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Aircraft Incident Ref. No.

**129/06**

State Commission on Aircraft Accident Investigation  
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## **FINAL REPORT ON AIRCRAFT INCIDENT INVESTIGATION**

### **1. Date and Time of Incident**

Date: June 16, 2006, ca. 18:40 UTC

### **2. Place of Departure and Place of Intended Landing**

Flight No.: D-CLOG ADEP – LOWS DEST – EPPO

### **3. Place of Incident**

FIR WARSZAWA – TMA EPPO, military aerodrome Krzesiny (EPKS)

### **4. Type, Model, Registration Mark and Registered Operator of Aircraft**

Beach King Air 350

Registration mark: D-CLOG

Operator: KRONOTRANS Speditions GmbH

### **5. Type of Operation**

Own service

### **6. Flight Phase**

Visual approach to Poznań-Ławica aerodrome (EPPO)

Landing on a closed military aerodrome Poznań-Krzesiny (EPKS)

### **7. Flight Conditions**

Time of day: evening

### **8. Weather Conditions**

No impact

## 9. Operator

KRONOTRANS Speditions GmbH

## 10. Pilot-in-Command Information

Male, age 51

License: ATPL

Total flight hours: 3,140

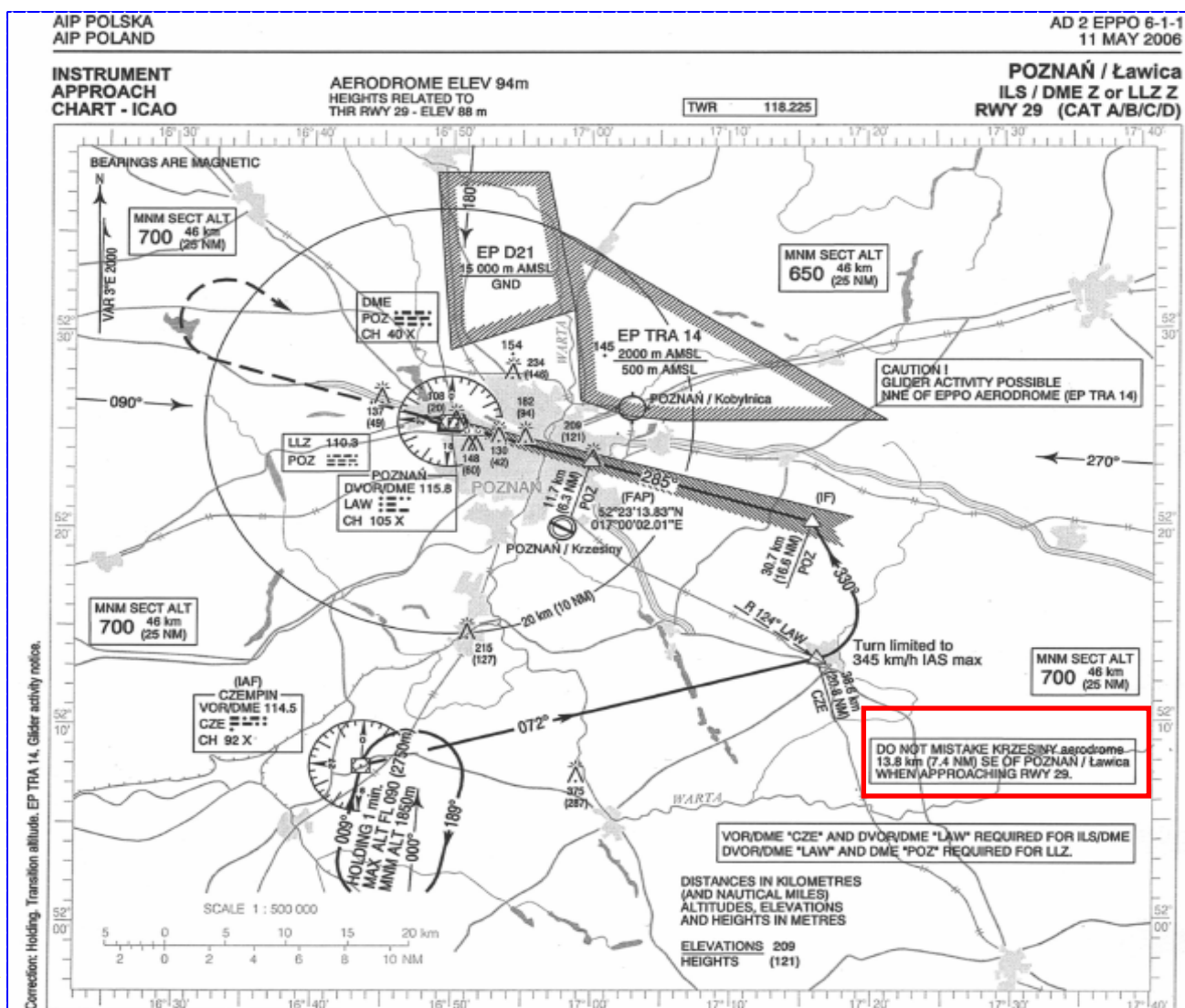
Hours in ACFT type being used: 1,529

Flight hours over last 28 days: 38

Rest time before flight: 11 hrs

## 11. Complete Description of Incident

Aircraft D-CLOG was performing a flight from LOWS to EPPO. While approaching EPPO aerodrome, having passed the traverse of waypoint CZE, the crew reported to TWR EPPO controller, by whom the pilot was advised of the current weather conditions on the aerodrome and received approval to descend to 2500 AMSL. He was instructed to continue the flight until 10 NM away from the threshold of RWY 29 and then to follow approach procedure ILS/DME RWY 29.

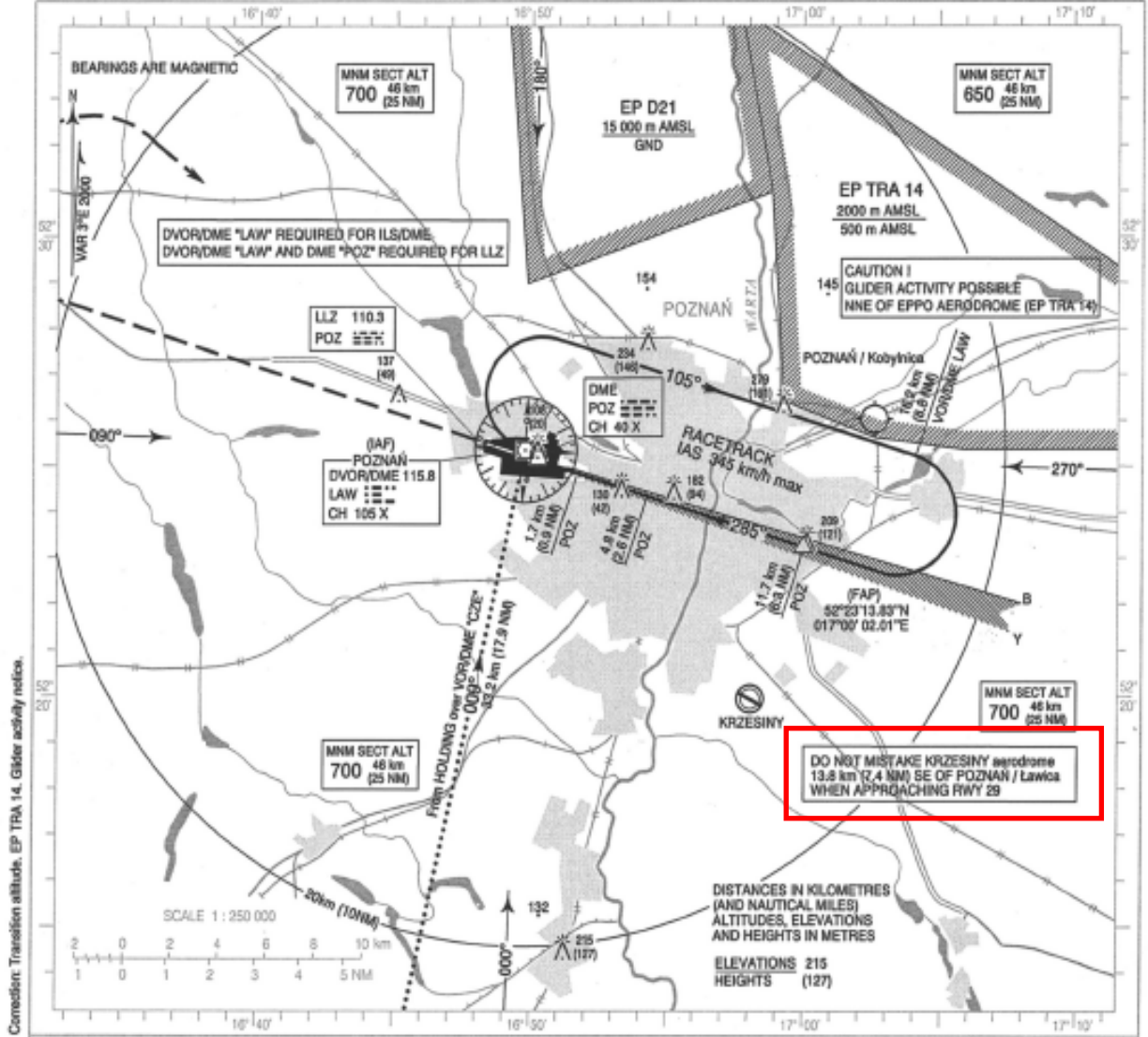


**INSTRUMENT  
APPROACH  
CHART - ICAO**

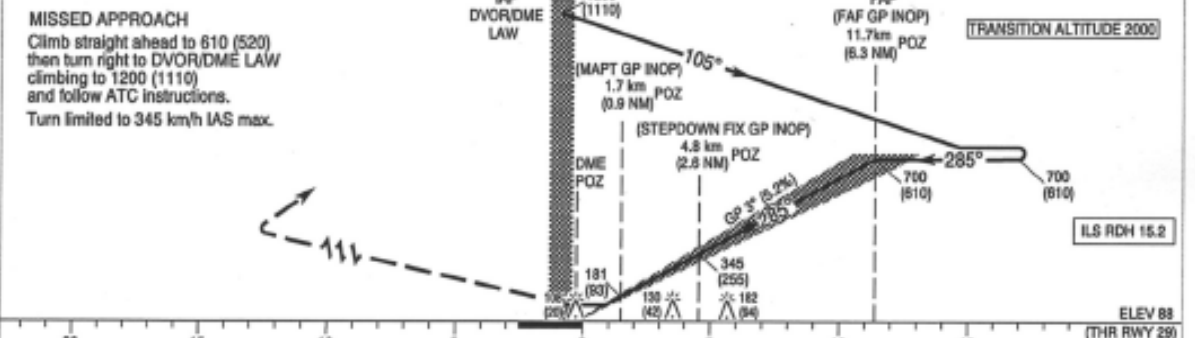
**AERODROME ELEV 94 m**  
HEIGHTS RELATED TO  
THR RWY 29 - ELEV 88 m

TWR 118.225

**POZNAŃ / Lawica**  
ILS / DME Y or LLZ Y  
RWY 29 (CAT A/B/C/D)

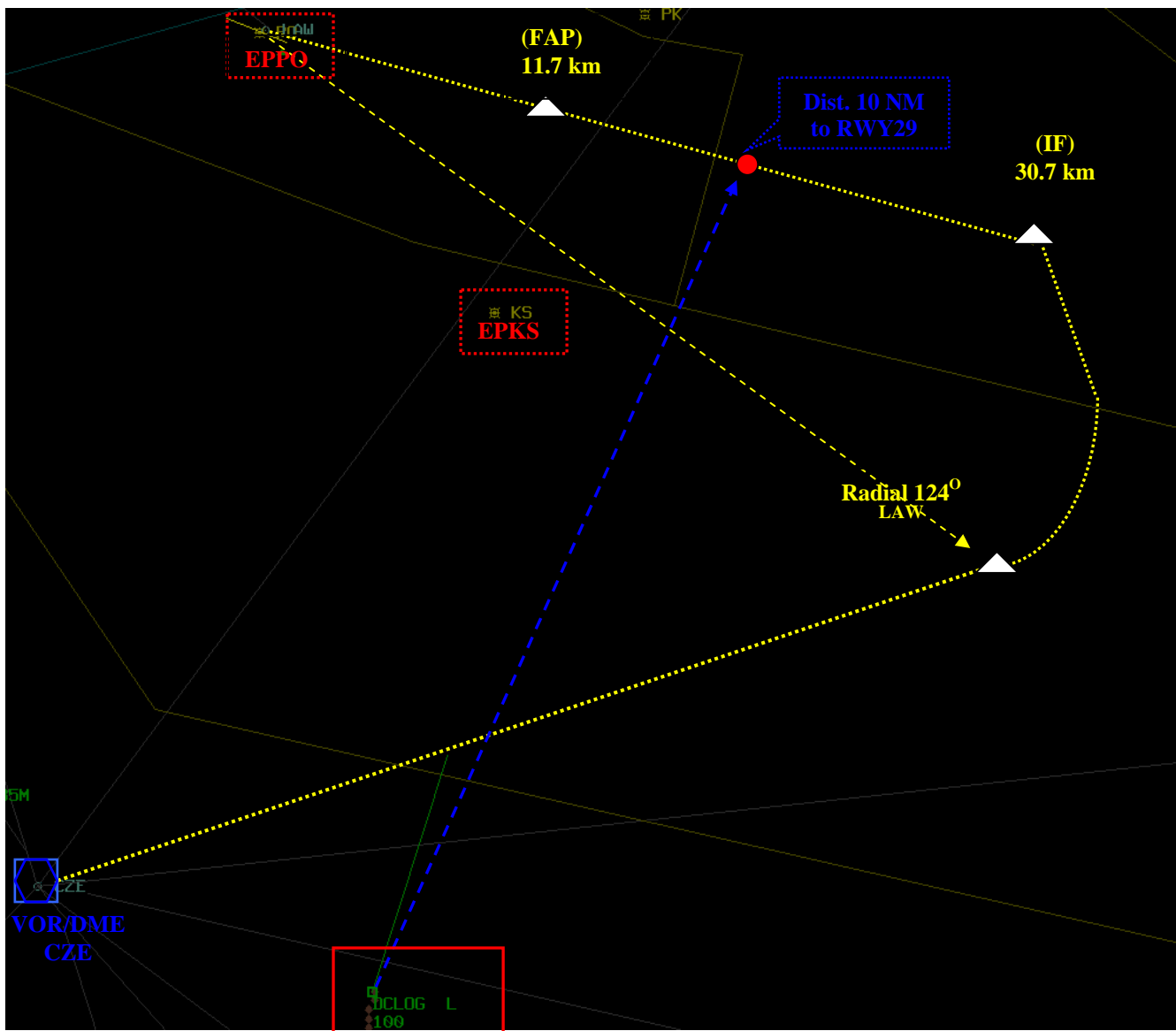


Comedent: Transition altitude, EP TRA 14. Glider activity notice.



SCALE 1 : 250 000

OCA (DCH)					DISTANCE FAF - MAPT 9.9 km (5.3NM)								
Cat. of ACFT	A	B	C	D	Speed	100	125	150	200	250	300	350	
					Time	min : s	5:56	4:45	3:55	2:58	2:23	1:59	1:42
Straight - in	GP INOP	210 (125)	210 (125)	210 (125)	210 (125)	Rate of descent	m/s	1.5	1.8	2.2	2.9	3.6	4.4
	When stepdown fix not received												
		260 (175)	260 (175)	260 (175)	260 (175)								
Circling					Final approach distance / altitude (height) FM DME "POZ"								
					Distance	10 km (5.4NM)	8 km (4.3NM)	6 km (3.2NM)	4 km (2.2NM)				
					Altitude (height)	610 (525)	505 (420)	400 (315)	295 (210)				



**Legend:**

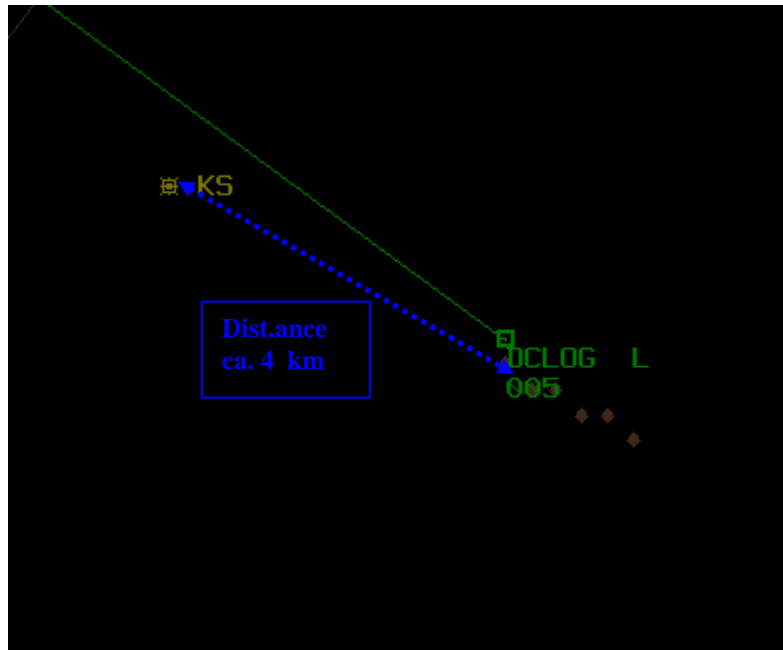
1. Procedure ILS/DME "Z" or LLZ „Z" on RWY29 EPPO



2. Aircraft DCLOG flight path



The pilot affirmed the approval and continued descending on NE to 2,500 ft. At 18:35:45 UTC the pilot of D-CLOG reported aerodrome in sight and requested approval for a visual approach to RWY 29. The TWR EPPO controller approved visual approach with a left-hand traffic circuit, and at the same time gave clearance to continue descending to 2,500 ft AMSL, and then further descend on the path of approach to landing. The pilot affirmed approval and continued the flight. At 18:39:28 UTC the pilot reported “short final” and was cleared to land by the TWR EPPO controller.



At 18:39:58 UTC, the TWR EPPO controller asked the pilot whether he had the runway lights in sight. The pilot replied negative. He informed the controller that he had landed on a wrong airfield (EPKS) and requested assistance to take off again to fly to Poznań-Ławica (EPPO).



The TWR EPPO controller tried to contact the air traffic service at EPKS in order to coordinate actions towards aircraft D-CLOG. Since the attempts were not successful, the TWR EPPO controller left it for the pilot-in-command to decide as to further actions. The pilot decided to take off and continue the flight to EPPO. After the take off from EPKS, at 18:44 UTC the pilot received approval to climb to 2,500 ft and then, after reporting the EPPO aerodrome in sight, to land. Before taking off from EPPO, the pilot submitted a Post Flight Report, in which he described the entire event.

In the course of the investigation, the Commission reviewed the sound recording of the radio and telephone correspondence, the recorded traffic dumps from the AMS 2000+ radar system, and the

documentation on the event. Based on the review of the above materials, the Commission established as follows:

### **As to the crew of aircraft DCLOG**

1. The crew did not sufficiently analyzed the published procedures of approach to landing at EPPO, because – despite the explicit warning on the maps available in the Aeronautical Information Publication (AIP – Poland), as well as in the Jeppesen publication, („DO NOT MISTAKE KRZESINY aerodrome 13,8 km (7,4 NM) SE OF POZNAN/ Ławica WHEN APPROACHING RWY 29” [AIP-Poland]; „Do not mistake Krzesiny 7,4 NM southeast of Ławica when approaching Rwy 29” [Jeppesen]) – they landed by mistake on the closed military aerodrome Poznań-Krzesiny (EPKS).

### **As to the airport air traffic control organs**

1. The entry of aircraft D-CLOG into the airspace of TMA EPPO was not according to the flight plan (...P733 → CZE → DCT) and violated the effective procedures of approach to EPPO, which is very important for ensuring procedural air traffic control at TMA EPPO.
2. The approval given by the TWR EPPO controller did not define clearly the marking of the ILS/DME RWY 29 approach according to which the approach was to be performed, i.e. “Y” or “Z”.
3. The clearance to land was given without observing the aircraft on the final path to landing, especially that the weather conditions were good (CAVOK), the pilot was performing visual approach and reported a “short final”.

## **12. Cause of Incident**

1. The immediate cause of the incident was unintentional entry (due to incorrect identification of the aerodrome) into the military aerodrome traffic zone (MATZ EPKZ) by aircraft D-CLOG and its landing on the above mentioned aerodrome without approval of the relevant military air traffic services.
2. Air traffic control services allowing aircraft D-CLOG to fly into the EPPO terminal control area (TMA EPPO) and approval to start approaching to land contrary to the procedures in force.

## **13. Safety Recommendations**

1. Intensify the implementation of the new radar system, which should lead to start as soon as possible the radar approach control service in the Poznań-Ławica (EPPO) terminal control area.

2. Until the radar approach control service is established at TMA EPPO, for flights performed according to IFR there should be an absolute requirement that TWR EPPO controllers approve approach to landing only according to published procedures.
3. Consider introducing a requirement in the TWR EPPO Operating Instruction that whenever a visual approach to landing is approved, the air traffic controller at the terminal control area TWR EPPO is obliged to request the pilot to advise the distance to the LAW or POZ navigation aids, and based on this information landing clearance may be given after the aircraft comes into sight.
4. Consider introducing relevant procedures into the Aerodrome Control Tower Operating Instructions (INOP) and train the TWR personnel to use radar display to provide necessary information if the safety of the aircraft is at risk or in the case of any violation to the conditions of approval by the control. Possibly, develop cooperation procedures with competent air traffic services authorized to conduct radar surveillance, in order to ensure that appropriate actions are taken when needed.
5. Discuss the above described event with the air traffic control personnel at TWR EPPO.

**END OF REPORT**

Investigator-in-Charge:

Bogdan Fydrych