

Beat: Politics

## LUFTHANSA CEO CARSTEN SPOHR A PRESS CONFERENCE ABOUT GERMANWINGS A320 CRASH

### HE INSISTS IT IS AN EXCEPTIONAL ACT

Paris, Washington DC, 27.03.2015, 20:04 Time

**USPA NEWS** - "We have received the recording of the black box and we were confused by what was announced as clearly the only co-pilot in the cockpit is responsible, declared Carsten Spohr, Lufthansa's CEO, at the press conference yesterday.

-----THE CO-PILOT WAS ALONE IN THE COCKPIT OF THE PLANE AND RESPONSIBLE OF THE CRASH-----Carsten Spohr, Lufthansa's CEO, at the press conference explains the hypothesis about how it could happened in the A320 airplane that crashes in the French Alps march 24.-----

He is very cautious about his declarations and answers the journalist's questions : "The captain has left a short time and the copilot was prevented from entering the cockpit to cause the plane crash of the Alps. We are shocked and these results reinforce our dismay. I'm not talking only on my behalf. " Said Carsten Spohr based on the statements of the prosecutor of Marseille, Brice Robin. Carsten Spohr adds, as he seems affected: "In our worst nightmares we couldn't have imagined the tragedy. Everyone who knows us and our values Lufthansa know that when we choose the pilot mental abilities looking increasingly reflect his skills.. this makes for decades that we follow the regulations of civil aircraft in recommendation and pilot recruitment and are proud to be so picky in our choice of drivers. "-----

THE COPILOT HAD A BREAK OF 6 MONTHS BETWEEN TWO RECRUITMENTS WITH US-----

Carsten Spohr continued in his statement before answering questions from the press: "Although this first officer trained in Bremen (Germany) and Phoenix, Arizona (USA) for training and had waiting times before September 2013, became A320 pilot officer. Then he had a waiting time and resumed training after passing all examinations and technical controls. He was 100% fit to fly an airplane, according to his ability. Our drivers are excellent in addition to much attention to the quality of our staff, it is a shock to us and to the public.-----

QUESTION : What is the motivation of deliberate action of the Co-pilot to destroy the plane? Is it a suicide or a terrorist attack?-----

ANSWER : For now we can only make speculations about his gesture. I repeat that this is the saddest tragedy of our company and our pilots are the best in the world and excellent and we are proud of. Today this is an exception and an isolated case and of course we think of the victims and families and the millions of people and we are saddened as sad and bring our professional and support our agents sent in southern France for all elucidated. Despite all standards and safety regulations there is no system in the world that can prevent this kind of accident to happen. I worked as an engineer at Lufthansa and safety has always been our priority. We believe it is voluntarily that the co-pilot crashed as explained by the Prosecutor of the French Republic in Marseille. In terms of confirmed suicide? I am not a lawyer I am the president of the company and when a person causes 149 people's death with him it is not a suicide. There was no sign that suggests there is a terrorist attack.-----

QUESTION: What is the procedure to enter the cockpit from the outside?-----ANSWER:

Since the events of September 11, the rules of the cockpit have undergone technological change, such as doors that are now shielded to prevent entry into the cockpit without the consent of the pilot, so even with a weapon nobody can not enter. If a driver is injured it can activate an alarm system to open the door to another member of the crew. In this case, there is a ringing, after a very short time to alert and then the door opens. If the co-pilot is locked option however the door can not open. Is the co-pilot had blocked and locked the cockpit. And no, it does not exist in Europe to allow a third party to enter the cockpit when both pilots leave the cockpit. The crew know the codes to access the cockpit but are not trained to fly the plane. You need a license to access the cockpit.-----

QUESTION: Can you give us elements about the co-pilot Andreas Lubitz and this interruption in training?-----

ANSWER: Yes the first officer had all licenses and able to fly an A320. He interrupted his training but I can not give evidence because of this training. All I can say is that it has taken all the tests and checks resuming his training. Medical confidentiality prevail in case of death in Germany. I am not able to say more about it in accordance with law.-----

QUESTION: Germanwings is a subsidiary Low cost flights from Lufthansa, it seems that the Airbus was old?

ANSWER: This aircraft was a bit old but it was regularly checked.-----

QUESTION: How Lufthansa will guide its choice of future pilots?-----

ANSWER: It is an isolated and tragic case we believe that the homogeneous pilot training bones ensures passenger safety. German office of civil aviation experts we all work together and think about what we can be improved in the selection and training of our pilots. We have had 40 years of excellent pilots. The time of strategic decisions will come later. For now our priority is to manage and take care of the victim's families and we feel their pain. What happened is tragic and I do not know the strength of family resilience they are arming themselves facing to this tragedy.-----

QUESTION: What is the support to the families and relatives of victims by Lufthansa? How are they informed and updated of the investigation?-----

ANSWER: We are already providing psychological support and we plan a compensation. Currently Lufthansa will face its responsibilities with families without hesitation. The amount is important enough that families do not have to worry about financial issues. Some families are here in Germany and received our help, others are in the south of France. We chartered a plane for Lufthansa to take them to France. Regarding the information we prefer to inform directly before learning through the media. We are in direct contact with them.-----

QUESTION: We learned that a Lufthansa plane at Tel Aviv turned around, is that true?-----

ANSWER: Yes there has been a problem with the aircraft. There is 3hours ago that the plane had to make a U-turn because the captain decided to do so. We have no more further information at the moment The plane en route to Tel Aviv, for now.-----Source : BFM TV, Broadcasting from the Press Conference in Germany march 26-----

**Article online:**

<https://www.uspa24.com/bericht-3677/lufthansa-ceo-carsten-spoehr-a-press-conference-about-germanwings-a320-crash.html>

**Editorial office and responsibility:**

V.i.S.d.P. & Sect. 6 MDSiV (German Interstate Media Services Agreement): Rahma Sophia RACHDI

**Exemption from liability:**

The publisher shall assume no liability for the accuracy or completeness of the published report and is merely providing space for the submission of and access to third-party content. Liability for the content of a report lies solely with the author of such report. Rahma Sophia RACHDI

**Editorial program service of General News Agency:**

United Press Association, Inc.  
3651 Lindell Road, Suite D168  
Las Vegas, NV 89103, USA  
(702) 943.0321 Local  
(702) 943.0233 Facsimile  
[info@unitedpressassociation.org](mailto:info@unitedpressassociation.org)  
[info@gna24.com](mailto:info@gna24.com)  
[www.gna24.com](http://www.gna24.com)