

ICAO GLOBAL CIVIL AVIATION
SEARCH & RESCUE FORUM
UAE GENERAL CIVIL AVIATION
AUTHORITY



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By
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INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS

- IFALPA represents over 100,000 airline pilots in 105 member associations from around the world
- The mission of the Federation is to be the global voice of professional pilots, to promote the highest level of aviation safety and security worldwide, and to provide services, support, and representation to all of its member associations
- Recognized by ICAO as the voice of the pilots worldwide

INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS

- Supports the work of the PRICE SG
- The language proficiency requirements applies to pilots, controllers, radio operators and navigators
- Supports the ICAO Standards and Recommended Practices (SARPs).

INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS

- The Industry needs to learn and understand, the significance of having a common language used not only in the non-critical operational context but also during such most critical situations and emergencies

INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS

- It is essential that pilots are, at all times, fully aware of the situation in the ATC environment. This is, obviously, impossible if communications are being conducted between other aircraft and the ground station(s) in an incomprehensible language.

PRESENTATION OUTLINE

- XXX 981 B747- 400, JFK - USA
- Continental Airlines 123 MD80, MEX-
Mexico
- United Airlines 846, B767 - 300, EZE-
Argentina

XXX 981& Kennedy ground control



CAL 123 Mexico City



UAL 846 Buenos Aires

Pilots' Perspective

- B767/300 Left engine failure - **loud bang!** @100 kts & 183 tons. 3 Pilots, 10 FA, and 173 passengers
- First Officer called the tower requesting Aircraft Rescue Fire Fighting (ARFF) meet the aircraft
- Aircraft comes to a stop on the runway
- Calls to the tower “no response” - “stand by”
- Crew trying to ascertain AC condition
- More calls to the tower “no response” - “stand by”
- The Captain asked the Non-Flying First Officer (NFFO) to enter the cabin and inspect the left side of the aircraft. The First Officer returned and reported no evidence of smoke or fire

UAL 846 Buenos Aires Pilots' Perspective

- ARFF seen arriving at the AC
- The flight crew observed individuals milling around the aircraft. The right engine had been left running; however, due to the number of people around the aircraft, the Captain elected to shutdown the right engine for safety concerns
- APU was off – AC now is dark.
- UAL maintenance technician informed the flight crew that there was no fire. The Captain requested that buses and air stairs be brought out to off load the passengers

UAL 846 Buenos Aires Pilots' Perspective

- At this time the tower called the flight and asked “**can you open the gate**”? The Captain was unsure of the question and did not immediately respond. Another call from the tower asked “**can you get out right side**”.
- different voice was heard on the ground headset demanding “**get off airplane!**”
- The Captain responded by asking “do you see a fire?”
- Once again the voice came over the interphone, this time yelling “**get off airplane now!**”

UAL 846 Buenos Aires

Station Personnel Perspective

- Maintenance personnel heard a “bang” coming from the runway and noted that it was the aircraft they had just dispatched. They observed ARFF trucks surrounding the aircraft and applying foam and some agent
- They were taken to the aircraft by Argentinean Air Force and airport personnel.
- Once at the aircraft they plugged in a headset and contacted the flight crew. As ARFF continued to spray the engine and tailpipe; however no fire was observed at that time
- This caused large amounts of steam/smoke due to the agent coming in contact with the hot turbine components

UAL 846 Buenos Aires

Station Personnel Perspective

- ARFF requested that all passengers must evacuate since this is an emergency
- This information was relayed to the Captain who disagreed with the assessment. The Captain requested buses and stairs and did not want to evacuate using the slides.
- An airport police official came by and the Captain's request for stairs and buses was relayed to him. He replied that they were hindering the operation, and that the passengers must evacuate

UAL 846 Buenos Aires

Station Personnel Perspective

- Several minutes passed when the same police official returned and demanded the headset to talk to the Captain
- **The police official ordered the aircraft evacuated several times before realizing that he needed to push the transmit button**

UAL 846 Buenos Aires

- **The evacuation resulted in injuries to 4 passengers.**
- **“During the event, the inability of the flight crew to get critical information regarding the status of their aircraft was a problem and limited their ability to assess risk”**

INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS

- Our passengers and crew members need the support of the ARFF structure.
- The issue of language/communications must be solved, in order to diminish/prevent injures and SAVE LIVES!!

Thank you,



Captain Rick Valdes

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