

# **Airbus A300B4-605R, G-MONR**

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**Category: 1.1**

**Aircraft Type and Registration:** Airbus A300B4-605R, G-MONR

**No & Type of Engines:** 2 General Electric CF6 Turbofan engines

**Year of Manufacture:** 1989

**Date & Time (UTC):** 27 January 2003 at 1736 hrs

**Location:** 28°N 44°E

**Type of Flight:** Public Transport (Passenger)

**Persons on Board:** Crew - 14 Passengers - 359

**Injuries:** Crew - 3 Minor Passengers - 1 Serious

**Nature of Damage:** None

**Commander's Licence:** Airline Transport Pilots Licence

**Commander's Age:** 49 years

**Commander's Flying Experience:** 14,687 hours (of which 6,041 were on type)

Last 90 days - 86 hours

Last 28 days - 36 hours

**Information Source:** AAIB Field Investigation

In the cruise at FL280 en-route Bahrain to London Gatwick Airport, light Clear Air Turbulence (CAT) was encountered and the commander activated the Seat Belt sign. In accordance with normal company procedures, the cabin staff checked that all the passengers were strapped in and reported this fact to the commander. He allowed the cabin service to continue but warned the cabin crew to be alert for any increase in turbulence.

About five minutes later, severe CAT was suddenly encountered. The aircraft climbed rapidly and the commander disengaged the autopilot to manually control the airspeed. During the subsequent manoeuvres, the aircraft altitude varied between FL283 and FL278. Within the passenger cabin, the cabin crew and trolleys were thrown about. Following the incident, doctors amongst the passengers on board treated the injured personnel and confirmed that none required immediate hospitalisation. With this knowledge, and with no indication of any damage to the aircraft, the commander continued to his planned destination for an uneventful landing.

There had been no CAT forecast for the area in which the turbulence was experienced. Additionally, the aircraft radar had not indicated any significant weather on the aircraft route although thunderstorm flashes had been observed some 50 miles away.

Post flight analysis indicated that the aircraft had been subjected to a maximum of plus 2.08g and a minimum of minus 0.24g over a period of two seconds. A Phase 1 Severe Turbulence check on G-MONR confirmed that there was no damage.