

Van: JANSEN Jeroen
Verzonden: woensdag 24 juli 2013 14:23
Aan: Jacques denecker
CC: Bohland Edmund; Debrabandere Marianne; Schott Sascha Oliver; Ciofu Eduard; GRECH Stefan; 'STAES Bart'; 'Touwaide Philippe'
Onderwerp: RE: Veiligheid toestellen WORLD Airways / SAFA rapport gevraagd

Dear Mr Denecker,

You already gave the correct reply yourself; I'm afraid I cannot answer the questions. The questions need to be addressed to the Belgian CAA and/or the FAA. You will find the contact details for the FAA at the end of their previous reply, preceded by their statement that you may contact them for any further clarification.

With regard to the SAFA figures I can only confirm the figures as I've presented them to you; these were retrieved from our analysis done in April 2013. Looking at the database today, in the past 12 months 15 inspections were performed; out of these 15 inspections 10 were without any findings.

Best regards,

Jeroen Jansen

From: Jacques denecker
Sent: 24 July 2013 01:15
To: JANSEN Jeroen; GRECH Stefan; 'STAES Bart'; 'Touwaide Philippe'
Cc: Bohland Edmund; Debrabandere Marianne; Schott Sascha Oliver; Ciofu Eduard
Subject: RE: Veiligheid toestellen WORLD Airways / SAFA rapport gevraagd

Dear Mr Jansen,

First of all **let me thank you for your very quick response!**

Quite a contrast to our Belgian CAA, from whom we heard nothing so far in this matter.

In a different matter (<http://www.wiloo.be/Overtredingen%20AIP%20EBOS%20maart%202013.pdf>) and after more than 4 months we are still waiting for the smallest of reactions!

As far as the N382WA incidents and World AW are concerned we still have some additional questions:

- It must have been quite a big (night flying) bird as the N382WA was flown to Taiwan for repair at EGAT on the 19th July? For a faulty indicator? Or was the N382WA due for MRO anyway? Or is our information incorrect?
- Report on SAFA inspections is a bit confusing. You mention 12 inspections last year with no findings. FAA mentions 6 inspections with 66% of findings since 2011 on flights into EU?
- Unsafe gear indication is I imagine not a small problem for a heavily loaded freighter? Was there a full alarm at EBOS (fire brigade, ambulances...) on the 3th of July? No official communications went out!
- In October '11 an identical incident happened with a MD11F freighter, 27 tons of fuel was released in the environment. Was the same AC or any World AC involved?

You probably won't be able to answer these question an redirect to the BCAA... were it looks like silence is golden. Still we wanted to pose them.

Because of a mute BCAA I also forward this mail to EU MP Bart Staes, EU-EC-cabinet and to the Belgian secretary of state's cabinet, maybe they can act in the BCAA's disappointing attitude.

Best regards,

Jacques Denecker

NPO WILOO

Van: JANSEN Jeroen

Verzonden: maandag 22 juli 2013 16:10

Aan: Jacques Denecker

CC: Bohland Edmund; Debrabandere Marianne; Schott Sascha Oliver; Ciofu Eduard

Onderwerp: FW: Veiligheid toestellen WORLD Airways / SAFA rapport gevraagd

Dear Mr Denecker,

Whilst referring to my reply dated 16 July 2013, please find below the reply of the Federal Aviation Administration to your questions. It was the intention of the FAA to copy you in the reply, but your Email address was accidentally left out; hence, on request of the FAA, I'm forwarding you this reply.

Today we also received your questions per registered mail (signed by Mr Marcel Heintjes). For the record, my reply mentioned before (and copied below) should be seen as the reply to the registered mail.

Best regards,

Jeroen Jansen

From: Al Peyus
Sent: 18 July 2013 21:58
To: JANSEN Jeroen
Cc: Ciofu Eduard; GRANDINI Federico; Schott Sascha Oliver; Thomas Fisher; Roy Barnett
Subject: Veiligheid toestellen WORLD Airways / SAFA rapport gevraagd

Hi Jeroen,

May all summer weather produce only tans, the perfect golf swing, and perfect days on the beach!

I spoke with the Principal Inspector for World and he was able to respond to the questions Mr. Denecker had regarding World and their financial and safety oversight.

Question one: Whether the N380WA is due for (extensive) heavy maintenance and now used for spare parts, and if the aircraft still is airworthy.

POI and World response: The aircraft remains airworthy according to Federal Aviation Administration (FAA) regulations for the terms mentioned here. The aircraft is due a heavy maintenance inspection. It is currently being maintained in accordance with World Airways Continuous Airworthiness Maintenance Program (CAMP) as approved in Operations Specifications (Op Spec) D-072. The aircraft is in temporary FAA approved storage. It currently is missing all three engines, #2 L/H reverser cowling, a tail cone, and several other parts that have been removed to support other World aircraft.

Questions two: Information regarding the before mentioned two incidents on EBOS.

POI and World response: One incident involved a bird striking the landing gear on takeoff at EBOS. This caused an unsafe gear indication and subsequent return. World Airways has no control over an incident such as this. The other airborne return was also for an unsafe gear indication and subsequent return. A faulty gear position sensor was discovered to be the problem on the second return. This sensor was believed to have been damaged by the previous bird strike.

Question three: If SAFA inspections were carried out on this operator and what the results of such inspections were.

FAA SAFA Coordinator response: Since 2011 there have been six (6) SAFA completed on World Airways flights into Europe. Of these, two were SAFA with no Findings. There remaining four (4) SAFA with Finds have all been cleared with the oversight of the FAA to the satisfaction of the SAFA State who attended to the SAFA itself. There are no Findings left uncleared and there are no other concerns derived from those SAFAs. It is of note that 33% of the SAFAs completed on World Airways had NO FINDINGS.

Question four: If WOA was involved in any other recent incidents on EBOS or any other airports.

SAFA Coordinator response: Because of the delicate nature of the proprietary information that could be listed in any possible incident or report regarding World Airways, it is the FAA's legally required position that reports of any kind that may contain proprietary information must be obtained through the process identified by the United States laws under the "Freedom of Information Act" The United States, through the FAA in this case, has a legal responsibility to protect proprietary information of persons and companies legally operating in the United States. There are only two methods of possibly obtaining the information Mr. Denecker is seeking: 1. through a request via the Freedom of Information Act, or 2. by making the request directly to World Airways.

Question five: If it is possible to sharpen the oversight on WOA.

FAA SAFA Coordinator response: The FAA has a designated work plan and guidance authorized by the FAA Administer designed to assure all FAA operators, as well as foreign operators, are maintaining FAA regulatory safety standards. Additionally, for those operators that fly

internationally, the FAA has the responsibility to assure they meet International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPS). If an operator under the FAA's oversight does not meet these standards and regulations, the operator is generally placed in a Air Operator Certificate (AOC) suspended status until all regulatory issues and safety concerns are cleared, and the operator meets the standards of both the FAA and ICAO. Only then is the operator's AOC removed from the suspended status and the operator is allowed to continue its operations. Currently World Airways meets or exceeds both the FAA and SARP regulatory safety requirements.

The FAA also is in position to be audited by ICAO to assure we, the FAA, meet ICAO Standards set for Civil Aviation Oversight in accordance to the Chicago Convention and ICAO Standards under the Universal Safety Oversight Audit Program (USOAP). The FAA has passed all its audits performed by ICAO. The FAA has been identified as an organization that exceeds its oversight for all its Civil Aviation operations, Commercial as well as Private. All Civil Aviation Authorities must submit to be audited under the USOAP process in accordance to the stipulations listed in the Chicago Convention, Article 37. The results of these audits are available through the ICAO web site.

In response to the question of World Airways holding company filing for bankruptcy, Global Aviation holding had filed for protection under the United States Bankruptcy Code in early 2012. By February of 2013, Global Aviation holding left the protection of bankruptcy. At no time had World Airways entered into bankruptcy protection.

I hope these answers satisfy Mr. Denecker's quest for information. If further clarification is needed, please do not hesitate to contact me through any of the means listed below. Thank you for offering me the opportunity to assist you and I look forward to responding to any further requests.

Respectfully,

AI

A. V. "AI" Peyus, Jr.
AFS-052

From: JANSEN Jeroen
Sent: 16 July 2013 14:31
To: 'Jacques Denecker'
Cc: EASA SAFA Coordination
Subject: RE: Veiligheid toestellen WORLD Airways / SAFA rapport gevraagd

Dear Mr Denecker,

Please allow me to respond in English since this reply will be copied/forwarded to non-Dutch speaking persons.

Thank you for your email in which you request more information regarding the airline World Airways (WOA).

To summarise your email, you expressed your concerns regarding this airline since, as you mentioned:

- Two incidents happened to the same aircraft (N382WA) on 3 July 2013 and 7 July 2013, forcing it to return to its departure aerodrome EBOS (Oostende, Belgium).
- One aircraft (N380WA) is parked for more than 2 months at EBOS
- The company "Global Aviation Holdings", of which WOA is a subsidiary, has filed for protection in accordance with Chapter 11 of the US Bankruptcy code.

Following your concerns, you asked EASA:

1. Whether the N380WA is due for (expensive) heavy maintenance and now used for spare parts, and if the aircraft still is airworthy
2. Information regarding the before mentioned two incidents on EBOS
3. If SAFA inspections were carried out on this operator and what the results of such inspections were
4. If WOA was involved in any other recent incidents on EBOS or any other airports
5. If it is possible to sharpen the oversight on WOA

With regard to these questions, I can inform you as follows:

1. EASA is not overseeing directly any operator or its aircraft; therefore, we have no information regarding the N380WA.
2. We have no information regarding the incidents; such information might be known by the Belgian authorities and/or the FAA (the competent authority overseeing WOA)
3. WOA was inspected 12 times in the past 12 months; the overall results do not indicate any specific safety concerns. Since the SAFA reports are confidential and not owned by EASA, I cannot share the details with you.
4. Same as for 2)
5. As mentioned above, the SAFA results themselves are no reason to prioritise SAFA inspections on this operator. Important safety related information collected by the states (like the two EBOS incidents) might lead to prioritised inspections, provided that the local (in this case Belgian) authorities are sharing such information with the other states and EASA. No information was shared until now.

As said before, EASA is not overseeing directly the operator or its aircraft; moreover, since the operator's state is not one of the "EASA states", EASA is not overseeing the competent authority of WOA (which is the FAA). Nevertheless I will forward your concerns to the Belgian Authorities as well as to the FAA requesting them to share, wherever available and possible, with you the information as requested by you above (either directly or through EASA).

Best regards from Cologne,

Jeroen Jansen

From: Jacques Denecker
Sent: 16 July 2013 09:59
To: JANSEN Jeroen
Subject: Veiligheid toestellen WORLD Airways / SAFA rapport gevraagd

AAN: SAFA EASA, European Aviation Safety Agency, Postfach 10 12 53, D-50452 Koeln, Germany
TAV: De heer Jeroen Jansen

Oostende, 16 juli 2013
Geachte heer Jansen,

Betreft: veiligheid luchtvaartmaatschappij WORLD AW, hoofdklant luchthaven Oostende-Brugge

In het verleden hebben we u reeds een paar keer gemaild in verband met de veiligheid van bepaalde toestellen (Meridian AW) in Oostende. U heeft ons toen geholpen. Hopelijk kunt u ons in deze zaak opnieuw informeren.

Onze actiegroep WILOO is vandaag bezorgd over veiligheid van de vrachttoestellen van **WORLD Airways**. Twee keer kort na mekaar is recent een MD11F vrachttoestel van WORLD Airways met registratie N382WA noodgedwongen moeten terugkeren na een nachtelijk vertrek uit Oostende. Daarbij werd voorafgaand aan de (nood)landing van 3 juli jl. voor onze kust kerosine geloosd.

Op 3 juli '13 steeg de N382WA 's nachts op om 1u32 lokale tijd. Vrijwel meteen werd rechtsomkeer gemaakt om na het lozen van duizenden liters brandstof weer te landen.

Op 7 juli '13 om 0u13 lokale tijd vertrok hetzelfde toestel richting Afrika. Halverwege Frankrijk werd opnieuw rechtsomkeer gemaakt en teruggevlogen naar Oostende waar het toestel landde om 1u42 LT,

Op 7 juli werden on klachten gemeld over vlekken op terrastegels bij omwonenden in het verlengde van baan 08.

Global Aviation Holdings Inc. de moedermaatschappij boven World AW was van februari 2012 tot februari dit jaar in "Chapter 11" en kreeg bescherming tegen schuldeisers zo niet dreigde het bankroet. Strenge voorwaarden en saneringen/besparingen werden opgelegd.

In Oostende staat een identiek als hierboven vermeld MD11F vrachttoestel van de firma (registratie N380WA) al meer dan twee maanden stil op de tarmac. Is het toestel toe aan een kostbare D-check en wordt het daarom bij voorkeur voor reserveonderdelen gebruikt om kosten te besparen? Is dit toestel nog luchtwaardig?

Een en ander maakt ons dan ook steeds ongeruster over de veiligheid en de luchtwaardigheid van de toestellen van World AW. Vooral na twee incidenten in korte tijd met eenzelfde toestel.

Kunt u ons informeren waarom de N382WA twee keer kort na mekaar in problemen kwam en moest terugkeren?

Werden op deze maatschappij SAFA inspecties uitgevoerd? Zo ja wat waren de bevindingen?

Zijn er nog recent andere ons onbekende incidenten met toestellen van WORLD AW geweest? Op andere luchthavens?

Kan deze maatschappij nauw in het oog worden gehouden?

Met scholen, woonwijken, winkelcentra zo dicht aan beide zijden van de banen mag op de luchthaven van Oostende-Brugge niet het minste risico's met de veiligheid genomen worden.

m.vr.gr.,
vzw WILOO