

FCF Introduction

Good Morning and Welcome to beautiful Vancouver

I'm Jim Burin, Director of Technical Programs at the Flight Safety Foundation

It is my pleasure and honor to kick off this symposium

First – why have this symposium ?

- Several major accidents while conducting FCFs going back many years (XL, 1996 DC-8)
- Also many, many FCF incidents – some reported, some not
- So why have this symposium??
 - You are all risk managers, and the risk is inherently higher for a FCF
 - Hopefully over the next two days we will provide some useful information to help you reduce that risk in your organization

History - some background on how we got here

- IASS 2009 abstracts – several addressing this topic. So it was obvious there was a lot of interest in this topic in the aviation community
- One presentation on “Being Prepared” at IASS in Beijing in 2009 by Harry Nelson of Airbus
- There was also an awareness that it was not just a Boeing issue, not just an Airbus issue, not just a Bombardier issue, not just an Embraer issue – it was an industry wide issue
- Since the Foundation is international, and most important independent and neutral, the sponsors asked FSF to organize an international meeting on topic
- The sponsors are the push behind this symposium
- We had discussions for a year, then...
- We formed a steering team – Airbus (Claude Lelaie and Bill Bozin), Boeing (Dave Carbaugh), Bombardier (Al Wongee and Jacques Nadeu), Embraer (Mozart Junior)

- This steering team has been working for the last year organizing this symposium
- First official conference call was in January 2010
 - First issue: Decide on how to designate topic – test flight (no, only test pilots do test flights) ?, check flight (no - line aircrews get check flights) So we settled on Functional Check Flight
 - Best defined by a quote from recent report on a check flight incident: **“Flight test** are performed by manufacturers, **flight checks** are performed by operators” (CAA definition)
- I think all of you know what we are addressing – post maintenance checks, airworthiness checks, acceptance/transfer flights – these are all included in what we are calling Function Check Flights
- I thought the manufacturers wanted to provide procedures for FCF to operators – WRONG !
 - Why – well, here’s another quote from an FCF incident report: “The manufacturer is unwilling to release flight check information without assurance that the information is relevant to the specific aircraft under check and that the check is conducted by appropriately qualified pilots.”

Misc:

- Lots of questions when it comes to FCF – not as many answers as questions, for example:
- Who determines if an FCF is required ?
- Here is a quote from a recent report “....the aircraft required a combine maintenance check and demonstration flight to confirm it’s serviceability ----- whose “requirement” is this - regulator?, airline?, leasing organization ?
- If an FCF is required, who decides what is checked, how it is checked, the qualifications of those checking it ?
- Some reference material out there - CAA Check Flight Handbook

- Of course the regulators a part of all this
 - You'll hear their current views of FCFs and any plans on future regulations/guidance?
 - None of us are asking for regulations – but some are planed – and you should be aware of them
- You will also hear some of the current best practices in place in the industry today
 - Crew selection criteria
 - Crew qualifications/special training
 - Weather requirements
 - Will hear from some leading organizations
- At the conclusion of the symposium, a symposium proceedings with all presentations will be posted on the FSF web site (www.flightsafety.org)

The steering team has worked hard to create this agenda, bring all these experts together to discuss this important topic.

We hope you find it interesting, and useful in your operations

It is now my pleasure to introduce our keynote speaker

After starting his career in General aviation - which ultimately involved extensive post production flight testing on most Cessna aircraft that arrived in New Zealand - David Morgan joined Air New Zealand in 1985. After flying various aircraft types on both line and training operations David joined the Flight Operations management team in March 1996. David has held various senior operational management positions and is **currently the head of Air New Zealand's Airline Operations division and is their Chief Pilot.** In this role, David is responsible for all operational policy, procedures and standards by which Air New Zealand's aircraft are operated and for defining, implementing and reporting on operational

safety. He also has emergency management and security responsibilities for the Air New Zealand Group.

David remains current as a line pilot and is currently operating the Boeing 777. He is a member of a number of industry organizations including the Flight Safety Foundation Board of Governors and is on the Governing Council of the New Zealand Aviation Industry Association.