

**Question for written answer E-002536/2022  
to the Commission**

Rule 138

**Clare Daly** (The Left)

Subject: Wizz Air safety culture and EASA oversight

Further to its application to the United States Department of Transportation (DOT) for a permit to fly to the US, Wizz Air was criticised by trade union organisations over what appears to be a flawed company safety culture. In its reply to the DOT, the Commission and the European Union Aviation Safety Agency (EASA) both stated that verifications and interviews with ‘random staff’ took place, and that ‘no significant safety concerns were detected.’

Questioned by the Committee on Transport and Tourism in March 2022, EASA Executive Director Patrick Ky reiterated that inspections ‘have not, never, indicated that there was a lack of safety culture in Wizz Air, and that there was any kind of safety concern that we should have.’ In June 2022 however, Wizz Air CEO József Váradi encouraged his staff to operate while fatigued, which is incompatible with safety rules and a healthy safety culture.

Can the Commission clarify:

1. How many interviews took place and what measures were taken to ensure staff were able to speak without fear of reprisal?
2. How does EASA meaningfully assess an airline’s safety culture, involving its staff and capturing all relevant factors?
3. Who is monitoring EASA’s Article 65 oversight activities and how is the independence of this overseeing entity ensured?