

RYANAIR

MADRID

23 AUG 2012

Ryanair Fuel Policy – The Facts

- 1. Commander shall only commence a flight if satisfied that aircraft carries at least the planned fuel to complete the flight safely (RJR OMA).**
- 2. Operating considerations may dictate the carriage of fuel in excess of the flight plan fuel. This is a matter for captain's discretion (RJR OMA).**
- 3. Commander may carry 300kgs more than FPL fuel without explanation (RJR OMA).**
- 4. Where departure fuel is more than 300kgs in excess of flight plan fuel, an explanation shall be recorded on the voyage report (RJR OMA).**
- 5. The Commander shall declare an emergency when calculated usable fuel on landing, at nearest adequate airport, is less than final reserve fuel (In-flight fuel management EU OPS 1.375).**

Flight Plan Fuel =

**Taxi Fuel + Trip Fuel + Reserve/Diversion Fuel + Contingency Fuel +
300kgs+ Comm. Discretion**

Ryanair Fuel Policy – The Facts – 26 July 2012

Flight No.	FR2054	FR5998	FR5389
Route	Palma-Mad	London-Mad	Stock'-Mad
Actual Departure Time (local)	20.50 hrs	19.00 hrs	18.32 hrs
Scheduled Time Arrival (Mad)	22.00 hrs	22.30 hrs	22.20 hrs
Actual Approach Time (Mad)	22.07 hrs	22.11 hrs	22.12 hrs
ATC hold time over Madrid	.07 min	.23 min	.22 min
Start of divert time to Valencia	22.14 hrs	22.34 hrs	22.34 hrs
Landing time at Valencia	23.08 hrs	23.20 hrs	23.29 hrs
Time from Mad appr to Val land	1.01 hrs	1.09 hrs	1.17 hrs
Actual landing fuel in Val (kgs)	1,029 kgs	1,160 kgs	1,228 kgs
Equiv flight time	.28 min	.31 min	.34 min
Min landing fuel (30 mins in kgs)	1,104 kgs	1,119 kgs	1,090 kgs

False Claims

Fomento Claims (El Mundo 16 Aug)

- ❖ Ryanair is in danger of losing its licence – **False**
- ❖ 100 safety ‘cases’ in two years – **False**

SEPLA Press release (16 Aug)

- ❖ SEPLA raised safety concerns about Ryanair operations – **False**
- ❖ Ryanair puts “constant pressure” on pilots to cut costs – **False**
- ❖ EASA must take measures against labour/operational practices that might reduce safety – **False**

Iberia Captain Jorge Ruiz de Almirón Claims (ABC 16 Aug):

- ❖ Pilots are a victim of the policy of cost savings – **False**
- ❖ Staff are not the best and pilots get bonus for not loading extra fuel – **False**
- ❖ Ryanair penalise those who use more fuel, some are fired – **False**
- ❖ Ryanair has landed at airports in Spain with less than 5 mins of fuel – **False**
- ❖ A few mins extra flying they would have ‘fallen’ – **False**
- ❖ If other airlines acted like Ryanair half of the aircraft would have ‘fallen’ – **False**
- ❖ 30 min turn-arounds are a risk to security and dangerous – **False**
- ❖ Ryanair did not carry the legal minimum fuel required – **False**

CEACCU lawyer Eugenio Ribon (20 Minutos 16 Aug)

- ❖ A grave breach occurred which compromised passenger safety – **False**
- ❖ Ryanair faces a €4.5m fine and suspension of licence for 3 years – **False**

Spanish ATC Association secretary Jorge Ontiveros (El Confidencial 18 Aug)

- ❖ “It was a very dangerous manoeuvre. We thought it crashed.” **Totally False**

Other Airlines' Similar Emergencies – No Media – Why?

1 - Aer Lingus:

- Declared fuel emergency, Barcelona, 14th March 2012
- Due to poor visibility, diversions

2 – Virgin Atlantic:

- Declared 2 fuel emergencies in, London, 3rd Jan 2012
- Due to poor weather in London area

- (UK CAA confirms 28 fuel emergencies in 2 years)

3 – Air France:

- Declared fuel emergency, Damascus, 15th Aug 2012
- Passengers asked to collect cash to pay for fuel??

4 – EasyJet & LAN Chile

- 2 diversion landings, Valencia 26th July
- 1 emergency landing, Valencia 26th July

 Fuel emergency landings are not unusual among EU airlines

 This is why the emergency landing procedure is specified by EASA

Probe into fuel emergency on Aer Lingus jet

By Pat Flynn

An investigation has been launched in Spain into an incident involving an Aer Lingus flight which had to declare a fuel emergency after it was unable to land twice at one airport and refused permission at another.

Spanish authorities are probing the Mar 14 incident, which involved an Aer Lingus Airbus A320 jet which was carrying 56 passengers and six crew.

The crew opted to return to Barcelona and attempt one further approach, with the option of diverting to Girona, 90km to the north east, if they were unable to land on that attempt.

Girona was chosen to ensure they would arrive at their alternate airport with the minimum legal reserve of fuel.

Irish Examiner, 14 April 2012

Two Virgin jets 'sent emergency calls' over Stansted on same day

TWO Virgin Atlantic passenger jets issued emergency alerts on the same day this year because they were running out of fuel.

Air traffic controllers dealt with a total of four low-fuel emergencies at Stansted Airport, Essex, that day – including a 'mayday' call.

Two were Virgin 747s, which can carry 451 passengers each. They needed priority landing after flying from America, according to an investigation by the Exaro website.

Virgin Atlantic denied that the planes – named Jersey Girl and Hot Lips – issued maydays. They had been diverted from Gatwick because of severe winds. A passenger on Jersey

Girl said: 'To see so many fire engines on landing made me realise it could have been bad.'

On the same day, an Embraer 190, which can carry 114 passengers, was diverted to Southampton and put out a mayday over fuel.

The revelation comes as Spanish authorities investigate Ryanair for three low-fuel maydays in Valencia.

There have been at least 28 cases of UK passenger airlines declaring low-fuel emergencies in the last two years while flying to airports in Britain, the Civil Aviation Authority has revealed. Three were mayday calls made in the first five months of this year. Destinations included

Heathrow, Birmingham, Edinburgh, Liverpool, Manchester and Nottingham.

Commercial passenger aircraft are legally required to have enough fuel to reach their destination and perform a 'go-around' – when the landing is aborted and the plane flies around the airport for another attempt – and divert to another airport plus stay in a holding pattern for 30 minutes.

Virgin Atlantic said: 'Due to severe and abnormal weather conditions, two flights in January 2012 were diverted to Stansted. Our fuel management procedures are approved by the CAA and comply with all industry regulations.'

Sunday Mail, 19 Aug 2012

Other Airlines' Similar Emergencies

LANDED IN IT.

AIR FRANCE PASSENGERS ASKED TO PAY FOR FUEL

THE CREW of an Air France aircraft that was rerouted via Damascus on Wednesday asked passengers how much cash they could stump up after Syrian authorities refused a credit card payment to refuel the aircraft, the French airline said on Thursday.

Ultimately it found an alternative arrangement, it said.

The aircraft that was headed for Beirut on Wednesday night was diverted due to civil unrest in the Lebanese capital and sought to go to Amman, but it was forced to land in Syria due to a lack of fuel.

Air France stopped its flights to

Damascus in March as fighting in the country escalated, and relations between France and Syria have collapsed since Paris demanded that President Bashar al-Assad step down.

"Because of the terrible relations between the two countries and the situation in Syria, the passengers were really worried about landing there," a friend of one of the passengers, who asked not to be identified, told Reuters.

On landing the local airport authorities said they could not accept a credit-card payment and would only take cash, an Air

France spokeswoman said.

"As a precaution and in anticipation, the crew asked how much money the passengers had in cash to pay to fill up with fuel," the airline spokeswoman said.

She said the airline was eventually able to pay the bill without taking money from passengers, but she declined to say how it had paid or how much the fuel stop cost.

The aircraft, which had departed from Paris, took off two hours after landing in Damascus for an overnight stop in Cyprus.

It arrived in Beirut on Thursday evening. - (Reuters)

Irish Times, 18 Aug 12