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COMISIÓN DE
INVESTIGACIÓN
DE ACCIDENTES
E INCIDENTES DE
AVIACIÓN CIVIL

Second Interim statement A-029/2012

Accident involving a Cessna 500 aircraft,
registration EC-IBA, operated by AIRNOR,
while on approach to the Santiago de
Compostela Airport (LEST)
on 2 August 2012



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DE ESPAÑA

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SUBSECRETARÍA

COMISIÓN DE INVESTIGACIÓN
DE ACCIDENTES E INCIDENTES
DE AVIACIÓN CIVIL

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Important notice

This document constitutes the interim statement envisioned in Article 16.7 of Regulation (EU) no. 996/2010 of the European Parliament and of the Council, as well as in paragraph 6.6 of Annex 13 to the Convention on International Civil Aviation. The statement includes the details of the progress of the investigation and the most important operational safety issues revealed to date. The information provided herein is subject to change as the investigation proceeds.

Pursuant to the contents of Regulation (EU) no. 96/2010 of the European Parliament and of the Council and of Annex 13 to the Convention on International Civil Aviation, the investigation is purely technical in nature and is not intended to determine or apportion blame or liability. The investigation is being conducted without necessarily resorting to evidentiary procedures and for the sole purpose of preventing future accidents.

Consequently, the use of this information for any purpose other than to prevent future accidents may result in faulty conclusions or interpretations.

Abbreviations

°	Degrees
AESA	Spanish Aviation Safety Agency
ATC	Air Traffic Service
CFIT	Controlled Flight Into Terrain
CPL (A)	Commercial Pilot License (Aircraft)
ELT	Emergency Locator Transmitter
Ft	Feet
h, hr	Hour(s)
ILS	Instrument Landing System
m	Meters
METAR	Meteorology Aerodrome Weather Report
LEAS	Asturias Airport (Spain)
LEBZ	Badajoz Airport (Spain)
LEST	Santiago de Compostela Airport (Spain)
LPPR	Oporto Airport (Portugal)
QNH	Altimeter subscale setting to obtain elevation when on the ground
TWR	Control Tower
UTC	Coordinated Universal Time
VHF	Very High Frequency
VOR	VHF Omnidirectional Radio Range

DATA SUMMARY

LOCATION

Date and time	Thursday, 2 August 2012 at 07:00¹
Site	Approach to the Santiago Airport (LEST)

AIRCRAFT

Registration	EC-IBA
Type and model	Cessna 500
Operator	Aeronaves del Noroeste (AIRNOR)

Engines

Type and model	Pratt & Whitney JT15D-1A
Number	2

CREW

	Pilot	First Officer
Age	35	37
License	Commercial pilot (airplane) -CPL (A)	Commercial pilot (airplane) -CPL (A)
Total flight hours ²	3,600	678
Flight hours on the type ³	500	412

INJURIES

	Fatal	Serious	Minor / None
Crew	2		
Passengers			
Third persons			

DAMAGE

Aircraft	Destroyed
Third parties	None

FLIGHT DATA

Operation	Commercial air transport - Other - Emergency medical services
Phase of flight	Approach

INTERIM REPORT

Date of approval	24 September 2014
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¹ All times in this report are in UTC unless otherwise specified. To obtain local time, add 2 hours to UTC time.

² Information taken from his aviation records on file at the company for which he worked.

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1. ACCIDENT INFORMATION

The aircraft took off from the Santiago Airport (LEST) on 1 August at 21:46 (UTC) to transport a medical team from the Asturias Airport (LEAS) to the Porto Airport (LPPR) to provide a service for Spain's National Transplant Organization before returning to the Asturias Airport. Once in Porto, the crew waited for the medical team to complete its task, at the conclusion of which they returned to the Asturias Airport. The crew took off from this airport at 03:45 to return to the Santiago Airport. Ten minutes later, the crew established contact with approach ATC, after which it was cleared to make an ILS approach to runway 17 at the Santiago Airport. ATC relayed the last METAR⁴ to the crew. It was from 03:30 and contained the following information: runway in use 17, wind calm, visibility 4000 m with mist, few clouds at 600 ft, temperature and dew point 13° and QNH of 1019. At 04:15 the crew contacted the TWR controller, who reported calm winds and cleared them to land on runway 17. Two minutes later, the aircraft, configured for landing⁵, experienced a controlled flight into terrain (CFIT) 200 meters before the Santiago VOR, approximately 1 mile before the runway 17 threshold. The aircraft's occupants died as a result of the impact and the aircraft was destroyed.

2. CONDUCT OF THE INVESTIGATION

The investigation is closed. All aspects related to the entire flight sequence (Santiago-Asturias-Porto-Asturias-Santiago) were investigated.

- *Crew-Operational*
- *Aircraft-Technical*
- *Operator- Administrative*
- *Meteorological*
- *Airport*
- *ATC*

3. PLANNED INVESTIGATION ACTIVITIES

The draft report was presented to the Board held in March 2014. As the result of the meeting of the Board, a consult was submitted to AESA at the end of April 2014 about the process of location of the aircraft ELT. The response from AESA was received at the end of June. The draft report will be presented shortly to the Board so as to get their approval for sending it for comments.

⁴ Aerodrome Meteorological Report.

⁵ Approach flaps and landing gear down.

