



Editorial: MH17 - No lessons learnt?

On July 17th, 2014 a Malaysia Airlines Boeing B 777-200, bound from Amsterdam to Kuala Lumpur, was shot down by a ground to air missile over Eastern Ukraine. On the same day, many other airlines used exactly the same routing – and each of them could have been hit by this weapon. Some airlines however seemed to have access to information that left no other option than avoiding this part of the world. Consequently, the most logical conclusion of this tragic accident (298 passengers and crew lost their lives) was to assure that the members of the European Union would set up an information exchange system that would help preventing such a tragic loss of life in the future. [Keep reading +](#)

by Capt. Dirk Polloczek, ECA President

NEWS

EU Transport Ministers discuss atypical employment and its harmful effects

ECA welcomes the Transport Ministers' debate on the "Social dimension of the aviation industry" (08/06/2017), based on a Memorandum from the Netherlands, which calls for leadership on tackling problematic employment practices. But discussion alone is not enough. After years of debate and monitoring, it is time to come up with concrete European and national commitments to stop airlines abusing 'atypical employment', Pay-to-Fly schemes or (bogus) self-employment of aircrew. [Keep reading +](#)

No ban on laptops. End of story?

The US authorities agreed not to expand the ban on bringing laptops into aircraft cabins for flights from Europe to the US. For now. This US decision takes into account Europe's safety concerns of storing hundreds of devices – including their batteries – in a baggage hold.

The severe fire hazard related to these batteries – as also ECA had pointed out in a position paper – cannot be overlooked as a threat and needs to be carefully assessed before measures like a ban should be considered. [Keep reading +](#)

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POSITION

Fume & smoke events - How to respond?

Smoke and fume or smell events – usually referred to as ‘cabin air contamination’ – are regarded as a potential serious threat to air safety, as shown by incident reports, and could pose a threat to the health of the crew and passengers. But while our knowledge of such events grows, thanks to the occurrence reports submitted by crews, the availability of such

data (reports) needs to be improved, in order to reduce the risk of such events happening again in the future. This is why ECA put together a set of guidelines for aircrews how to respond to fume / smell events. [Here's what you as a crew member need to know.](#)



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