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\*\*\*\*\* NEWSLETTER \*\*\*\*\*

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***IS THERE A TIME WARP BETWEEN EUROPE AND THE UNITED KINGDOM?*** Separated by a thirty minute train ride and a one hour time zone change, is the British press a year behind current civil aviation affairs **OR** ? In June, at the joint FAA/EASA/JAA Conference in Portland, Oregon, I asked Patrick Goudou, the Executive Director of the European Aviation Safety Agency — EASA — if he was happy with the cooperation between the various National Authorities (The CAAs of the Member countries) and his Agency. He told the audience that things were moving along very well and that there were no problems. Later at a coffee break, he took me aside to say there had been a magazine article about problems but that had been resolved.

Then last Thursday a nice sounding lady from Air Transport Intelligence News called and asked to be placed on our NEWSLETTER mailing list — offering us in exchange a “trial<sup>1</sup> subscription” to their on-line daily newsletter. SOLD. I logged on and the first article I saw was a headline dated the day before — *EASA is ‘accident waiting to happen’: UK transport committee*. I quickly sent an e-mail to Patrick Goudou . . . . .

*Good morning Patrick . . . .*

*I was surprised to read today of a disharmony between the UK CAA and EASA. We talked about this at Portland and you assured us everything was in accord. Harmonization is very important to all of us in the Aviation Community.*

*The Best in resolving any problems,*

The next morning I had his response . . . . .

*Good morning Jim,*

*I can confirm that there is no disharmony between the UK CAA and the Agency. The report you have read is outdated.*

*Patrick Goudou*

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<sup>1</sup> Don't waste your time opting for the *trial subscription*. . . . “its just enough to know what the site has to offer. Your usage was 18 pages of news only”. Sorta' limited “try before you buy” for \$3,695/year subscription.

ATI then sent us a copy of an 8 November Financial Times article that echoed the same text in the ATI article. A few hours later a colleague at a British air carrier sent us a copy of a similar article from the BBC news web site.

An interesting comment in the November 8<sup>th</sup> ATI article . . . . . *But a UK Labour party spokesman for transport and tourism in the European Parliament, Robert Evans, defends EASA. He says: “[EASA] will ensure that there is a European solution to European safety issues.*

*“Aviation is not just a national issue. Since we have created a ‘single sky’ which allows European travellers to freely move around the European Union without barriers, we need a European approach to safety.”*

*While Evans himself has proposed delaying the implementation of an extension of EASA’s powers until the agency is fully resourced to carry out its responsibilities, he insists that EASA is “heading in the right direction”.*

*“I think it is regrettable that, in drafting this report, as far as I am aware, the committee has had no consultation from the European Commission, EASA or the European Parliament, who are responsible for the extension of the powers of EASA,” he says.*

It appears to be a case of *he says — she says*. For the time being, even though I’m not a *EASA fan*<sup>2</sup>, I’ll go with Patrick’s response. NOTE: This matter first surfaced with a Flight International<sup>3</sup> article on 19 April 2005.

***SO I ASKED ANOTHER COLLEAGUE IN THE UK!*** He responded . . . . .  
*“Well from where I sit (in partial retirement) it is clear that the CAA are unhappy. How much of this is genuine because of the fear that EASA are not yet fit for purpose or that the CAA’s own power base is shrinking I’m not sure. Certainly the UK industry people have little good to say about EASA, however that is what I would expect when we were used to friendly and close contact with our own national regulator. What is apparent is that industry has arguably the worst deal with costs being paid to both entities and no firm belief that results are coming through.*

*I have a bias having dealt with the UK and FAA regulators for over 40 years but I see the press and other media hype about the prickly attitudes*

*Best Regards”*

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<sup>2</sup> I liked the JAA approach — Harmonize the regulations with the individual Authorities managing them — less bruised feelings that way.

<sup>3</sup> Flight International is owned by the same folks that own ATI.

**BUILD IT AND THEY WILL COME — no matter how much effort an airport designer puts into a project, some one will have an accident.** Pilots will land too far down the runway and run off the end — they will “land short” of the pavement and perhaps tear off their landing gear — they will land<sup>4</sup> or takeoff on a taxiway, which may not be as long as the runway they think they are using — they will takeoff or land to the North when they are cleared for the South — they will attempt (unknowingly) to use a runway that is being used by someone else — **they will “jaywalk”, i.e., attempt to cross a runway** in front of an approaching aircraft — when there are several runway options they will often select the short runway which isn’t long enough for their takeoff (like COMAIR) or not long enough to stop after landing. These pilots may be flying a Piper Cub or a 747 — be careful and say a short prayer before each takeoff or landing — we do! Remember the greatest loss-of-life accident was a runway collision between two 747s.

### **AMERICAN AIRLINES FLT 587 DIDN’T HAVE TO HAPPEN — PART 2**

We had some interesting responses to our article about the American Airlines A300-600 that lost its vertical stabilizer shortly after takeoff from JFK five years ago this month. One e-mail had 18 pages, with an assurance there were more pages of data available — the topic . . . . “A-300 Series Aircraft ‘Uncommanded Rudder’ Incidents — 21 Uncommanded Rudder (Yaw) incidents. 20 Not Seen in the NTSB’s Final Report on American Airlines 587 (Last revised 10/12/06)”. We have posted the e-mail on our web site — *tatsco.com*.

There was one report that I found interesting — the incident occurred on 11/28/2001 — about two weeks after the accident flight.

*DCA02WA011*<sup>5</sup>

Scheduled 14 CFR Part 121: Air Carrier operation of AMERICAN AIRLINES INC

Incident occurred Wednesday, November 28, 2001 in Lima, Peru

Aircraft: Airbus Industrie A300-600, registration: N7055A

*American Airlines A300-600 flight reported "fish tailing" soon after takeoff from Lima, Peru, on November 28, 2001. The flight returned to land at Lima without injuries to the crew or passengers (actual number of passengers is unknown). The flight recorders were pulled pending possible readout. There isn't any further information (i.e. NO FLIGHT RECORDER READOUT NOTED)! These (NTSB) are the guys that we rely on to keep us from a premature trip **from here to eternity?***

**THE HELIOS AIRWAYS ACCIDENT REPORT . . . . .** The Greek Aviation Authorities confirmed the cause of the 737-300 accident, but have you seen an FAA Airworthiness Directive requiring a specific WARNING LIGHT<sup>6</sup> when the cabin altitude is above 10,000 feet? The NTSB published<sup>7</sup> report states . . . .

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<sup>4</sup> As an airliner with 150 passengers on board reportedly landed on a taxiway at Newark a week or two ago. Interesting — we only heard the report on one day . . . . then it *went away!*

<sup>5</sup> This is the NTSB REFERENCE NUMBER.

<sup>6</sup> The only WARNING is a “horn” — the same one used for one of the unsafe to takeoff WARNINGS.

<sup>7</sup> The Greek Authorities were responsible for the investigation and official Report.

*On August 14, 2005 at approximately 12:04 p.m local Greek time, a Helios Airline Boeing 737-300, registered in Cyprus as 5B-DBY crashed into rolling terrain north northeast of Eleftherios Venizelos International Airport (LGAV), Athens, Greece. The nearest town to the crash site was Gramitikos, Greece. The aircraft had departed Larnaka Airport, Cyprus, two hours and 57 minutes prior to the accident*

*The National Transportation Safety Board sent a team to Greece that consisted of a US Accredited Representative, and specialists in the areas of operations, aircraft structures, and aircraft systems. Upon arrival, this team joined investigators from the Greek Air Accident Investigation and Aviation Safety Board, the Boeing Company, and CFM, the aircraft's engine manufacturer.*

*According to the AAIASB, during climbout as the aircraft passed 12,000 feet, the cabin altitude warning horn sounded. The captain then began radio communications with his company maintenance base at Larnaka. This communication lasted until the aircraft passed 28,900 feet. The aircraft was on autopilot at the time and followed its FMCS inserted route. It subsequently passed over LGAV, its planned destination, at 34,000 feet and entered the missed approach holding pattern.*

*Two Hellenic Air Force F-16 fighter aircraft intercepted the aircraft and one of the pilots noticed that the captain's seat was empty and the first officer's seat was occupied by an incapacitated person. Shortly thereafter, one person was seen to enter the cockpit wearing an oxygen mask.*

*After 1 hour and 12 minutes in the holding pattern the left engine flamed out due to fuel starvation and 10 minutes later the right engine also flamed out. The cabin altitude warning horn subsequently stopped sounding after the aircraft later descended below 10,000 feet during its final descent.*

*Both the flight data recorder and the flight recorder were recovered from the crash site and were processed successfully by the French BEA. Numerous components from the aircraft pressurization system were also recovered and will be examined at the Boeing facility in Seattle, Washington. Numerous interviews were conducted with Helios company officials and Helios maintenance personnel.*

**A READER SENT US AN INTERESTING FRENCH NEWSPAPER ARTICLE RE THE A-380 DELAY. IT IS POSTED ON OUR WEB SITE — tatsco.com.**

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**Jim Helms, President**