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Enclosure(s)

None

Date 2 June 2015
Subject Answers to Parliamentary questions about self-
employed pilots, asked by Member of Parliament
Mr Van Helvert (CDA)

Dear President,

Hereby I answer the written questions of Member of Parliament Mr Van Helvert (CDA) about the article "Concerns about self-employed pilots" (submitted May 22, 2015).

Question 1

Have you taken note of the article "Concerns about self-employed pilots"? 1

Answer 1

Yes.

Question 2

Would you consider it a good thing that pilots in so-called pay-to-fly constructions are given the responsibility in airplanes?

Answer 2

The requirements to obtain and keep a pilot license, including the necessary type rating, ensure that only competent pilots get the responsibility in an aircraft. This system is one of the cornerstones that make aviation so safe. This is also the case with a pay-to-fly scheme.

Based on the report "Atypical Employment in Aviation" from Ghent University, the European Aviation Safety Agency (EASA) has performed a detailed analysis of the potential safety consequences of different contractual relationships, including freelance and pay-to-fly constructions. This analysis does not show that this is now a proven urgent safety problem. However, EASA advises to include attention to developments in contractual relationships and the possible relationship with security in the European aviation safety plan. By means of safety management systems, companies and supervisory authorities will in the near future also keep a finger on the pulse.

1 Telegraaf, 17 May 2015 (http://www.telegraaf.nl/binnenland/24049290/Zorgen_om_zzp-piloten.html)

The management board of EASA, which will decide on this report, will be urged to take this advice and you will be kept informed of the results thereof. This also ensures that the subject will receive sufficient international attention.

Question 3

Can you indicate how many pilots work via these schemes and which part of them is flying for Dutch companies?

Answer 3

According to the report "Atypical Employment in Aviation" of Ghent University, in Europe 16.1% of the respondents have a different type of contract than a direct, open-ended employment contract with an airline. No exact data are available on how many of them work for a Dutch company, but to the extent known these schemes are not widely used by Dutch companies.

Question 4

Anticipating on action from Brussels, are you willing to ban these schemes and also to take action on a national level?

Answer 4

Aviation is above all an international industry where safety issues should be dealt with internationally. Given the fact that EASA tackles this issue appropriately and also given the fact that the Dutch aviation sector to the extent known is currently not using these contracts on a large scale, from a safety point of view there is as yet no reason to intervene at a national level.

Yours sincerely,

THE STATE SECRETARY FOR INFRASTRUCTURE AND ENVIRONMENT

Wilma J. Mansveld