

SERIOUS INCIDENT

Aircraft Type and Registration:	Cessna 510 Citation Mustang, OE-FNP	
No & Type of Engines:	2 PW615F/A turbofan engines	
Year of Manufacture:	2009 (Serial no: 0185)	
Date & Time (UTC):	5 August 2020 at 0605 hrs	
Location:	Jersey Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 2	Passengers - 4
Injuries:	Crew - None	Passengers - None
Nature of Damage:	None	
Commander's Licence:	Commercial Pilot's Licence (Aeroplanes)	
Commander's Age:	44 years	
Commander's Flying Experience:	5,348 hours (of which 3,732 were on type) Last 90 days - 153 hours Last 28 days - 50 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the approach, ATC told the crew they were number one in sequence and instructed them to contact the Tower frequency. The crew continued the approach and landed without contacting the tower or receiving landing clearance.

History of the flight

The crew of OE-FNP was being radar vectored for an approach to land on Runway 26 at Jersey Airport. They were receiving an ATC service from Jersey Approach. As the aircraft captured the glideslope on the ILS, the crew were told they were number one and instructed to contact Jersey Tower frequency. The crew completed the landing checklist, turned the landing lights on and preceded to land without contacting the tower or receiving a landing clearance. After vacating the runway, they were informed that they were still on the approach frequency.

The crew felt that they must have misinterpreted the ATC instructions regarding their position in the sequence as a landing clearance. There was no other traffic in the vicinity at the time and the tower controller was aware of their presence and expecting them. The commander commented that the crew were not fatigued, distracted or overloaded yet misinterpreted the instructions they received. He emphasised the importance of checking if there is any doubt as to the clearance received.