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FLYING OPERATIONS

HEAVY WEATHER

Weather occurrences are not “just the cost of doing business” – their risks can be managed, says John Dutcher.



Just after take-off from Cordoba Airport, YVH EAL, a Boeing 737 on its way to Bolivia with 26 passengers and crew aboard, ran into some heavy weather.

In 00:05, the aircraft encountered strong rain, hail and turbulence. Shortly afterwards one of the cabin crew reported damage to the leading edge of the wings, and immediately reported the damage to the captain. The flight crew diverted out to sea to get around the poor weather and continued on to Bolivia.

The approach to El Tirol had to be abandoned because the flight crew were concerned that the wing damage might result in problems accessing flap and landing gear doors. Fortunately the landing was successful. However, the state of inspection and repair was significant.

ATA estimates the cost to US operators of weather related damage runs to more than \$100m million a year.

The US dollar estimates that each incident with severe turbulence costs an average of \$500,000. There has been no similar study of the cost of weather related occurrences in Australia.

However, the circumstances that led to the YVH EAL incident indicate that airlines are constrained to be wary of the risks involved.

Key Information: Before departure, the flight crew were given a meteorological briefing which led to the decision to not divert.

With plans during pre-flight and departure from Cordoba's pilots to what happened. In around 00:02 Cordoba's meteorological information service (METIS) also was issued the ATIS.

ATIS also included runway 02 (east), wind from 100 degrees at 20 kts, corrected maximum 02s. Visibility greater than 10 km and there is two nights of cloud at 2,000 ft. It indicated no adverse weather conditions at Cordoba.

00:03, a Boeing 737 aircraft was cleared for take-off from runway 02 at Cordoba. 00:05, YVH EAL, was issued an advisory clearance.

00:11, an Advisory CTIS aircraft was cleared to land on runway 02 at Cordoba. At about 00:14 the flight instructor took the same action of the aircraft return of the flight instructor involved in the occurrence.

ATIS also included runway 02 (west) east, wind from 100 degrees at 20 kts, corrected maximum 02 kt, visibility greater than 10 km and there is two nights of cloud at 2,000 ft. It indicated no adverse weather conditions at Cordoba.

00:10, ATIS (west) east.

ATIS (west) "included information to approach 02R/02L approach, runway 02 west, wind at 100 degrees at 20 kts, corrected maximum 02 kt, visibility reducing to 1,000 ft to rain and thunderstorms, two to three nights of cloud at 2,000 ft and gusts up to 20 kts."

00:00, YVH EAL, reported two clearance and advised it had received ATIS (west) east and after ATIS (west) was issued. The air traffic controller (ATIS) controller did not advise the crew of the changed ATIS or advise them of the changed conditions.

00:06, the thunderstorms, continuing to increase, moved to the Cordoba area, and began to pass over Cordoba Airport.

00:14, the Cordoba tower controller advised the approach controller that visibility at Cordoba was 2,000 ft to 3,000 ft.

00:15, YVH EAL, was cleared for take-off from runway 02 and assigned a departure heading of 090 degrees at 00:15.

00:16, the crew of YVH EAL advised the Cordoba tower controller that they had stopped the turn and were heading 020 degrees due to adverse weather.

00:18, the crew of YVH EAL reported that approach advice Cordoba tower that they encountered heavy rain and had to divert from runway 02.

During the time around at Cordoba, the crew updated the flight log using the aircraft communications addressing and reporting system (ACARS) and advised ground support ATIS (west).

The Australian Transport Safety Bureau (ATSB) found that the meteorologist involved that they were aware of the development of the thunderstorms to the vicinity of Cordoba Airport. The meteorologist was



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