



SI 02/17



Date : 3 May 2017
Type : Airbus A330-343
Registration : 9M-XXS
Operator : Air Asia X
Fatality : 0
Nature : Runway Excursion
Location : En-route Taipei-Kuala Lumpur

SUMMARY

During cruise at FL390, aircraft encountered severe turbulence. Autopilot and Autothrust were manually disconnected and Captain took over control. Subsequently, a PAN call was made to Ho Chi Minh control due to the strong updraft encountered. As aircraft recovered, pilots requested climb back to FL390. Pilots were directed to point MAPNO and the PAN call was cancelled. Captain was informed by Purser that five passengers were reported injured during the event. Cabin Crew managed to page for medical personnel on board to attend to the injured passengers.

PROBABLE CAUSE

1. Selection of weather radar to a higher range than recommended may have resulted the adverse weather ahead of the aircraft not being displayed clearly on the Navigation Display (ND).
2. Early disengagement of autopilot and the dual sidestick inputs may have possibly contributed to the over control of the aircraft.

SAFETY RECOMMENDATIONS

Air Asia X is:

1. To re-introduction of the Upset Prevention and Recovery Training into the current LOFT syllabus.
2. To develop an Upset Prevention and Recovery Training Program. This will enhance pilot skills and awareness to prevent and if required, recover from such situations.
3. To highlight the importance of ND range selection in accordance to FCTM during BCCR classes.

Air Asia X Flight Safety Department is:

1. To share with all pilots during recurrent BCCR classes with the focus on the lessons learnt.
2. To emphasize the importance of ND range selection in accordance to FCTM during BCCR classes to all pilots.