

FINAL INVESTIGATION REPORT



INCIDENT OF TCAS-RA REPORTED BY M/S AIR BLUE
FLIGHT NO. ABQ610 A320 REG.AP-BMP (PESHAWAR-
DUBAI) ON 16TH JULY, 2016

FINAL REPORT

INVESTIGATION INTO THE INCIDENT OF TCAS-RA REPORTED BY M/S AIR BLUE FLIGHT NO. ABQ610 A320 REG.AP-BMP (PESHAWAR-DUBAI) ON 16TH JULY, 2016

SYNOPSIS

On 16th July, 2016 M/s Air Blue Flight No. ABQ610 (A320, Reg. No. AP-BMP) from Peshawar to Dubai, after airborne from Peshawar Runway 17 reported TCAS-RA due to two JF-17 Military aircraft which were on recovery from Runway 35. The incident was reported in IOU Report dated 16th July, 2016 (**Appendix 'A'**) and Mandatory Occurrence Report (MOR) by the operator (**Appendix 'B'**). All available evidences along with Pakistan Air Force (PAF) investigation report (**Appendix 'C'**) were analyzed at SIB. Significant finding and recommendations of Safety Investigation Board (SIB) are as under:-

1. FACTUAL INFORMATION

- 1.1 **History of Flights.** M/s Air Blue Flight No. ABQ610 (A320, Reg. AP-BMP) was operating on a routine schedule flight from Peshawar to Dubai climbing to FL160. Military traffic 02 x JF-17 were coming for initials Runway 35.
- 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 Air Blue (ABQ610)**

Aircraft Make	:	Airbus
Type of Aircraft	:	320
Aircraft Registration	:	AP-BMP
Sector	:	Peshawar to Dubai
Flight Conditions	:	CLIMBING
 - 1.5.2 **M/s Pakistan Air Force**

Aircraft Make	:	Thunder
Type of Aircraft	:	JF-17
Aircraft Registration	:	N/A
Flight Conditions	:	DESCENDING
- 1.6 **Meteorological Information.** No significant weather was reported at operating altitude at the time of occurrence.
- 1.7 **ATC Tape Extracts.** Audio tape extracts along with Controller statement (**Appendix '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.**
- 1.9.1 At 07:38:32 (UTC), ABQ610 requested start up for FL320, In response Peshawar Tower Controller intimated to expect delay of 10 minutes due circuit being active by fighter flying and asked ABQ610 if she can take Runway 17, which was accepted by ABQ610.
 - 1.9.2 At 07:41:50 (UTC), Tower Controller intimated ABQ610 to expect departure on the Hour and start up approved on Pilot discretion. This was acknowledged by ABQ610.
 - 1.9.3 At 07:55:54 (UTC), Tower Controller cleared ABQ610 via "HANGU 2B Departure" by initially climbing to FL160 which was acknowledged by ABQ610.
 - 1.9.4 At 08:04:45 (UTC), Tower Controller (in coordination with PAF Controller) advised ABQ610 to disregard the Standard Instrument Departure (SID) and maintain Runway heading until 10NM then turn right, which was acknowledged by ABQ610.
 - 1.9.5 At 08:06:14 (UTC), Tower Controller passed airborne time and advised ABQ610 to report 10NM out.
 - 1.9.6 At 08:06:35 (UTC), ABQ610 reported TCAS-RA.

2. FINDINGS

- 2.1 At the time of incident Circuit flying was in progress at Peshawar and two Fighter Formations were operating in the circuit.
- 2.2 Both Joining Points i.e. "PIMPLE" (Radial 240 degree / 6 NM) and "MIKE" (Radial 330 degree / 11 NM) were active at 8000 feet indicated. ABQ610 was offered to use Runway 17 which was accepted by the aircraft.
- 2.3 Tower Controller was aware of Fighter aircraft operation at Peshawar Airfield.
- 2.4 Tower Controller (in coordination with PAF Controller) restricted ABQ610 to maintain Runway heading after departure from Runway 17 till 10 NM due Fighter Formation holding over VFR point "PIMPLE".
- 2.5 When ABQ610 got airborne from Runway 17, PAF Controller cleared Military Formation (which were holding over "PIMPLE") to set course for "Initials Runway 35" (as mentioned in PAF SATCO letter No.36W/1652/1/ATC). This was reciprocal traffic for ABQ610.
- 2.6 ABQ610 received TCAS-RA due traffic on reciprocal.
- 2.7 Time difference of approximately one minute is observed between Equipment Control Room (ECR) recording timing and Peshawar Tower Clock timing which is adjusted in the investigation accordingly.

2.8 Cause of Occurrence

- 2.8.1 Peshawar PAF Controller by mistake cleared Fighter Formation holding over "PIMPLE" to set course for initial Runway 35 without visualizing the correct position of ABQ610.

3 SAFETY RECOMMENDATIONS

- 3.1 Peshawar Tower PAF Controller may be briefed in detail to be vigilant in handling traffic and implementation / provision of Air Traffic Services (ATS) in accordance with the classification of airspace as declared in Aeronautical Information Publication (AIP) Pakistan.
- 3.2 CAA Controller may be advised to ensure passing of traffic information to aircraft about conflicting traffic.