

<b>Safety Recommendation Number:</b>	IRLD2014004
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<b>AAIU Report Number:</b>	2014-001
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<b>Safety Recommendation Status:</b>	Not accepted, closed

**Safety Recommendation:**

Flightline S.L. should review its current operational policy of an immediate diversion following a missed approach due to weather.

**Response:**

- Response from Flightline S.L. including English Translations (28 April 2014):

“La política de Flightline al respecto es asegurar la seguridad del vuelo y evitar que la tripulación se vea presionada a realizar intentos de aterrizaje con una meteorología cambiante y con malas condiciones.

The Flightline policy about the miss approach maneuver is to insure the flight safety by not putting any pressure over the crew in to perform landing attempts with adverse and changing weather.

En la próxima revisión de nuestro Manual de Operaciones ampliamos la nota al respecto:

Nota: En caso de haberse realizado frustrada desde mínimos por causas meteorológicas, la Política de la Compañía es que se proceda al alternativo, para evitar nuevos intentos en los que el cansancio de la Crew y la mala meteorología, pueden disminuir el nivel de seguridad que pretendemos

The scheduled next Operator Manual revision modifies the following note related to this subject:

Note: Once performed a first miss-approach maneuver due to the prevalent bad weather conditions, the Company Policy is to proceed to the alternate airport, avoiding that, in further landing attempts, the crew fatigue added to the adverse weather conditions would decrease the company pretended safety level.”

-AAIU Reply to Flightline S.L. (1 July 2014):

The AAIU acknowledges that the policy regarding diversion following a single missed approach due to weather was introduced following the accident to EC-ITP. However, the Investigation is concerned that requiring a diversion after a single approach is not in the interests of efficiency or safety since it may put a flight crew under undue pressure to complete an approach and landing from the initial approach.

This policy also denies a flight crew the option of entering a holding pattern to await an improvement in the weather conditions.

It is common industry practice to permit two approaches in conditions which are close to minima, a third approach is normally only permitted where there has been a

significant improvement in visibility. Consequently, the Investigation issued this Safety Recommendation to the Operator to review its policy of diverting following a single approach. Your response does not indicate that such a review was conducted. Could you please inform the AAIU if such a review of the single approach policy was conducted and if so what was the outcome?

**AAIU Comment:**

Flightline S.L. did not respond to the reply made by the AAIU dated 1 July 2014, nor to further letters sent by the AAIU dated 17 October 2014 and 12 December 2014. The AAIU considers that the status of this Safety recommendation is 'Not accepted, Closed'.