

FINAL INVESTIGATION REPORT



INCIDENT OF TCAS-RA REPORTED BY PIA-305

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INCIDENT OF TCAS-RA REPORTED BY PIA305, A320 REG. # AP-BLY (OPLA - OPKC) ON 15TH AUGUST, 2016

SYNOPSIS

On 15th August, 2016 M/S Pakistan International Airline Flight No. PIA 305 (A320 Reg. No. AP-BLY) from Lahore to Karachi reported (while climbing to FL300) TCAS RA due reciprocal traffic. The reciprocal traffic was M/S Shaheen Air International flight No. SAI 767 (A320 Reg. APBLK) from Dubai to Lahore, descending from FL350 to FL310.

The incident got reported to SIB through the daily Incident Occurrence Unsatisfactory (IOU) report for the period 15th to 16th August, 2016 (**Appendix 'A'**) and through Mandatory Occurrence Report by the Operator (**Appendix 'B'**). All available evidences along with operator investigation were analyzed in depth at SIB. Significant findings and recommendations of SIB are as under:-

1. FACTUAL INFORMATION

1.1 **History of Flights.** M/S Pakistan International Airline Flight No. PIA 305 (A320 Reg. APBLY) from Lahore to Karachi. PIA 305 got airborne from Lahore at 1300 UTC and was climbing to FL300. M/S Shaheen Air International Flight No. SAI 767 (A320 Reg. APBLK) from Dubai to Lahore, was given descend from FL350 to FL310.

1.2 **Injuries to Person(s).** No injury was reported on board to any of the passengers.

1.3 **Damage to Aircraft.** No damage occurred due to this incident to any aircraft.

1.4 **Flight Crew Information.** Not applicable.

1.5 **Aircraft Information.**

1.5.1 **M/S Pakistan International Airline (PIA305)**

Aircraft Make

Airbus

Flight Conditions : DESCENDING
Altitude : FL310

1.6 **Meteorological Information.** No significant weather was reported at operating altitude at the time of occurrence.

1.7 **ATC Tape Extracts.** Audio / video tape extracts and statement of duty Controllers (Appendix 'C', 'D', 'E') were obtained for detailed analysis.

1.8 **Resumption of Navigation by Aircraft.** Post occurrence, the aircraft continued for their respective destination.

1.9 **Sequence of Events.**

1.10.1 At 13:23:18 UTC PIA 305 contacted Lahore Area Radar (East) and was cleared to climb to FL280.

1.10.2 At 13:23:33 UTC Area Radar Controller re-cleared PIA305 to FL300, which was acknowledged by the aircraft.

1.10.3 At 13:31:03 UTC SAI 767 contacted Lahore Area Radar (East) while maintaining FL350.

1.10.4 At 13:34:01 UTC, On Pilot request SAI 767 was cleared to descend to FL310 which was acknowledged by the aircraft.

1.10.5 PIA 305 reported TCAS RA at 13:35:59 UTC.

1.10.6 SAI 767 reported TCAS TA at 13:36:19 UTC.

2. FINDINGS

2.1 As per video tracing of the radar picture :

2.1.1 SAI 767 was observed maintaining high rate of descend (more than 2000ft / min) from FL329 to FL313 which is against the procedures (Para 5.2.3.4 of Doc 9863), whereas PIA 305 climbed from FL287 to FL298 with rate of climb less than 1000ft.

2.1.2 At the time of crossing both aircraft were 1500ft vertically apart.

2.2 Duty Area Radar East Controller provided standard separation by assigning FL310 to SAI 767 and FL300 to PIA 305.

4 SAFETY RECOMMENDATIONS

- 4.1 M/S Shaheen Air to thoroughly brief her all cockpit crew for strict adherence to the recommended procedure in respect of descent / climb rate limitation during last 1000 ft while approaching the assigned altitude (level off altitude), as mentioned in ICAO Doc 9863.
- 4.2 CAA Pakistan may issue advisory for ATC controllers to pass Traffic Information for all concerned flights which could end up at a situation warranting TCAS alert.