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Turkish Airlines Amsterdam Accident underlines AEI safety Warning

The Dutch Accident investigation board's preliminary report into the Turkish 737 crash at Amsterdam's Schiphol Airport has reinforced previous safety warnings issued by AEI. AEI has been warning for some time that completely avoidable accidents such as this will increase unless regulators start to properly enforce the regulations.

"We have warned the authorities and in fact supplied evidence of pilots not reporting faults with their aircraft as they occur but rather when commercially convenient, yet the issue continues to be ignored" said AEI's Secretary General Fred Bruggeman.

Dutch Investigators have now released data revealing that the instrument primarily responsible for this accident, the Radio Altimeter, was defective on at least 2 occasions just prior to the fatal flight without any defect being reported by the responsible flight crews. "Let's be clear on one point", continued Mr Bruggeman, "AEI gains no pleasure from saying 'told you so', yet the fact remains that had the fault been reported earlier, as required by the regulations, this accident would not have occurred".

In 2007 & 2008 AEI repeatedly warned all European Aviation Authorities (including Turkish) about pilots not reporting aircraft system defects but unfortunately the warnings were ignored.

AEI would like to see National Aviation Authorities increase their surveillance of airlines in order to guarantee that standards are being met. In addition, AEI will increase pressure on the European Union, as the evidence relating to the reduction in standards is quite clear. There are hundreds of open audit findings on which the European Union fails to act in a timely manner, if at all. The EU consistently fails to appreciate the importance of enforcing the regulations and the result of weak regulatory oversight is more accidents.

This lack of proper action by the EU Transport Committee suggests that profit is considered the number one priority. The aviation industry is in urgent need of a powerful and truly independent authority. Despite their best efforts EASA will always struggle to uphold standards as long as enforcement remains under the control of EU politicians unable to detach politics from the real issue, safety. How many more avoidable accidents will we have to suffer before the EU realise that safety must be paramount?

For more information Contact AEI pr at airengineers.org or sg at airengineers.org (This Prevent Spam) or Tel +31 655 930 175 or check out the website www.airengineers.org