



STATEMENT

General

File number: 2018-144
UTC date: 25-2-2018
UTC time: 15:45
Occurrence class: Serious incident
Location: Las Palmas/Gran Canaria (GCLP)
Injury level: None

Aircraft

Aircraft registration: OY-JTY
Make/model: BOEING 737 700
Current flight rules: Instrument Flight Rules (IFR)
Operation type: Commercial Air Transport Passenger Airline
Flight phase: En route
Aircraft category: Fixed Wing Aeroplane Large Aeroplane
Last departure point: Denmark EKYT (AAL): Aalborg (Civ/Mil)
Planned destination: Canary Islands (Spain) GCTS (TFS): Tenerife Sur-Reina Sofia
Aircraft damage: None

Notification

All times in this report are UTC.

The Aviation Unit of the Danish Accident Investigation Board (AIB) was notified of the serious incident by the Danish Transport, Construction and Housing Authority (DTCA) on 28-2-201 at 13:24 hrs.

On 6-3-2018 at 11:41 hours and in accordance with the International Civil Aviation Organization (ICAO) Annex 13 chapter 4.1, the AIB notified the Spanish Comisión de Investigación de Accidentes e Incidentes de Aviación Civil (CIAIAC) of the serious incident.

Upon ending the preliminary safety investigation, the AIB decided - in accordance with article 5 of EC Regulation No. 996/2010 and § 138 of the Danish Air Navigation Act - not to conduct any further safety investigations. With reference to article 16 of EC Regulation No. 996/2010 and § 143 of the Danish Air Navigation Act, this statement closes the AIB safety investigation.

The CIAIAC opened a safety investigation into the serious incident.

The AIB accredited a non-travelling representative to the CIAIAC safety investigation.

History of the flight

Upon arrival to Tenerife Sur-Reina Sofia (GCTS), air traffic control (ATC) instructed the flight crew of OY-JTY to delay the approach and enter a holding pattern due to traffic congestion and the weather conditions at GCTS.

While in the holding pattern, the flight crew decided to divert to Las Palmas/Gran Canaria (GCLP) due to the remaining amount of fuel onboard the aircraft.

On approach to GCLP, ATC instructed the flight crew to hold once more.

Due to the expected remaining holding time, the flight crew calculated their expected remaining fuel upon landing to be less than the minimum required, and declared an emergency (Mayday call) to ATC.

The aircraft landed at GCLP with less than minimum required fuel.

Safety investigation process

The CIAIAC continues the safety investigation.

For further information, please contact the CIAIAC.

Website: <http://www.ciaiac.es>

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