



Wizz Air Hungary Kft.

**Mr Patrick Goudou  
Executive Director  
European Aviation Safety Authority**

**28 November 2008**

**Subject: Moebus Aviation report: "Scientific and Medical Evaluation of Flight Time Limitations"**

Dear Mr Goudou,

We have received a copy of the above study that was circulated recently by EASA. We believe there are fundamental flaws with the study and the recommendations contained within it should not, under any circumstances, be adopted.

Wizz Air has serious concerns at the findings of this report, many of which we believe have no scientific basis. The content of the report is in conflict with established findings of qualified aviation medical specialists and would undermine airline roster stability thereby introducing a risk to safety.

After many years of consultation, negotiation and scientific input, a Europe-wide Flight Time Limitation Scheme was introduced on July 16 2008. We believe this FTL scheme, Sub Part Q, already provides for more restrictive rules than are evident in many other countries. We believe any fundamental changes or revisions to Sub Part Q, as proposed in the Moebus report, are unnecessary and should be immediately rejected.

We understand that EASA is currently studying and evaluating the Moebus report. Wizz Air has a very clear position on the matter and we believe that the report is deeply flawed and as such must not form the basis of any decision effecting European flight time limitations.

We will be further reviewing the report over the coming weeks and will be conducting our own research into the proposals. Meanwhile we strongly request that EASA does not proceed with the issue of any NPA, based on the Moebus report, which would have the most far-reaching implications for European aviation, for no justifiable gain in terms of safety.

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I would be grateful for your urgent confirmation that EASA will not propose any change to current regulations on the basis of this report.

Yours sincerely,

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Chief operating Officer  
Wizz Air Group

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