

## Press release from Navigants Libres 6 December 2024

### THE NEED FOR TRANSPARENCY TO ENSURE AIR SAFETY

*Transparency is the key to the confidence that passengers have in crew members. By breaking the chain of transparency, the authorities no longer allow flight crews to fully carry out the mission entrusted to them.*

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« Les Navigants Libres » is a group of pilots and flight attendants working for several French airline companies. It was formed spontaneously in July 2021, when the authorities launched a mass vaccination campaign against Covid 19 in the general population and introduced restrictive measures such as the “health pass”.

At the time, more than 24,000 aircrew in France - a young population in good health and under particular medical surveillance - were subject to a ‘de facto’ vaccination requirement, with a product that was new to the market, even though **it was clearly impossible to know what its side effects would be**, and therefore the potential risks, whether on the ground or in the air.

This measure was taken **in defiance of all the texts and principles governing the requirements and precautions in the field of aviation medicine and air safety**, in particular those set out in Commission Regulation (EU) No 1178/2011 of 3 November 2011 and the ICAO Civil Aviation Medicine Manual (DOC 8984).

‘Over-vaccinated’ population compared with the general population, we do not question the use of traditional vaccinations, which have been tried and tested for years (e.g. yellow fever). On the other hand, while the use of common medicines, such as anti-inflammatories or anti-histamines, is particularly regulated for our population, the use of new and experimental treatments is not recommended to us and can only be considered in the context of a prior study by our authorities and in accordance with the principles of air safety, particularly when such treatment is applied massively and simultaneously.

After having tried in vain in front of the French Conseil d'Etat to make our concerns heard about the risks to air safety caused by these health measures, and even though some of us were claiming to be suffering from side-effects, we alerted our state authority, the Direction Générale de l'Aviation Civile (DGAC) and the European Aviation Safety Agency (EASA), to ask them to provide full transparency on the medical and scientific elements that led to the authorisation of such a mass vaccination of our flying population.

The DGAC took refuge behind the recommendation of the European Aviation Safety Agency (EASA), which at the time recommended such a measure without any precautions other than a flight stop within 48 hours of the injection, essentially relying on the individual responsibility of each flight attendant to extend this period in the event of persistent side effects. This is a particularly surprising recommendation for an agency that is usually extremely vigilant and attentive to the slightest weak signal in terms of air safety. When questioned, the EASA **acknowledged that its health experts had based their recommendation solely on the general and public conclusions** of the European Medicines Agency (EMA), **without any specific impact study of the aeromedical risk**.

However, it has to be said that the documents made public at the time by the EMA and the European Commission did not provide EASA with sufficiently transparent information to enable it to establish appropriate measures for airmen.

Indeed, it is to be believed that if EASA had had access to the contracts signed by the European Commission with manufacturers, **it would have been alerted to certain contentious clauses, which would inevitably have imposed much more robust precautionary measures**.

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This blatant **lack of transparency** on the part of the European Commission **with regard to European citizens**, but also with regard to its agencies, not only **constitutes a real prejudice** for our flying population but also constitutes a **risk for all users of the air sector** who, since this period, have been travelling with crews whose consequences on air safety from their Covid19 vaccination are still not known today, given the side effects which are now recognised.

Following our appeal to the Court of Justice of the European Union and its dismissal, we are now firmly convinced that the President of the European Commission is behind this lack of transparency, and that she is deliberately maintaining it, despite her obligations to the Member States, to the citizens of the European Union and **to her agencies, in particular EASA**.

Today, the Belgian State is investigating a case against the President of the European Commission, Ursula von der LEYEN, the CEO of PFIZER, Albert BOURLA, and the companies PFIZER and BIONTECH for the destruction of public documents and corruption.

The possible acts of corruption explain the opacity and lack of transparency surrounding the conclusion of contracts for the purchase of vaccines against COVID 19 between the European Union and PFIZER, as well as the introduction of social constraints to encourage vaccination.

These are serious offences, all the more so if they were committed by the European Union's most senior official.

More than 500 of us, in association with our Dutch flying comrades in the Luchtvaart Collectief, have decided to join this trial as a civil party, so that the whole affair can be brought to light and transparency and confidence in our European institutions, particularly those responsible for air safety, can be restored.

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