**Question for written answer E-005091/2015**
**to the Commission**
Rule 130
**Takis Hadjigeorgiou (GUE/NGL)**

Subject:     Flight safety

The protocol/procedure followed to ensure pilots are kept safe and secured in the cockpit during flights, without any interference/breach by outsiders was put in place in 1980, when the first terrorist attacks on aircraft occurred. After 9/11 and the terrorist attack on the twin towers, this protocol was adopted on all flights. The decision taken by the International Civil Aviation Organisation clearly states that it must not be possible to open the door to the cockpit from the outside (it locks automatically when the pilot shuts the door after entering the cockpit). Therefore, if someone is locked outside the cockpit, they must knock on the door, give the password or ring a bell. Whoever is inside the cockpit can therefore 'block' entry.


The initial evidence recovered from the first black box of the Germanwings Airbus A320 that crashed on 24 March 2015 suggests that the pilot of the aircraft was (deliberately) locked out and was unfortunately unable to enter the cockpit, which might have enabled him to prevent the tragedy.

In view of the above, will the Commission say what measures it intends to adopt to ensure that locking the cockpit door in order to safeguard pilots during flights does not create other potentially negative consequences which compromise overall flight safety?