

Follow-up Action on Occurrence Report

*SERIOUS INCIDENT INVOLVING BOEING B757-2T7, G-MONE, ON APPROACH TO GIBRALTAR AIRPORT ON 17 MARCH 2006
(CREW DID NOT FOLLOW THE CORRECT MISSED APPROACH PROCEDURE)*

CAA FACTOR NUMBER : F31/2006
FACTOR PUBLICATION DATE : 11 September 2006
OPERATOR : Monarch Airlines
CAA OCCURRENCE NUMBER : 2006/02116
AAIB REPORT : Bulletin 8/2006

SYNOPSIS

(From AAIB Report)

Following a surveillance radar approach (SRA) to Runway 09 at Gibraltar Airport, the flight crew lost visual contact with the runway after passing the Visual Decision Point (VDP). During the subsequent go-around, the crew did not follow the correct missed approach procedures but ATC provided effective heading control to avoid the high ground. The lowest altitude of the aircraft when over the land was 2,100 ft. The highest point on the land, just south of the airfield, is 1,420 ft.

Following the incident, ATC and the aircraft operating company made changes to procedures to reduce the chances of a similar occurrence. Additionally, it was considered that the airport lighting should be improved and a recommendation has been made to that effect.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

Recommendation 2006-65

It is recommended that the air regulator review the airport lighting at Gibraltar with the aim of providing, for civilian operations from the airfield, runway approach lighting and improved the runway lighting.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed