

Temoignage de l'heure min immediate
au sein d'un jury.

original
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temoignage (5m)

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temoignage

JANUARY 5, 1976
TESTIMONY
CAPTAIN GUILLAUME TARDIEU

original.

MR. SECRETARY, I AM GUILLAUME TARDIEU, A FLIGHT CAPTAIN ON CONCORDE FOR AIR FRANCE. I HAVE ALMOST 20,000 HOURS FLYING TIME AND 150 HOURS AS ~~COMMAND~~ PILOT ON CONCORDE. I AM ALSO IN CHARGE OF ESTABLISHING STANDARD TECHNIQUES AND REGULATIONS FOR ALL AIR FRANCE FLIGHT CREWS, INCLUDING CONCORDE. BASED ON MY PERSONAL EXPERIENCE, I AM HERE TO CORRECT CERTAIN MISUNDERSTANDINGS CONCERNING CONCORDE'S PERFORMANCE AND SAFETY CHARACTERISTICS.

SINCE JOINING AIR FRANCE SOME 30 YEARS AGO, I HAVE FLOWN IN A SUCCESSION OF DOUGLAS, LOCKHEED AND BOEING AIRCRAFT, EACH A SUPERIOR PRODUCT OF ITS DAY IN LONG-RANGE AIR TRANSPORT.

I AM CONFIDENT THAT CONCORDE WILL MAKE AN EQUALLY SIGNIFICANT CONTRIBUTION TO THE DEVELOPMENT OF SWIFT AND RELIABLE AIR SERVICE -- IF GIVEN A FAIR CHANCE TO DO SO.

I- MR. SECRETARY, THE QUESTIONS CONCERNING CONCORDE'S RANGE AND FUEL RESERVES SIMPLY DO NOT RAISE ANY SAFETY ISSUE. IT IS THE RESPONSIBILITY OF THE CAPTAIN OF ANY OF OUR AIRCRAFT, TO VERIFY, PRIOR TO TAKEOFF, THAT THERE IS SUFFICIENT FUEL RESERVE IN ACCORDANCE WITH OUR REGULATIONS. IT IS ALSO THE CAPTAIN'S RESPONSIBILITY, ON ALL OUR FLIGHTS -- WHETHER SUBSONIC OR SUPERSONIC -- TO CONTINUALLY VERIFY THAT THERE IS SUFFICIENT FUEL, TO MEET ALL POSSIBLE CONTINGENCIES.

BASED UPON MY EXPERIENCE FLYING CONCORDE ON THE ENDURANCE FLIGHTS, AND MY KNOWLEDGE AS TO CONDITIONS WHICH EXIST IN THE NORTH ATLANTIC, THERE IS NO QUESTION, THAT CONCORDE CAN REGULARLY SERVE THE PARIS TO DULLES ROUTE AND ARRIVE WITH ADEQUATE FUEL RESERVES, TO MEET NORMAL AIR TRAFFIC CONTROL REQUIREMENTS.

THE ENDURANCE FLIGHTS ^{FOR FRENCH} INCLUDED 15 ROUND TRIP FLIGHTS BETWEEN PARIS AND RIO VIA DAKAR; 12 BETWEEN PARIS AND CARACAS VIA LISBON; AND 2 BETWEEN PARIS AND GANDER, WHICH WERE ROUTED TO SIMULATE THE PARIS TO JFK FLIGHT.

I PERSONALLY HAVE FLOWN AS CAPTAIN OR FIRST OFFICER ON 8 TRANSATLANTIC CONCORDE FLIGHTS, BETWEEN LISBON AND CARACAS, WHICH IS 150 STATUTE MILES LONGER THAN PARIS TO DULLES. ON TWO OF THESE FLIGHTS WE WERE REQUIRED, AS A PART OF OUR CERTIFICATION TESTS, TO EXECUTE UNSCHEDULED DIVERSIONS TO ALTERNATE AIRPORTS LOCATED MORE THAN 150 STATUTE MILES FROM THE DESTINATION AIRPORT. IN ALL CASES, OUR FUEL RESERVES UPON ARRIVAL, WERE MORE THAN ADEQUATE.

II — LET ME NOW COMMENT BRIEFLY ON QUESTIONS WHICH HAVE BEEN RAISED, CONCERNING CONCORDE'S COMPATABILITY, WITH AIR TRAFFIC CONTROL PROCEDURES.

AIR FRANCE PILOTS HAVE ENCOUNTERED NO DIFFICULTY, IN COORDINATING CONCORDE'S MOVEMENTS WITH THOSE OF SLOWER AIRCRAFT IN THE APPROACH OR DEPARTURE PHASE. WE HAVE EXECUTED BOTH HIGH AND LOW SPEED APPROACHES AND DEPARTURES TO THE FULL SATISFACTION OF THE AIR TRAFFIC CONTROLLERS. WE HAVE ALSO FIT CONCORDE INTO MANY STANDARD HOLDING PATTERNS, AGAIN TO THE FULL SATISFACTION

OF THE AIR TRAFFIC CONTROLLERS. BASED ON THIS EXPERIENCE, MY COLLEAGUES AND I HAVE FULL CONFIDENCE IN CONCORDE'S ABILITY TO PERFORM SATISFACTORILY IN THE ATC ENVIRONMENT AT BOTH JFK AND DULLES, _____

III - ALLOW ME TO COMMENT FINALLY ON THE NOISE ABATEMENT PROCEDURE TO BE FOLLOWED ON DEPARTURES FROM JFK AIRPORT. I CAN SAY EMPHATICALLY -- AND FROM PERSONAL EXPERIENCE -- THAT THE PROCEDURE PRESENTS NO DIFFICULTY FOR CONCORDE.

WE CONCORDE PILOTS, HAVE REPEATEDLY, EXECUTED THIS MANEUVER IN THE SIMULATOR AND IN ACTUAL FLIGHT. WE HAVE LEARNED THAT THE MANEUVER CAN BE ROUTINELY ACHIEVED BY ANY NORMALLY QUALIFIED AIRLINE PILOT. THIS IS POSSIBLE, BECAUSE OF CONCORDE'S EXCEPTIONAL THRUST, RESPONSIVENESS TO CONTROL, AND DELTA-WING GEOMETRY.

MR. SECRETARY, I AM NOT AWARE OF ANY PILOT WHO HAS ACTUALLY FLOWN CONCORDE ON THIS MANEUVER, WHO HAS CALLED IT UNSAFE.

IN CONCLUSION, I AM GLAD TO BE ABLE TO EXPRESS, WITH CONVICTION, MY CONFIDENCE IN ALL ASPECTS OF CONCORDE'S RELIABILITY AND SAFETY.

THANK YOU, MR. SECRETARY.

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