

## **Summary**

The incident occurred on 6 April 2014 during a night landing at Ängelholm airport and involved a commercial passenger Boeing 737-600 operated by SAS.

According to METAR the wind was 160 degrees 4 knots, the meteorological visibility was 1 300 meters in moderate drizzle with a lowest cloud base of 300 feet. According to QAR-data the wind at 200 feet was 208 degrees and 10 knots.

An automatic coupled ILS approach was performed to runway 14. Contact with the runway approach and edge lights was established and the First Officer, who was Pilot Flying, disconnected the autopilot. The flight crew has explained during interviews that although the runway edge lights could be seen, it was difficult to see the surface of the runway and the runway markings. The Commander has also explained that there were no distinct references.

According to QAR-data the aircraft crossed the threshold just over ten meters to the right of the centreline, crossed the centreline diagonally and continued to veer towards the left runway edge. The Commander assisted with the manoeuvring and the aircraft was brought back towards the centreline. During the landing the left main wheel hit two runway edge lights. There was no damage on the aircraft.

The crew was most likely subjected to a Black-hole approach illusion that made it difficult to timely detect and correct the aircraft's drift.