

American Law Firms File Claim Against the FAA and Seek Discovery on Behalf of Family of Aeroflot
Plane Crash
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American law firms, Nolan Law Group and Ribbeck Law Chartered, today filed a Petition for Discovery in the state court in Chicago arising from the Boeing 737 crash of Aeroflot-Nord Airlines in Perm, Russia on September 14, 2008.

The petition was filed on behalf of Aleksey A. Afanasenkov, Sr., whose son perished in the crash, and seeks documentation and information concerning the individuals or companies that may be responsible for causing the crash.

Additionally, the law firms asserted a formal claim on behalf of Mr. Afanasenkov against the United States Federal Aviation Administration for its failure to properly regulate U.S. training institutions which provided training to the crew of the accident airplane. The US-Russian treaty entitled "Agreement Between the Government of the United States of America and the Government of the Russian Federation for the Promotion of Aviation Safety" entered into force on September 2, 1998. Under the treaty, the U.S. government agreed that the FAA would monitor, among other things, aviation training establishments in the United States providing training to Russian pilots in accordance with the standards, rules, practices, general procedures and Implementation Procedures established pursuant to the treaty.

While the investigation of the crash is ongoing and no probable cause determinations have yet been made, the circumstances of the crash have highlighted the dangerous shortcomings in the training of pilots accustomed to Eastern-built aircraft transitioning into operation of Western-built airliners. It further highlights the need for proper oversight in the FAA airworthiness certification process of transport category airplanes.

It was previously reported by the airline, Aeroflot-Nord, that the captain of the accident airplane received training in the 737-500 at a U.S. based training institution in 2006, and had 452 hours as pilot-in-command of this model airplane. The first officer began flying the 737-500 airplane earlier this year and had only 219 total hours in the model airplane. Both pilots had spent the majority of their careers operating Russian-built aircraft which have some significant technical differences in cockpit instrumentation from Western-built aircraft such as the Boeing 737.

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