

BULLETIN CORRECTION

AAIB File:	EW/C2007/04/05
Aircraft Type and Registration:	Airbus A319-131, G-DBCI
Date & Time (UTC):	18 April 2007 at 0944 hrs
Location:	Amsterdam Schiphol Airport, The Netherlands
Information Source:	AAIB Field Investigation

AAIB Bulletin No 8/2008, page 6 refers

The report published in AAIB Bulletin 8/2008 identified an element of training given to the co-pilot which appeared to conflict with the normal duties expected of a handling pilot in the right seat during a rejected takeoff. A Safety Recommendation (2008-027) was made in the report which recommended that the operator:

‘review their flight crew simulator training to ensure that it reflects their current Standard Operating Procedures (SOPs).’

Following completion of the consultation period (Regulation 12.1) for the final report and just before publication, the operator advised the AAIB that, under *‘Flight Crew Incapacitation’*, their Operations Manual

contained an SOP which required a right seat handling pilot to carry out those duties usually assigned to the commander of an aircraft under some circumstances. As a consequence, the operator stated that there was no conflict between their SOPs and the training provided to their pilots.

Given this new information, the AAIB has accepted these observations and has withdrawn Safety Recommendation 2008-027. In order to document the training given to the crew involved and to clarify their roles in relation to the operator’s SOPs, the Chief Inspector has ordered that a revised final report be published in a subsequent AAIB Bulletin.