

***The original of the Final Report was issued in the Slovak language.
In case of inconsistency original version in Slovak language is applicable.***



MINISTRY OF TRANSPORT, CONSTRUCTION
AND REGIONAL DEVELOPMENT
OF THE SLOVAK REPUBLIC



AVIATION AND MARITIME INVESTIGATION AUTHORITY
Námestie slobody 6, P.O.BOX 100
810 05 Bratislava 15

FINAL REPORT

on investigation of serious incident

- landing on occupied RWY

Reg. No.SKS2015002

The investigation of occurrence has been conducted pursuant to Art. 18 of the Act No. 143/1998 on Civil Aviation (Civil Aviation Act) and on Amendment of Certain Acts and in accordance with the Regulation (EU) No. 996/2010 of the European Parliament and of the Council on investigation and prevention of civil aviation accidents and incidents, governing the investigation of civil aviation accidents and incidents.

The final report is issued in accordance with the Regulation L 13 that is the application of the provisions of ANNEX 13 Aircraft Accident and Incident Investigation to the Convention on International Civil Aviation.

The exclusive aim of investigation is to establish causes of accident, incident and to prevent their occurrence, but not to refer to any fault or liability of persons.

This final report, its individual parts or other documents related to the investigation of occurrence in question have an informative character and can only be used as recommendation for the implementation of measures to prevent occurrence of other accidents and incidents with similar causes.

ABBREVIATIONS

Abbreviation	Slovak meaning/English meaning
AIP	Letecká informačná príručka / Aeronautical information publication
ATS	Letové prevádzkové služby / Air traffic services
CTR	Riadený okrsok / Control zone
LDA	Použiteľná dĺžka pristátia / Landing distance available
LZMA	Skratka v kóde ICAO pre letisko Martin / ICAO code for the airport Martin
LZZI	Skratka v kóde ICAO pre letisko Žilina / ICAO code for the airport Žilina
SAR	Pátranie a záchrana / Search and rescue
RWY	Vzletová a pristávacia dráha / Runway
TWR	Letisková riadiaca veža alebo letisková služba riadenia / Aerodrome control tower or aerodrome control
TMA	Koncová riadená oblasť / Terminal control area
UTC	Svetový koordinovaný čas/Co-ordinated Universal Time
VFR	Pravidlá letu za viditeľnosti / Visual flight rules

A. INTRODUCTION

Operator / Owner: Slovenský národný aeroklub gen. M. R. Štefánika
Type of operation: general aviation / sport and recreational flying
Type of aircraft: WT-9 Dynamic
Registration No: OM-RLC
Take-off site: LZMA
Flight phase: landing
Place of occurrence: LZZI

Date and time of occurrence: 10.06.2015, 14:14

Note: All time data in this report are stated in the UTC time.

B. INFORMATIVE SUMMARY

On 10 June 2015 the pilot conducted with aircraft type WT-9 Dynamic, Registration No. OM - RLC, landing on occupied RWY of airport LZZI. People and vehicles were located at the threshold of RWY06 at the time of landing.

The following commission was appointed for investigation of the incident:

Ing. Zdenko Bielik – chairman of the investigation commission
Lic. Jaroslava Mičeková – member of the investigation commission

The report is issued by:

Aviation and Maritime Investigation Authority
of the Ministry of Transport, Construction and Regional Development
of the Slovak Republic

C. MAIN PART OF REPORT

1. FACTUAL INFORMATION
2. ANALYSES
3. CONCLUSIONS
4. SAFETY RECOMMENDATIONS

1. FACTUAL INFORMATION

1.1 History of the flight

Outside the published operational hours the controlled airspace of CTR and TMA Žilina is changed to an uncontrolled airspace of class G, based on information set out in the respective parts of AIP SR.

Information on the change of operational hours of the airport LZZI was published by report NOTAM C0767/15 as follows: Monday - Friday, from 06:00 to 14:00, and information on the closure of airport LZZI on 10.06.2015, from 14:00 to 18:00, was published by report NOTAM A1408/15.

The flight of aircraft with registration No. OM - RLC from airport LZMA to airport LZZI was conducted without provision of the service ATS. The flight was conducted according to the rules VFR.

In the area of Strečno the pilot of aircraft tried to establish the communication on frequency 124.15 MHz Žilina TWR, and after he had realized that the operational hours of TWR had ended, on frequency 122.60 MHz Žilina PREVÁDZKA - he transmitted blind his position and his intention to land on the airport LZZI. After he joined the circuit the pilot checked whether RWY06 was free and noticed two vehicles and moving people at the threshold of RWY06. Having examined the rest of RWY, he did not observe any obstacle and decided to use the free part of RWY06 for landing.

Due to the presence of these vehicles and people, the pilot chose the point of contact in the second half of RWY06 in order to over-fly them at a safe distance - according to the pilot's statement in a height of 50 m. After the landing the pilot left RWY06 via the taxiway B and stopped on the parking stand of the aero club.

The pilot was informed about the fact that the airport LZZI was closed by the operator's employee.

1.2 Injuries to persons

None

1.3 Damage to aircraft

None

1.4 Other damage

No circumstances with potential claims for compensation of other damage toward a third party were notified to the Aviation and Maritime Investigation Authority.

1.5 Personnel information

Pilot:

A national of the Slovak Republic, aged of 53, holder of the private aircraft pilot licence issued by the Transport Office of the Slovak Republic.

Medical certificate of 2nd class with marked validity until 30.03.2016.

Flying experience:

Total flight hours: 365 h 10 min and 1279 flights

1.6 Information about aircraft

Type: WT - 9 DYNAMIC

Registration No: OM-RLC

Year of manufacture: DY-306/2009

Manufacturer: Aerospool, s.r.o. Prievidza

Certificate of airworthiness No. 967/02, issued by the Civil Aviation Authority of the Slovak Republic.

Certificate of verification of airworthiness No. 721/0967 issued by the technical service of SNA, licence. 03359/2014/OVÚ-004, with marked validity until 14.04.2016.

Third-party insurance: Allianz Slovenská poisťovňa a.s., certificate No. 491100693, valid until 31.03.2016.

1.7 Meteorological situation

N/A.

1.8 Aids to navigation

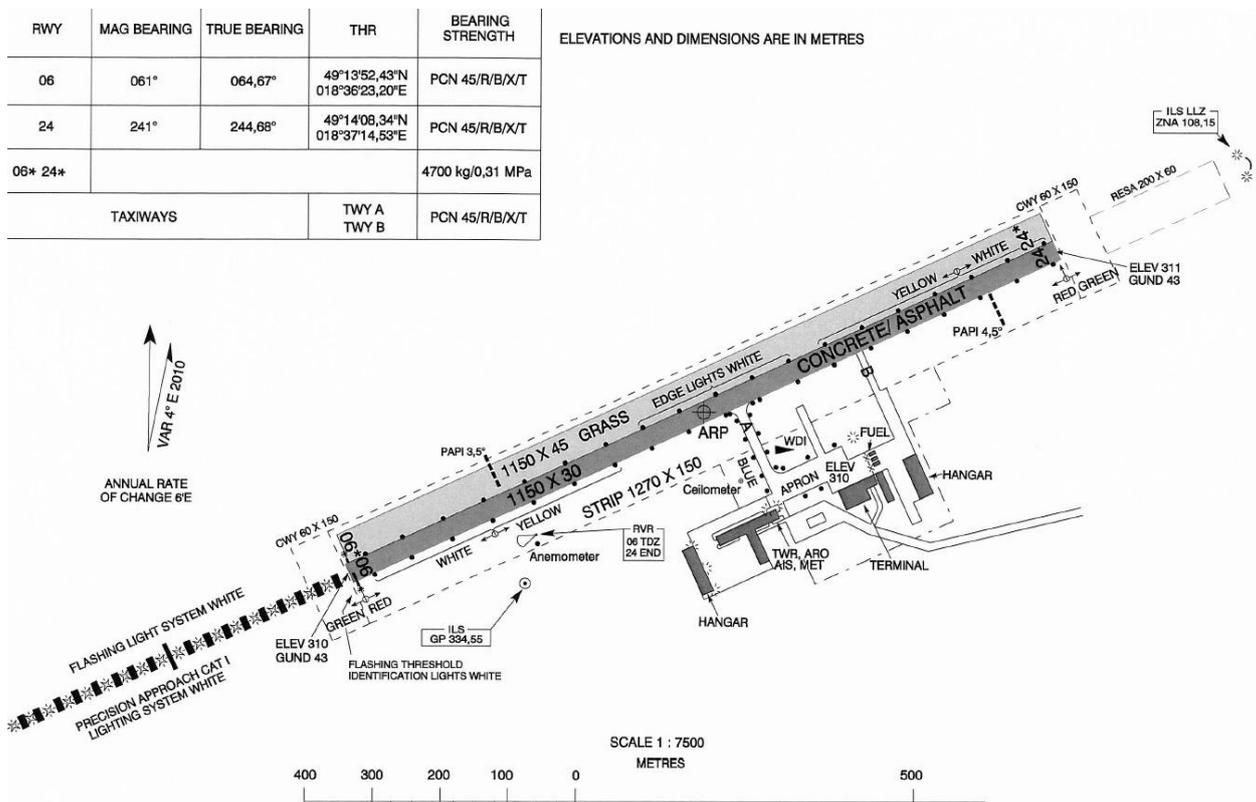
N/A.

1.9 Communications

The aircraft was provided with radio communication equipment enabling the two-way communication with all air stations at every moment of the flight.

1.10 Aerodrome information

LZZI is an international airport. The asphalt RWY 06/24 with LDA of 1,150 m and width of 30 m is used for the aircraft operation. At the time of incident the airport LZZI was closed and RWY was occupied.



1.11 Flight recorders

N/A.

1.12 Wreckage and impact information

N/A.

1.13 Medical and pathological information

N/A.

1.14 Fire

No fire broke out.

1.15 Survival aspects

The search and rescue operations by SAR means were not required.

1.16 Tests and research

No tests or expert examination beyond the standard examination methods were required.

1.17 Organizational and management information

N/A.

1.18 Additional information

NOTAM C0767/15

Q) LZBB / QFAAH / IV / NBO / A / 0 00 / 999 / 4914N01837E005

A) LZZI B) **1503300600** C) **1506301600EST**

E) **AIRPORT OPERATIONAL HOURS WERE CHANGED AS FOLLOWS: MON-FRI 0600-1400. OUTSIDE OPR HR A HOL O/R 24 HR PN WITHIN OPR HR. REQUEST TO BE SUBMITTED TO THE AD OPR VIA FAX OR E-MAIL.**

NOTAM A1408/15

Q) LZBB / QFALC / IV / NBO / A / 000 / 999 / 4914N01837E005

A) LZZI B) **1506101400** C) **1506101800**

E) **AD CLSD. REF NOTAM A0767 / 15.**

1.19 Useful or effective investigation techniques

Standard methods of investigation of causes were applied, with use of information indicated in the submitted reports, reports of NOTAM and the witness accounts.

2. ANALYSIS

Activity of pilot

The pilot started with aircraft from the airport LZMA before the day when the limitations set out in NOTAM A1408/15 entered into force.

After his return to the airport LZZI he implemented the standard procedure and was not aware of the closure of the airport LZZI. The pilot landed with aircraft on occupied RWY, although he had noticed movement of vehicles and people on the threshold of RWY06; he tried to make the landing in a manner not threatening these people and vehicles.

3. CONCLUSIONS / CAUSE OF SERIOUS INCIDENT

3.1 Findings

Pilot

- According to submitted documentation the pilot had valid qualifications for flights with given type of aircraft.
- The pilot had not sufficiently studied the limitations and restrictions resulting from NOTAM for the airport LZZI for the incriminated period.
- The pilot landed with aircraft on occupied RWY in spite of the presence of people and vehicles on the threshold of RWY06.

Aircraft

The aircraft had valid documentation and did not show any fault before the incident.

3.2 Causes of serious incident

Landing on occupied RWY06.

4. SAFETY RECOMMENDATIONS

The final report does not contain any safety recommendations.

Bratislava, 13.07.2015