

Turbulence encounter – Turkish Airlines

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W O R L D



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TK1 IST-JFK

TURBULENCE ENCOUNTER

The images used in this presentation are simulated to raise awareness and are not related with actual event.

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Flight

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Pre-Flight
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Pre-
Turbulence
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Turbulence
Encounter

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Turbulence
Actions

Description of Flight

AIRCRAFT TYPE: **B777-300 ER**
REGISTRATION: **TC-JJG**
DESTINATION: **IST-JFK**
CONFIGURATION: **49 B/C, 300 Y/C**
NUMBER OF PAX ON BOARD: **47 B/C, 290 Y/C**
TOTAL NUMBER OF FLIGHT CREW: **3**
TOTAL NUMBER OF OPERATING CABIN CREW: **13**
NUMBER OF SUPERNUMERARY: **2 (FLYING CHEFS)**
SPECIAL CATEGORIES OF PAX: **WCHR- 4**
 WCHS- 4
 MAAS- 2

SCHEDULED DEPARTURE TIME: **11:50 UTC**
ACTUAL DEPARTURE TIME: **12:03 UTC**
SCHEDULED ARRIVAL TIME: **23:10 UTC**
ACTUAL ARRIVAL TIME: **22:45 UTC**



Pre-flight/in-flight activities



EASA AIR OPS AMC1 ORO.GEN.110(f)(h) Operator responsibilities

- (b) When establishing procedures and a checklist system for cabin crew with respect to the aircraft cabin, the operator should take into account at least the following duties:

Duties	Pre-take off	In-flight	Pre-landing	Post-landing
(1) Briefing of cabin crew by the senior cabin crew member prior to commencement of a flight or series of flights	x			

CREW BRIEFING

ISM CAB 3.3.3 The Operator shall have procedures for communication and coordination between the cabin crew and flight crew to ensure a combined and coordinated process in addressing:

- (i) Passenger safety information;
- (ii) Cabin readiness prior to first aircraft movement, takeoff and landing;
- (iii) Arming or disarming of cabin door slides or slide rafts, if applicable;
- (iv) Preparation for and an encounter with turbulence;
- (v) Medical situations;
- (vi) Flight or cabin crew member incapacitation;
- (vii) Emergency evacuation;

Pre-flight/in-flight activities

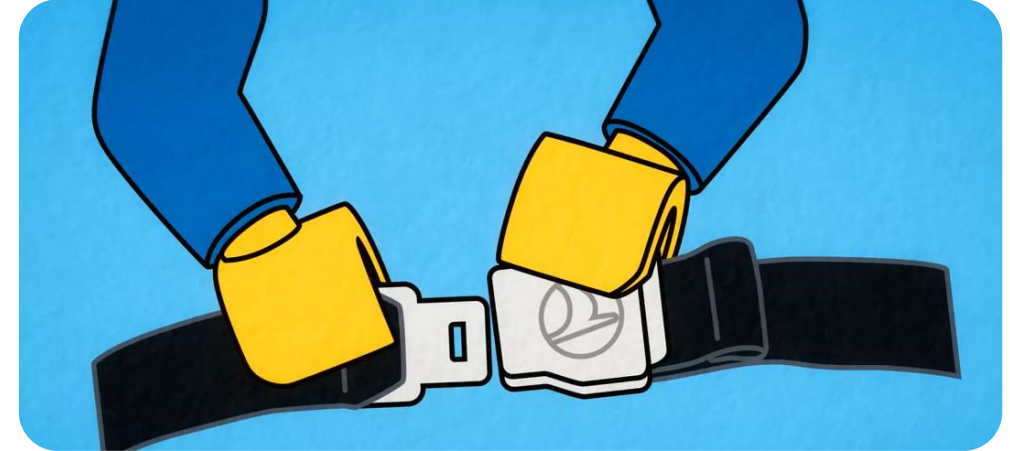


Preflight security, emergency and technical checks had been completed on time.



Boarding started at 11:02 UTC.

Pre-flight/in-flight activities



Departure



Pre-turbulence actions



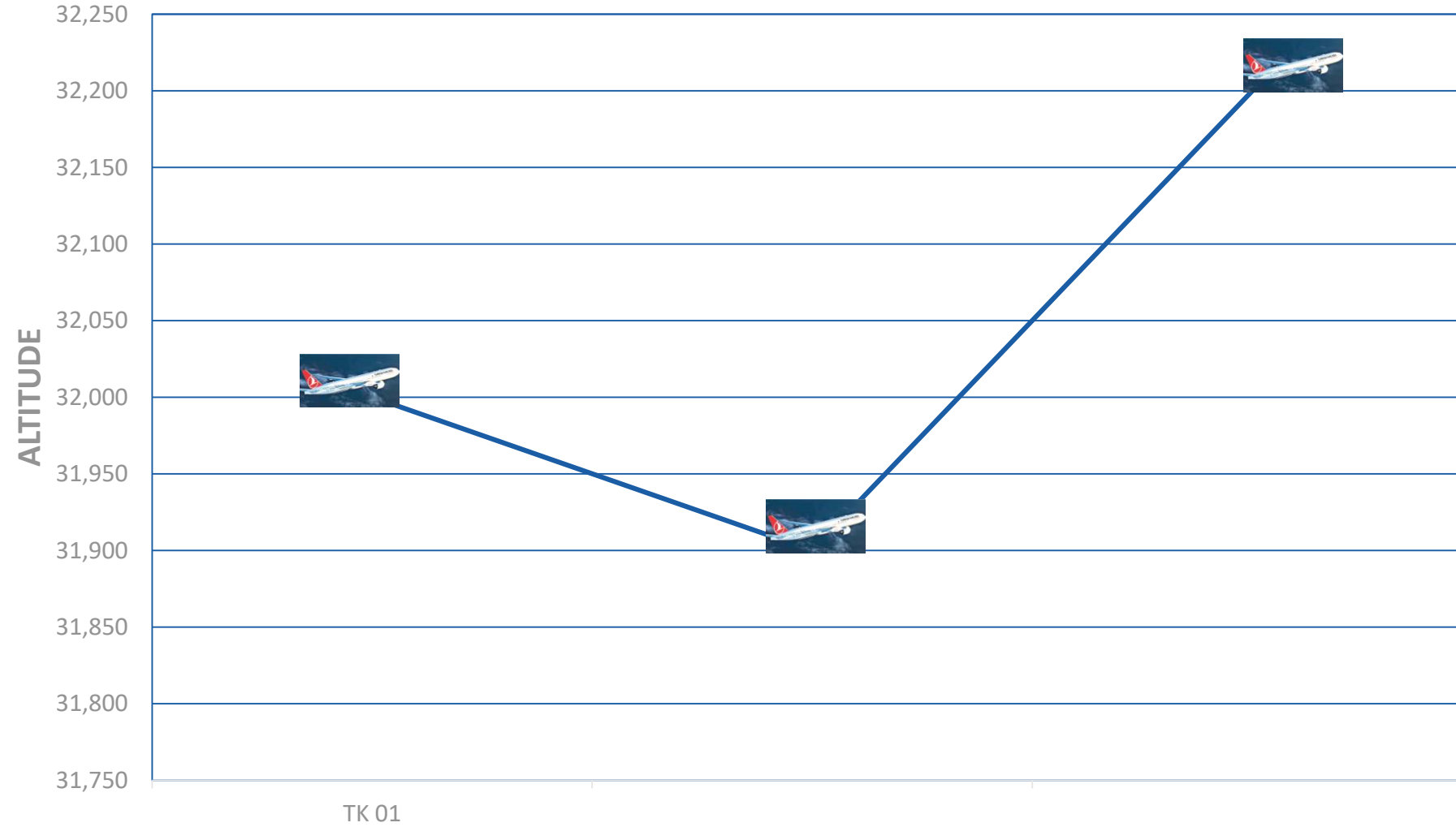
Pre-turbulence actions



During the turbulence encounter

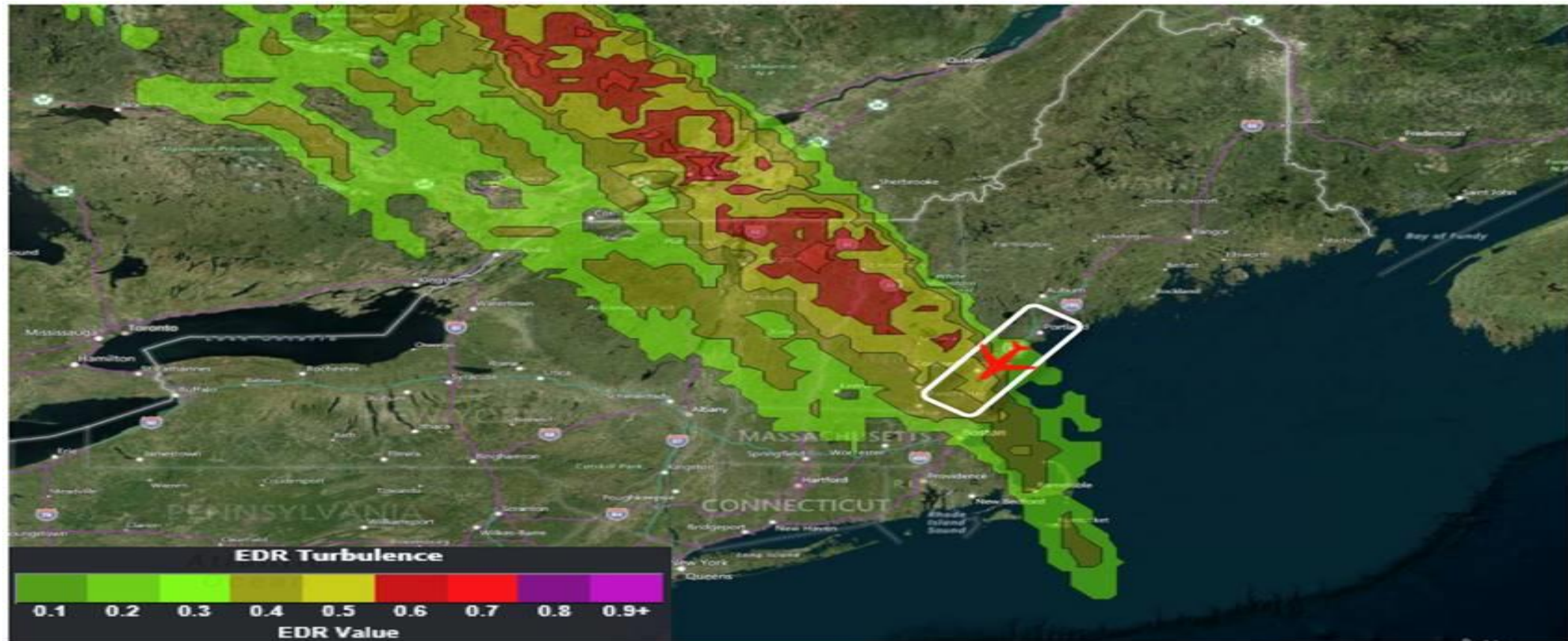


TURBULANCE ENCOUNTER



Severe turbulence 21:57 UTC

The severe turbulence occurred at TK001 flight was a Clear Air Turbulence.



Post turbulence actions

The post-turbulence procedure may include below, but is not limited to:

- Contacting the flight crew
- Checking cabin and lavatories, cabin crew and passengers
- Administering first aid, if required
- According to incapacitation of crew member, reassigning required cabin crew stations and duties.

ICAO DOC 10002 Cabin Crew Safety Training Manual

Lessons Learned



Lessons Learned



A bulletin has been published for cabin crew.

In order to increase the awareness of cabin crew about the subject practical training content will be enriched.



Conclusions



- There is no definite regulation on turbulence. It is recommended that the authorities, especially states, conduct detailed and standard procedures for their operators.
- There is a risk that passengers and crew will be in a state of complacency if the moderate turbulence lasts longer.
- Especially on long haul flights it should be considered that during long lasting turbulence, precautions should be repeated at short intervals.
- Despite the announcements and warnings of the cabin crew, it is observed that the passengers were tending on unfastening their belts and standing up.

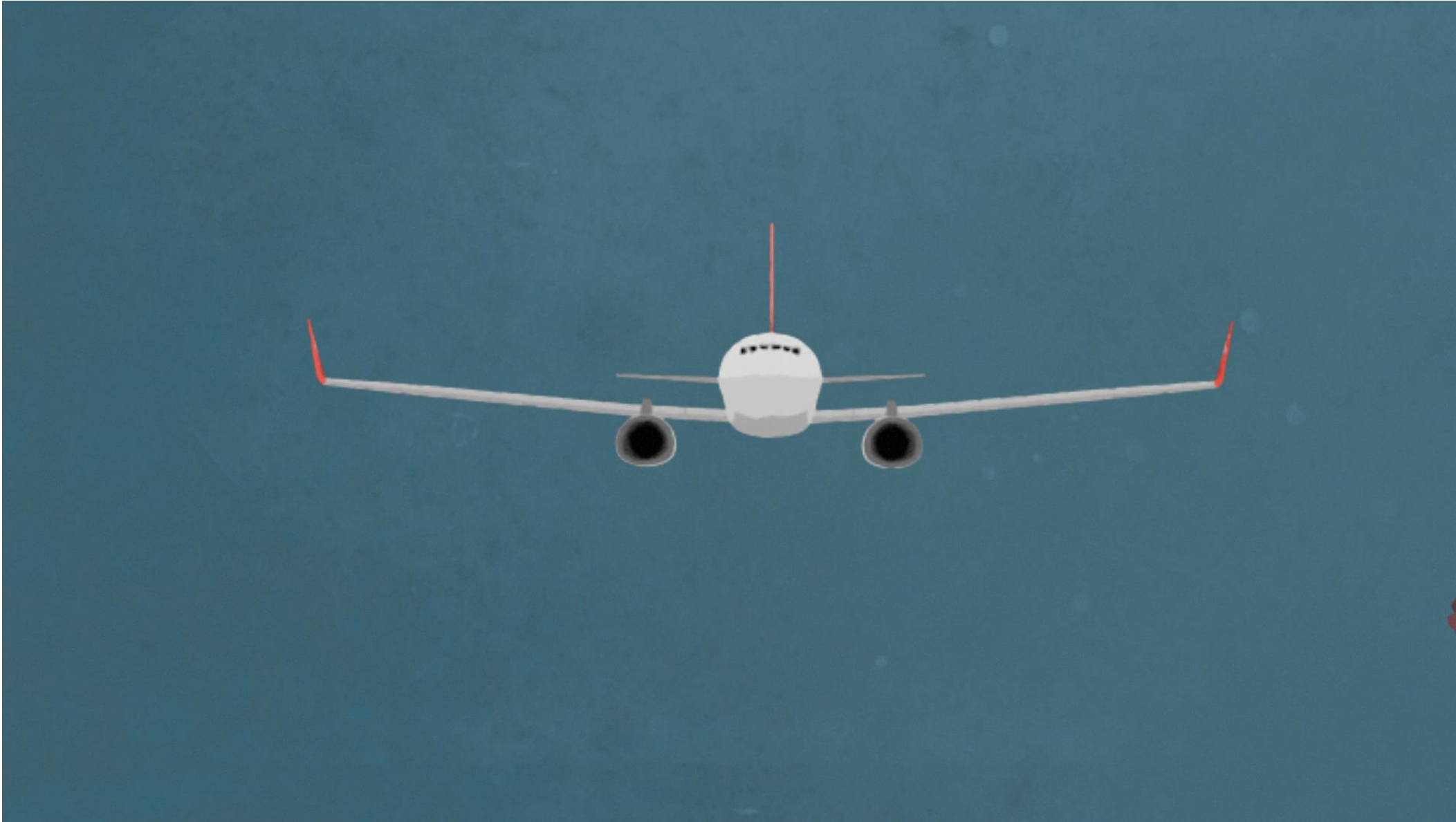
IATA TURBULENCE AWARE PLATFORM



IATA has developed a platform to consolidate, standardize and share turbulence data collected from multiple airlines around the globe.

The IATA Turbulence Aware Platform provides airline pilots and operation centers with real-time and detailed turbulence information, enhancing safety and optimizing fuel consumption.

<https://www.iata.org/services/safety-flight-operations/Pages/turbulence-platform.aspx>





THANK YOU

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