

Safety Recommendation Number:	IRLD2014004
AAIU Event Reference:	IRL00911013
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Safety Recommendation Status:	Implemented, 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?

- Response from Flightline S.L. including English Translation (22 January 2015):

“Les enviamos nuestros comentarios a la carta con fecha 12 de enero de 2015 emitida por la AAIU de Irlanda Informe Final sobre el accidente ocurrido a la aeronave con matrícula EC-ITP el 10 de febrero de 2011. Safety Recommendation No. IRLD2014004. Política Operacional de Flightline sobre aproximaciones frustradas Les pedimos disculpas por el retraso en la respuesta. Como les avanzamos por e-mail hemos cambiado la política de desvío aceptado la sugerida en su recomendación. Finalmente que la nueva política ha sido incluida y aprobada por nuestra Aviación Civil AESA, a finales del mes de octubre de 2014. También agradeceríamos nos dieran su opinión a nuestros comentarios realizados en nuestra carta de 28 de abril.

First of all, our apologies for the delay in our answer in a formal way to your Safety Recommendation IRLD2014004 regarding to the diversion policy. As we advanced by e-mail, a new diversion policy suggested in your recommendation was being introduced in the new company MO according to Air Ops. The new policy was included and approved by our NAA, AESA, at the end of October 2014. Please, see hereunder the MO Paragraph containing the new police and its English translation. We appreciate your feedback we send our comments sent in our letter of 28 April.”

AAIU Comment:

The AAIU considers that the status of this Safety recommendation is ‘Implemented, Closed’.