



## NEW ZEALAND AIR LINE PILOTS' ASSOCIATION

### MEDIA RELEASE – PERPIGNAN ACCIDENT REPORT

17 September 2010

#### “NZALPA supports critical findings”

The New Zealand Air Line Pilots' Association (NZALPA) is pleased to see that the final report into the Perpignan accident of November 28 2008 has been completed and released to the public said President Mark Rammell. We hope that the release of the report will provide some answers to the families of those lost as to how and why this accident occurred. Our thoughts are with those families as once again as the accident and events surrounding it come into the public arena.

Accident reports are about establishing the facts of what happened, and through recommendations issued as a result of the investigation, making aviation safer. Mark Rammell said NZALPA has not been directly involved in the investigation and the report issued this morning has been our first opportunity to consider the work of the French investigation team in any detail. We will take our time to carefully consider the report before commenting more fully on it. NZALPA has had representatives – both pilots - involved as part of the Cockpit Voice Recorder evaluation team and through our colleagues at French ALPA (SNPL), a Human Factors expert advising the Bureau d'Enquetes et d'Analyses (BEA). While these representatives have been covered by strict confidentiality agreements limiting the level of communication back to NZALPA they have none the less given the Association confidence that it was represented.

What is apparent from the report is;

1. That **had** the angle of attack sensors not frozen (failed) this accident would not have occurred and;
2. There was no warning to the pilots that these vanes had failed - a critical part of the Airbus 'Fly By Wire' protection systems. The Airbus crew monitoring system was not designed to warn a pilot of this failure and;
3. There needs to be better and more closely monitored procedures for these types of flights and who conducts them.

NZALPA supports these critical findings.

President Mark Rammell said the report causes NZALPA to ask a number of important questions which need careful consideration concerning such factors as:

- Maintenance procedures
- Warnings when systems fail
- Human Factors which is such an important element in modern safety systems for all transport operations
- Carriage of passengers on flights where there are operations outside of what would occur during a normal flight

NZALPA will be keen to work with industry stakeholders to ensure that the lessons that can be learned from this accident are implemented to ensure a safer aviation industry.

Mark Rammell  
**President**  
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