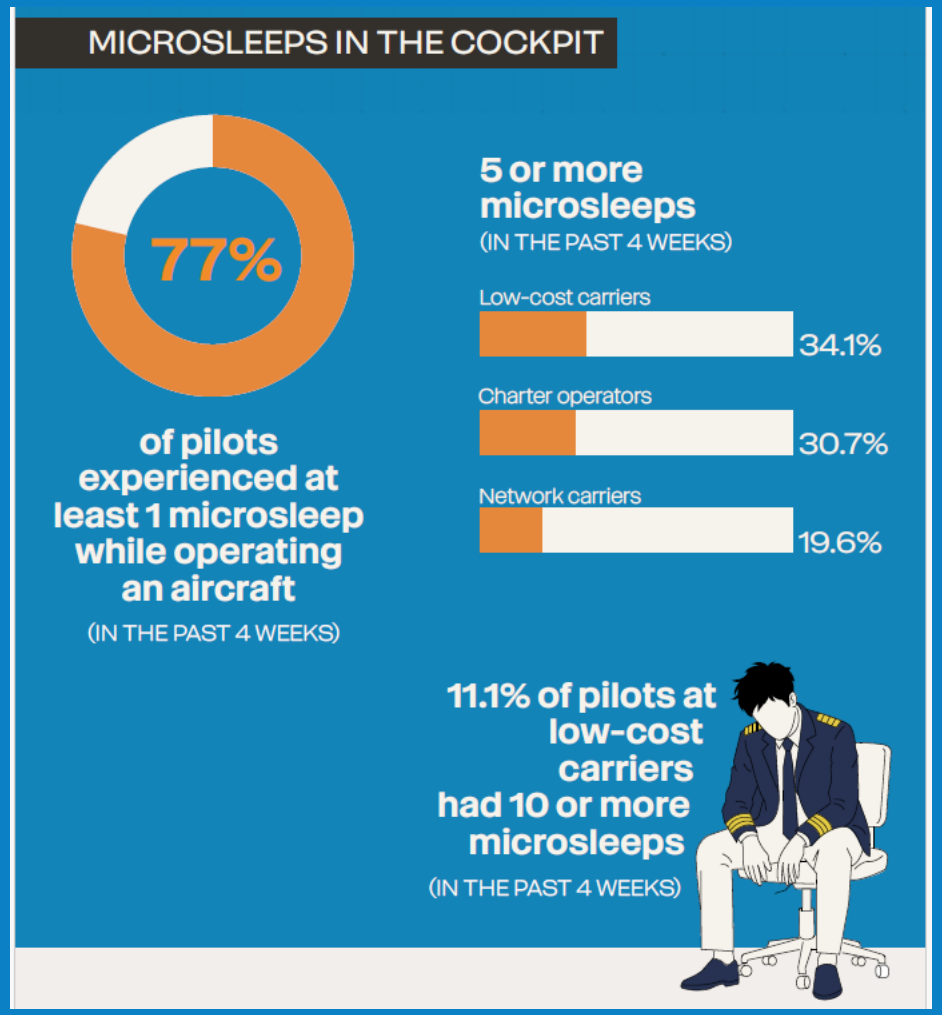
Reporting crew fatigue:

- **11.9% trust** their airline's fatigue reporting system
- 11.3% think their fatigue reports **led to operational changes** to improve safety
- 14.1% consider their airlines **communicate well** about fatigue reports

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Selected numbers:





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Selected numbers:

Fatigue reporting: 'When unfit due to fatigue, I usually…' :

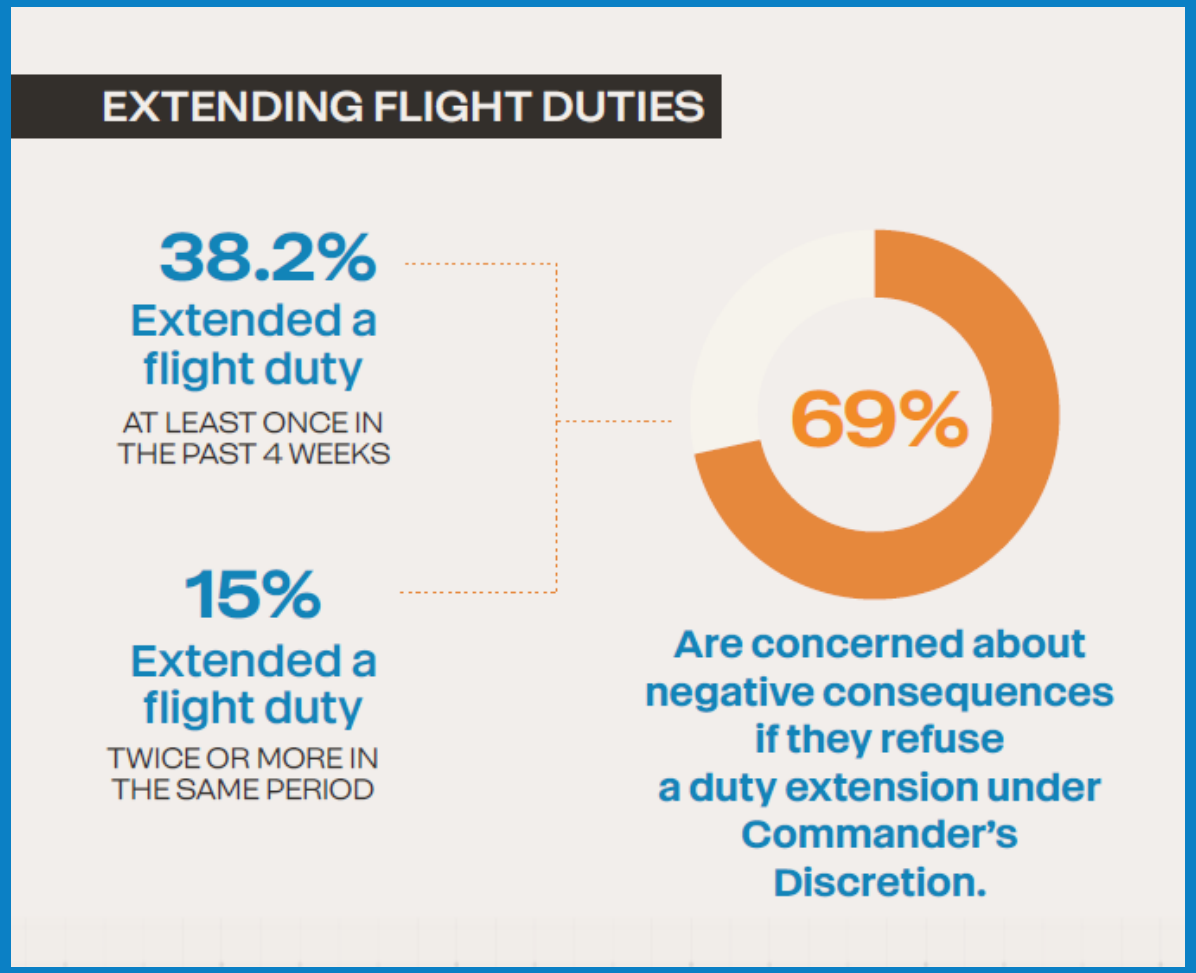
- Only 2 out of 5 pilots usually report unfit when fatigued (37.2%)
- A quarter usually do not report and fly fatigued anyway (24.2%)
- 16.8% usually report sick (+ 18.3% not fatigued)

Flying – in hindsight – fatigued

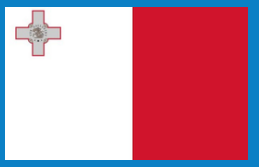
- Every 2nd pilot has operated in the last 3 months when, with hindsight, they realized that they should have reported unfit due to fatigue (52%)



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Airlines with AOC in **Ireland** & **Malta**:

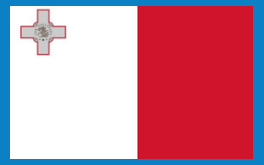
- Highest share of pilots **moderately or highly concerned** about negative consequences if they refuse
  => 55.2% / 47.7%
- Average: 44.3%
- DE: 4.7%, NL: 3.5%

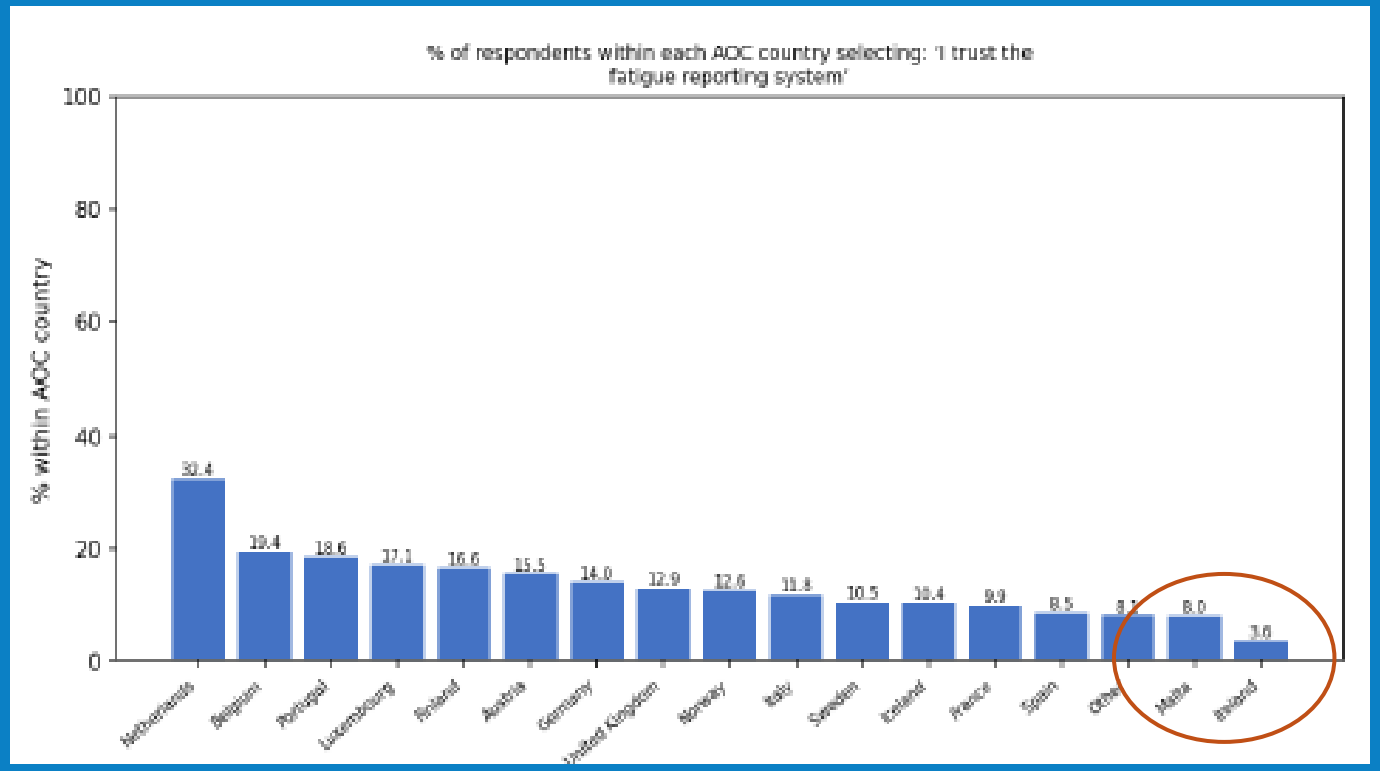
Pilots flying for **LCCs** & **ACMI**

- 59.7% / 57.4%

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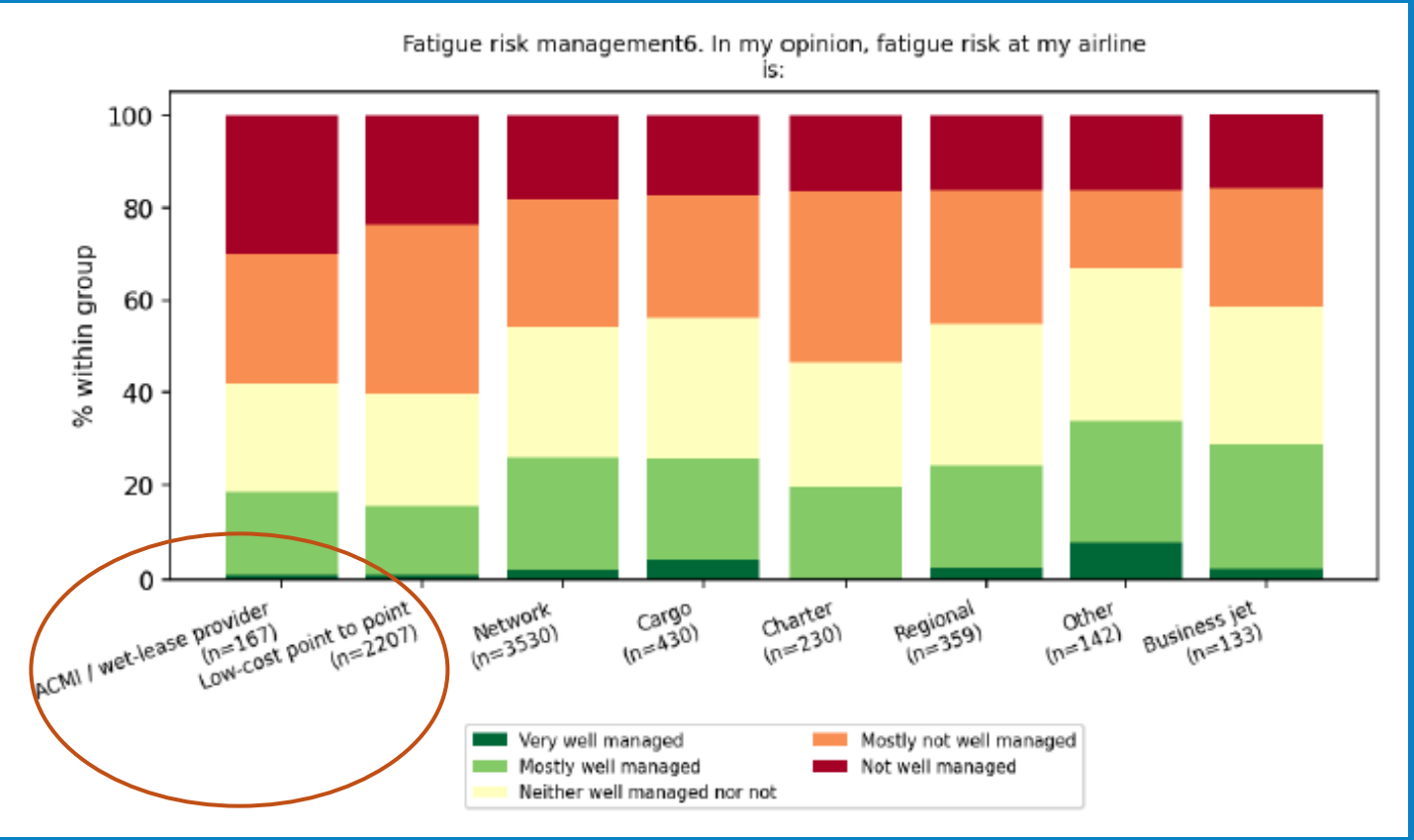
"I trust the fatigue reporting system"

- Ireland: 3.6%
- Malta: 8.9%

- Belgium: 19.4%
- Netherlands: 32.4%

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LCCs & ACMI



"FRM at my airline is very well managed / mostly well … / not well at all"

- LCC: 60.2% (not & mostly not)
- ACMI: 58.1%

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5 Themes:

1. **Tip of the Iceberg:** a considerable share of fatigue is unlikely to show up in any FRM process, official statistics, or oversight inspection. Because many pilots fly fatigued, declare sick, or are afraid to report.

2. **Fear of negative repercussions:** Concern about negative consequences is a recurring issue in the report. Both in the answers to questions and in free-text comments

3. **Safety Culture at stake:** 11.9% trust in fatigue reporting => “For an essential conduit of safety-related information, this reflects a large gap in the safety culture across many operators.” (p.21)

4. **Need for strong(er) safety oversight:** The high ‘variability’ between AOC countries indicates a lack of standardization in oversight and low enforcement of regulatory requirements in certain countries.

5. **Some airline types deserve particular attention:** LCCs & ACMI consistently feature among the bottom performers in most areas – negative experiences with airlines’ FRM, low trust in reporting, higher use of CD and concern about refusing to use it.

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What does this mean – how can EASA help ?

1. **Fatigue reporting is broken – we only see the Tip:** This needs fixing – otherwise FRM & oversight won't work. How?

2. **Fear of negative repercussions / broken safety culture:** When fear enters the cockpit, safety suffers. And pilots fly fatigued. This needs urgent fixing. Safety promotion won't be enough. Linked to oversight.

3. **Weak national oversight – focus on certain countries & types:** What can EASA do to change that? E.g. Malta & Ireland are home to certain airline types. Are they up to the task? Are they ready to step in or prefer looking away?

4. **Aircrew B.I.S. – a key opportunity:** … to enhance NCA standardisation / oversight, expand ('appropriate') FRM, set up FSAGs, clarify & strengthen certain rules + lift GM to AMC => targeted rule-making needed.

Thank you !

