

Dear Mr Keszöcze,

On 24/25th January 2010 we performed flight MAH240 to Beirut Intl Airport.

As for the weather conditions and other circumstances of our flight I can tell you the following:

- 1) About the G forces encountered during our approach and landing please see attachment named „MAH240_25....” issued by Malév FOQA (Flight Operatin Quality Assurance).
According to the table max. G force was 1.224 min. 0.739 during the approach phase (from 5900 ft to 1000 fl). During the final approach the max. G force 1.389 we encountered at the time of touch down. It also can be found in the above mentioned table.
- 2) As for the weather conditions I can say that it was irregularly stormy. In spite of top of the clouds being at FL200-220 we experienced light to moderate turbulence during the approach and observed embedded and isolated thunderstorm pits. Therefore we had to deviate from the original track. All data concerning our approach (track, wind velocity and direction) can be found in enclosed attachment named „Route03_MAH240_25....” In the last phase of the flight we didn't experience any extreme phenomena like windshear, severe turbulence or severe icing. Landing was in normal conditions in light tailwind (8.5 kts) and light rain shower with appropriate visual conditions.

Yours sincerely,

Mr Alajos Ásin

Captain of flight MAH 240/24-25Jan 2010.

MALEVE

