

Dr. Hamdi Chaouk
Head of the Investigation Committee

Cc: CEO James Hogan
COO Richard Hill

Monday, 01 February 2010

REF: EY/HCSQ/10/118

Subject – Investigation of the Accident involving ET-409 on 25/01/2010

Dear Dr. Hamdi Chaouk

Referring to your request we are providing the Investigation Committee with the relevant available data. Attached you find environmental information taken from our Flight Data Monitoring system. In order to facilitate the process we prepared the same material in graphical as well as in numerical format.

Below we added the initial statement received by the pilots involved:

"During the approach there was bad weather all around the airport with reported thunderstorm and lightning. We encircled the weather for the approach to Rwy 16 in OLBA. Reported surface wind was less than 10kts. As we started our final approach on the glide for Rwy 16 it seemed stable at first but 5 DME short it started to become turbulent. Tail wind started picking up. The approach became unstable and we both decided to go-around. After the go-around we requested Rwy 03 for the approach as thunderstorms were all around. We made a successful approach and landing for Rwy 03 with crosswinds of 15kts or more.

It was the same day and time when the Ethiopian B737 crashed. In fact after the go-around from the approach Rwy 16 the ATC requested if we picked up any traffic as they had lost the Ethiopian B737 from the radar screens."

Etiihad Corporate Safety would like to assist and support as much as needed by your authorities. Please do not hesitate to contact our department should you require any additional information.

Best Regards,



PAOLO LA CAVA
Head of Corp. Safety & Quality

Capt. Paolo La Cava
Head of Corporate Safety and Quality

Tel: +971 (2) 511 2460
Fax: +971 (2) 511 2497
Mob: +971 (0) 50 818 6547
Email: pcava@etihad.ae

Air Safety Report

Occurrence O524-10

Occurrence Date/Time (UTC): 24-01-10 00:00 UTC

Occurrence No: O524-10

Event Title: GO AROUND DUE TO WEATHER AT BEY

General Flight Information

Registration:	A6-EIE	Aircraft Type:	:	Origin:	AUH
ATD (UTC):		ROSI:	No	Destination:	BEY
ATA (UTC):		Flight No. EY:		Diverted To:	
Delay (hh:mm):		ATL Number:		Location of Occurrence:	BEY
Flight Phase:	Approach (APR)			City Pair:	

Altitude ASL (ft):	Aircraft IAS (kt):	Mach No.:	Mass (tonne):
Flight Level:	Autopilot:	Autothrottle:	
Landing Gear:	Flaps Setting:	Speedbrake:	

Wind: /:	Visibility (m):	Temperature (°C):	QNH (hPa):
Runway:	VMC/IMC:	Precipitation/Phenomena:	

Narratives

Event Description and Cause:

Flight was without problems until in descent and near the Lebanon coast.

ATIS was giving wind at 8kts and few cb at 2000'

As we approached the coast in descent it became apparent that there were major thunderstorms; it appeared from radar that some storms were behind the near ones, which were just off the coast.

On approach frequency, we heard an ongoing dialog with the Eithopean, concerning headings and position.

The radio frequency was blocked for some while, making it difficult to send requests or receive instructions.

We receive a clearance direct to Zalka, on the final approach to rw 16.

From our radar, it seemed we may need to cross the localizer. then turn back to establish ILS, to go round a cell. We received clearance to do so. In the event it was not necessary. We were clear under the edge of the cell.

On approach we could see quite violent lightening from the nearest, major cell, just off the coast.

At around 1500' we ran into medium rain, requiring windscreen wipers on.
This was from a cell above the approach

Below 500' with rain becoming heavy, and turbulence, we got an increasing tailwind peaking at 18 kts at 360'.
Groundspeed went from 123kts to a peak of 143kts, at 100ft radio altitude, in 11 seconds.

The wind changed direction from 260/15 to 310/20 in 19 seconds.

I deemed it unsafe to continue the approach so initiated a missed approach .

The missed approach calls for an immediate right turn onto a track of 250 degrees.

It was clear that that track would take us into the severe thunderstorm, so we advised ATC we initially required a heading of 220, then 200. this took us clear of the thunderstorm, but close to the coast, which we monitored on "terrain".

I requested an approach onto runway 03 which was clear of weather, even though we expected a 15 knot xwind. We were radar vectored for that approach and landed without incident, although the approach was turbulent and in moderate rain. Late in the approach we had a tailwind component of around 4kts and rain.

During the missed approach, we changed back to approach frequency, and were advised they had lost contact with Ethiopian a/c. They asked if we could visually see or locate that aircraft on tcas. We scanned out to 40nm with no contact. We found one contact which was at 1000' and appeared to be on an approach to 16..They advised that was not the aircraft.

We departed approximately an hour later. From runway 21. the initial departure was normal, but then we received requested vectors to avoid the thunderstorm, which seemed to be in approx. the same position. In order to climb in clear air to a safe altitude, we went considerably off track before being able to turn to the CAK VOR, due to a storm close to the coast. Some 10 miles after CAK, inland from the coast, there was little or no "Tz" activity, but out over the sea there appeared to be several active cells from east to west.

(Std dep lateb 1 delta ahead 5000' right turn 030 inbound cak +13000

(Dep 03- visible tz inland)

(Major Storm around 10 miles off coast and south east of earlier position.)

(A sketch of remembered storm positions for the approach is attached.)

Event Descriptors

Operational Effect:	Immediate Effect:	Event Types:	Event Descriptors:
	Go Around	Weather	Severe Weather

ATA Chapters: :

Crew

SEA
2
STORM

2
STORM

STORM

