



AEI press Release PR025-2012

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Shocking evidence of failing government oversight.

The NAA reached on average 24 % of the target manning levels as reported by ICAO. ICAO Showed that worldwide less than 60 % of the countries comply with less than 60% of the ICAO regulations, that reinforces and validates the stand that AEI (Aircraft Engineers International) has maintained in regards to oversight manning levels and engineering qualifications.

Seriously safety occurrences were reported with National Authorities turning a blind eye and failing to investigate these potential disasters.

Outsourcing can be used by unscrupulous airlines to circumvent oversight of critical aircraft systems.

New maintenance programs are cutting up major overhaul into minute packages creating problem with oversight, and quality of the work.

During the AEI congress of Aircraft Engineers International the world body of Aircraft Engineers and Technicians were confronted with presented staggering information of Failing National Authorities oversight. Not only was the situation discussed where Oversight by NAA (often announce weeks in advance) showed to uncover trouble operational failing, It showed the often with great risk for losing their jobs written occurrence report with major safety breaches were not even looked at. People that take (in some companies) the risk of uncovering such (well kept secrets) felt left alone by authorities while trying to improve unsafe operations.

Today's pressure put on aircraft Engineers around the world is rising since the no 1 priority for airlines management has shifted from safety First to making profit.

Safety first has gone down from a priority to a marketing catch phrase. All kinds of safety barriers that were put in place to protect the passengers & crews is being continually eroded, to such a level that findings 2012 incidents have surpassed 2011.

- The safety concept Check and re-check is gone.
- Levels of redundancy are disappearing.
- Proper training is reduced to the bare minimum.
- Critical aircraft maintenance is done by most airlines without enough qualified staff.
- Some companies work with alarmingly percentages of contracted temporary staff, whose qualification levels are questionable.
- The majority of the work is no longer checked by licensed Technical staff.

The regulation is kept vague to ensure most can explain it such that it feeds their need and yet in any TV or radio commercial they express safety first is their most important item. We know better but we are ignored, they just don't want to hear what is being set since it interferes with their goal to meet the company bonus with a certain profit reached.

It was showed that some regulations are busier to ensure they can no longer be blamed for failing oversight, not because it is better or safer just to prevent being sued and fined by court. Taking their responsibility as being the regulator is seen as too risky. Do we have to wait for the equivalent of the Mexican Gulf Oil rig disaster before government wake up and take responsibility being the responsible organisation?

AEI is fighting this but we need the public uproar to stop and reverse this appalling behaviour that is done with government approval.

Our position has always been and will forever remain that aircraft maintenance is critical maintenance and critical maintenance should be carried out to a set standard and not a set price.

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