



# JKK5022: Lessons learnt

On the 20th of August 2008, an MD82 crashed during the take-off phase at Madrid Barajas airport.





Two different processes were launched in parallel:

- Technical investigation from the air accidents investigation board (CIAIAC)
- Judiciary process

# Technical Investigation

As indicated by the ICAO Annex regulating the investigation of accidents, the objective of the technical investigation is:

## **OBJECTIVE OF THE INVESTIGATION**

3.1 The sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

# Technical Investigation

SEPLA offered the CIAIAC the assistance of the accredited air accident investigators who had flown this type of aircraft.

The offer was kindly denied.



# Technical Investigation



MINISTERIO  
DE FOMENTO

— O F I C I O —

S/REF.

N/REF. A-032/2008 - 1697

FECHA 3 de septiembre de 2008

ASUNTO Accidente ocurrido el 20 de agosto en el  
Aeropuerto de Madrid - Barajas, aeronave  
MD-82, matrícula EC-HFP

SECRETARÍA GENERAL DE  
TRANSPORTES

COMISIÓN DE INVESTIGACIÓN DE  
ACCIDENTES E INCIDENTES DE  
AVIACIÓN CIVIL

ATTN. D. ALVARO GONZÁLEZ GAMMICCHIA  
Jefe de la Vocalía Técnica y de Seguridad de  
Vuelo de SEPLA  
SINDICATO ESPAÑOL DE PILOTOS DE  
LÍNEAS AÉREAS  
C/ General Díaz Porlier 49, Interior 4  
28001 MADRID

# Technical Investigation

Estimado Sr.,



La Ministra de Fomento nos ha trasladado la carta que esa Vocalía Técnica y de Seguridad de Vuelo de SEPLA le ha dirigido ofreciendo su colaboración con esta Comisión en la investigación del accidente en Barajas del pasado día 20 de agosto.

Aunque los recursos humanos y materiales que ha dispuesto la Comisión para la investigación de este accidente se consideran en este momento los idóneos, agradecemos sinceramente el apoyo que se trasluce de sus palabras, manifestándole nuestra disposición a hacer uso de su ofrecimiento de colaboración si así fuera necesario.

Cordialmente,



Francisco J. Soto Rodríguez  
Secretario de la Comisión de Investigación de Accidentes e Incidentes  
de Aviación Civil

# Technical Investigation

The technical investigation took a long time, three years since the accident, and in many occasions we felt that the expertise from our experts could have helped ease the process.

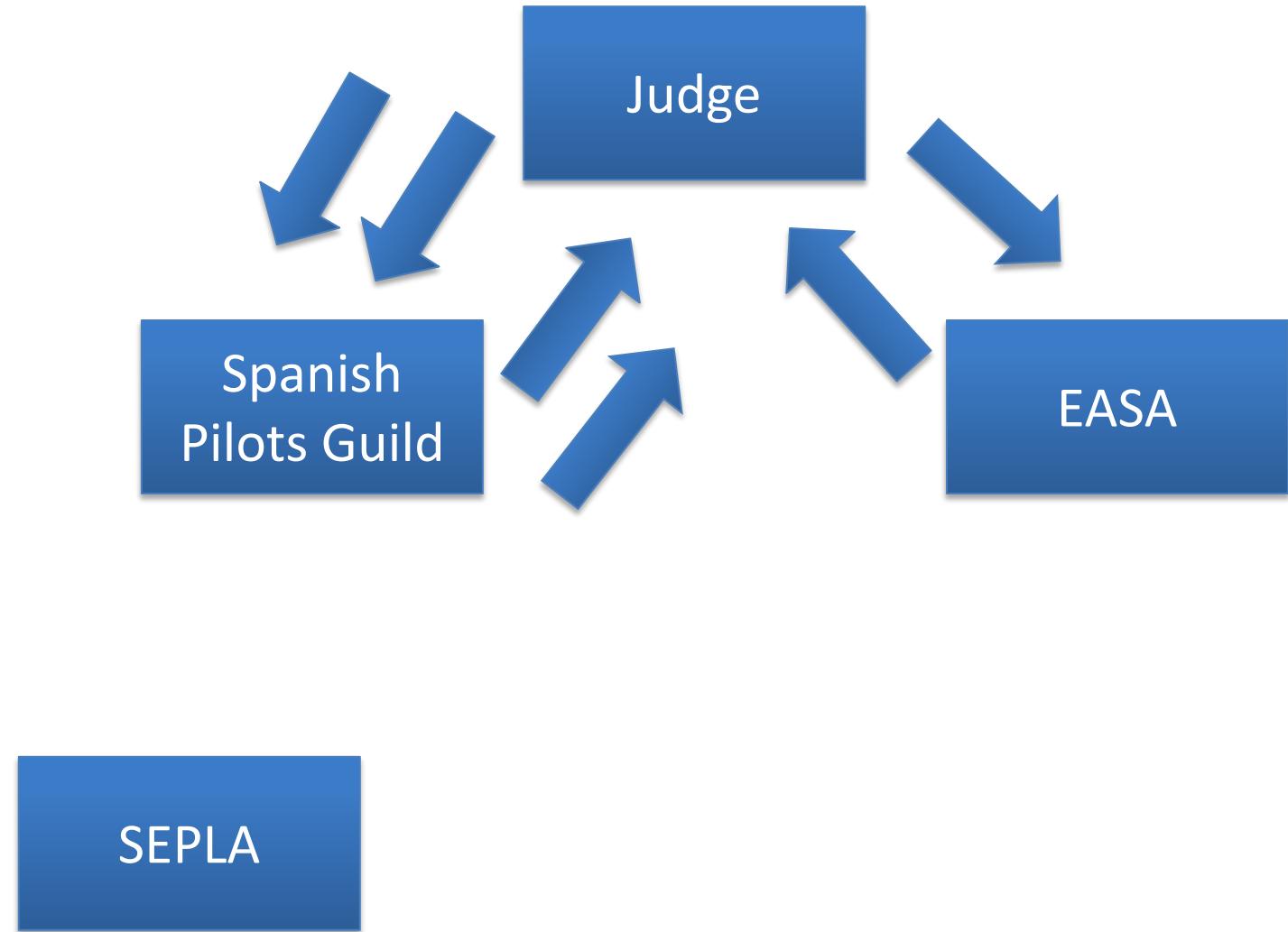


# Judiciary Process



A criminal process started soon after the accident as well. None of the crew members survived the accident, so the trial was focused on the technicians and even the first level managers.

# The Quest for Experts



# Judiciary Process



## PROS

- Accredited air accident investigators
- Thousands of hours flown in the MD80
- Well trained safety experts

## CONS

- SEPLA as part in the process advocating for the families of the pilots
- Fear of corporativist shielding

# Judiciary Process

## RESULT

- The pilots selected to assist the judge did not have any background experience in accident investigation.

# Conclusions

- Lack of confidence hampered the selection of best suited experts for the task
- Lack of previously agreed protocols left everyone in no mans land as to select a proper way forward
- The quality of the report from the technical investigation could have benefited from the vast experience accumulated by the experts from SEPLA



# Proposals

- This course addresses exactly the need for bridging the operational experts with the judiciary world. Should it not exist, it would have to be created.
- The advanced arrangements help ease and unhamper the process in looking for appropriate level of unbiased expertise.





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