

Follow-up Action on Occurrence Report

**INCIDENT TO AIRBUS A320-214, G-OZBW, WHILST ON APPROACH TO MALAGA AIRPORT,
SPAIN, ON 04 JULY 2013**

CAA FACTOR NUMBER : F6/2016
FACTOR PUBLICATION DATE : 10 August 2016
TYPE OF FLIGHT : Public Transport
CAA OCCURRENCE NUMBER : 201308040
SPANISH CIAIAC REPORT : IN-021/2013

SYNOPSIS

From Spanish CIAIAC final report.

The aircraft was en-route to Gibraltar Airport from Birmingham. Even though weather conditions satisfied the operating minimums at the airport, the presence of clouds prevented the crew from establishing visual contact with the runway when they reached the decision height.

The crew executed a missed approach and despite having planned their fuel using Tangiers Airport as their alternate, the crew headed for Malaga Airport where they hoped to be able to make a direct approach, which would enable them to land with reserve fuel. The traffic situation at Malaga kept the aircraft from making the flight in the conditions that the crew had hoped for and they were forced to declare a fuel emergency at 08:54. After receiving landing priority, the aircraft landed at Malaga at 09:04 with reserve fuel plus 20kg. There was no damage or injuries and the aircraft did not require any assistance from emergency services.

The investigation analysed the weather information and the changing weather conditions during the flight in an effort to determine whether the decision to go to Gibraltar was correct or not, as well as the factors that influenced the crew's decision to change their alternate airport.

FOLLOW UP ACTION

CIAIAC Recommendation 52/15

It is recommended that the operator, Monarch Airlines, reviews its operational documentation to ensure that adequate procedures and policies are in place for the selection of preferred alternate airfields. This decision should be reflected in the fuel planning which is included in the operational flight plan.

CAA Response

This recommendation is not addressed to the CAA.

CAA Status – Closed

CIAIAC Recommendation 53/15

It is recommended that the operator, Monarch Airlines, reviews the flight levels used to calculate the fuel required for the nominated alternates in the operational flight plan. This Recommendation is issued as a consequence if the inadequate flight level used after the diversion.

CAA Response

This recommendation is not addressed to the CAA.

CAA Status – Closed

CIAIAC Recommendation 54/15

It is recommended that the operator, Monarch Airlines, adjusts the requirements of its Operations Manual 8.3.7.5 regarding emergency calls in case of on board fuel issues to reflect EASA SIB 2013-12.

CAA Response

This recommendation is not addressed to the CAA.

CAA Status – Closed

CIAIAC Recommendation 55/15

It is recommended that the United Kingdom's Civil Aviation Authority audits the requirement 8.3.7.5 of the Monarch Airlines Operations Manual regarding emergency calls in case of on board fuel issues, as per EASA SIB 2013-12.

CAA Response

The UK CAA accepts this Recommendation and has audited the requirement of EASA SIB 2013-12 against the operator's OM Part A Section 8.3.7.5 and can confirm that the necessary amendment has been made to the manual in order to incorporate the requirement.

CAA Status - Closed