

Cessna Citation 550, OE-GLZ

AAIB Bulletin No: 10/2000 Ref: EW/G2000/04/11 Category: 1.1

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| Aircraft Type and Registration: | Cessna Citation 550, OE-GLZ |
| No & Type of Engines: | 2 x Pratt & Whitney JT15D-4 turbojet engines |
| Year of Manufacture: | N/A |
| Date & Time (UTC): | 16 April 2000 at 1330 hrs |
| Location: | Belfast (Aldergrove) Airport |
| Type of Flight: | Not known |
| Persons on Board: | Crew - 2 - Passengers - Not known |
| Injuries: | Crew - None - Passengers - None |
| Nature of Damage: | None |
| Commander's Licence: | Airline Transport Pilot's Licence |
| Commander's Age: | 48 years |
| Commander's Flying Experience: | 6,000 hours (of which 3,000 were on type) Last 90 days - Not known Last 28 days - Not known |
| Information Source: | Aircraft Accident Report Form submitted by the pilot and report from ATC |

The crew had flown from Dublin Airport and were making a VOR approach to Runway 07 at Belfast (Aldergrove) Airport. The controller reported that she had cleared OE-GLZ to land on Runway 07 but noticed from the Air Traffic Monitor (ATM) that the aircraft appeared to be south of the normal approach track and at a lower altitude than normal for the range from Aldergrove.

A recording of 'Aldergrove Tower' on frequency 118.3 MHz was available and subsequently reviewed. This confirmed that the crew of OE-GLZ checked in with the tower controller and were cleared to land on Runway 07. Shortly afterwards, the controller asked if the crew had the approach lights in sight; the crew responded that they had the runway in sight but no approach lights. The controller then advised the crew that there was a similar airfield three miles to the west of Aldergrove and to advise her when they could see the approach lights. When the crew confirmed that they could not see any approach lights but that they were "Short finals for Runway 07", the controller immediately instructed the crew to go-around and climb straight ahead to 3,000 feet; this was acknowledged by OE-GLZ. Shortly afterwards, the controller asked the crew if they could see approach lights out to their left. When the crew confirmed that they could, the controller cleared

them for a visual approach to Runway 07 at Aldergrove. On finals, the crew confirmed their clearance to land and apologised to the controller.

Langford Lodge is an unlicensed aerodrome located 3 nm southwest of Aldergrove Airport and very close to the centreline of the approach to Runway 07 at Aldergrove; it has crossed runways orientated 08/26 and 03/21. There have been previous occasions where crews have mistakenly made an approach to Langford Lodge rather than Aldergrove. Because of this, the ATIS on the afternoon of 16 April was advising pilots of the existence of Langford Lodge and that Runway 07 at Aldergrove would have its approach lights illuminated. On this occasion, close monitoring and effective action by the controller stopped the crew of OE-GLZ from landing at Langford Lodge.