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## Interim statement IN-021/2013

Incident involving an Airbus A-320 aircraft, registration G-OZBW, operated by Monarch Airlines, during approach to the Malaga Airport after aborting the landing at the Gibraltar Airport due to bad weather conditions on 4 July 2013



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DE ESPAÑA

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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**

ATPL            Airline Transport Pilot License  
ft                feet

**DATA SUMMARY****LOCATION**

Date and time	<b>Thursday, 4 July 2013, 10:54 local time<sup>1</sup></b>
Site	<b>Approach to Malaga Airport</b>

**AIRCRAFT**

Registration	<b>G-OZBW</b>
Type and model	<b>Airbus A-320</b>
Operator	<b>Monarch Airlines</b>

**Engines**

Type and model	<b>CFM56</b>
Number	<b>2</b>

**Crew**

	Pilot	Copilot
Age	<b>54</b>	<b>35</b>
License	<b>ATPL (A)</b>	<b>ATPL (A)</b>
Total flight hours	<b>14000</b>	<b>4500</b>
Flight hours on the type	<b>3000</b>	<b>350</b>

**INJURIES**

	Fatal	Serious	Minor / None
Crew			<b>6</b>
Passengers			<b>167</b>
Third persons			

**DAMAGE**

Aircraft	<b>None</b>
Third parties	<b>None</b>

**FLIGHT DATA**

Operation	<b>Commercial air transport - international - scheduled - passenger</b>
Phase of flight	<b>Approach</b>

**INTERIM STATEMENT**

Date of approval	<b>25 June 2014</b>
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<sup>1</sup> All times in this report are in local time.





## 1. INFORMATION ON THE INCIDENT

On Thursday, 4 July 2013, an Airbus A-320 aircraft, registration G-OZBW, operated by Monarch Airlines, took off from the Birmingham Airport (EGBB) en route to the Gibraltar Airport (LXGB) on a scheduled flight with 173 persons onboard, of whom 167 were passengers.

The flight plan specified the airports of Tangiers (Morocco) and Malaga as the first and second alternate airports, respectively. The fuel plan was prepared assuming the first alternate airport. Gibraltar was regarded by the operator as a particularly difficult airport that required specific planning, training and skills.

The aircraft arrived at Gibraltar at the scheduled time. At that moment the weather conditions complied with the operating limits for runway 09 at the Gibraltar Airport. At 08:37 the aircraft was on the runway heading at 1500 ft. When it reached the decision altitude (1000 ft), the crew could not establish visual contact with the runway since, according to their statement, clouds had gathered in the area.

They executed a missed approach and immediately informed the Gibraltar control tower of their intention to divert to the Malaga Airport. En route they received a low fuel warning first for the left tank and then for the right. They contacted Malaga approach control and, given the impossibility of routing them direct due to the presence of other traffic, they were assigned number six in the approach sequence. In light of this information and their fuel status, the crew issued a MAYDAY due to fuel at 08:54. They were given priority over other traffic and the aircraft landed at 09:00 on runway 13 at the Malaga Airport without further incident.

There were no injuries and the passengers were disembarked normally. They did not require assistance from any emergency service.

## 2. PROGRESS OF THE INVESTIGATION

The investigation focused on two aspects:

- Analysis of the weather conditions during the flight and the correlation between the weather information provided and the actual conditions at the airport at the time of the approach.
- Analysis of the operation in terms of fuel planning and the viability of diverting to the alternate airports.

### **3. UPCOMING ACTIONS**

The investigation is finished and the draft of the final report is in a very advanced phase.