

SYNOPSIS

Owner and operator:	Ryanair
Aircraft:	Boeing 737-800, registration EI-DYX
Date and time of accident:	Friday, 14 May 2010, at 18:30 UTC ¹
Site of accident:	Approach to Valencia Airport (LEVC), Spain
Persons onboard:	2 flight crew, 4 flight attendants, 170 passengers
Type of flight:	Commercial Air Transport-Scheduled – International – Passenger
Date of approval:	30 March 2013

On 14 May 2010, a Ryanair's aircraft B-737-800 callsign RY9ZC was flying from Stansted airport (EGGS, UK)² and Alicante Airport (Spain), was cleared to land first at 10 runway (Alicante Airport-LEAL)³ and made a go-around due to meteorological conditions (windshear). Then they tried a new approach this time on 28 runway but the wind conditions were similar and the crew finally decided to divert to Valencia airport (LEVC)⁴. They stated urgency (PAN-PAN) due to the fact that they were below the final fuel reserve and then, when they were in approach, they stated emergency (MAYDAY) and they landed at 12 runway in Valencia Airport uneventful. Once there, the fuel quantity was checked to be below final reserve fuel and the aircraft was refueled and the flight continued to Alicante, finally landing at 21:40 h UTC. CIAIAC started an investigation with reference IN-010/2010.

On 26th July 2012 thunderstorms occurred in the vicinity of Madrid airport (LEMD) that forced ATC to divert twelve flights towards Valencia Airport (LEVC). Four of these twelve flights declared emergency due to problems with fuel, when they were in approach to Valencia airport. Given the similarity with this incident occurred in 2010 and the advanced phase in which its corresponding report was, CIAIAC decided not to conduct an individual report for each one of those cases but proceed to incorporate them to the incident report ref. IN-010/2010, of similar characteristics. The similarity between those cases occurred 26th July 2012 with that report from 2010 entailed that no new recommendations, different from those established in that report, were going to be issued on this regard, although those 2012 cases reinforce the arguments in which the recommendations are based on.

¹ All times in this report are in UTC unless otherwise specified. To obtain local time, add two hours to UTC.

² EGGS Stansted airport (UK).

³ LEAL Alicante airport (Spain).

⁴ LEVC Valencia airport (Spain).