

# FINAL INVESTIGATION REPORT

19-10-



INCIDENT OF TCAS-RA REPORTED BY PIA702 B777  
300ER REG. NO. AP-BHW (MANCHESTER-ISLAMABAD)  
ON 19<sup>TH</sup> OCTOBER, 2016

## FINAL REPORT

### INVESTIGATION INTO THE INCIDENT OF TCAS-RA REPORTED BY PIA702

777-300ER REG. NO. AP-BHW (MANCHISTER - ISLAMABAD) ON 19<sup>TH</sup> OCTOBER, 2016

#### **NOPSIS**

On 19<sup>th</sup> October, 2016 M/s Pakistan International Airline Flight No. PIA702 777-300ER, Reg. No. AP-BHW) operated from Manchester to Islamabad, reported AS-RA, while descending from FL350 to FL290. TCAS-RA was activated due to s Kalitta Air (Connie) Flight No. CKS248 (B-744, Reg. No. N740CK) from Delhi to pzig (Germany) maintaining FL320. The incident was reported in daily IOU Report the period 190500LT to 200500LT October, 2016 (**Appendix 'A'**) and Mandatory currence Report (MOR) by the operator (**Appendix 'B'**). Memorandum was issued e letter No. HQCAA/1904/40/103/SIB/586 dated 31<sup>st</sup> October, 2016 (**Appendix 'C'**). available evidences were analyzed at Safety Investigation Board (SIB). Significant dings and recommendations of SIB are as under:-

#### **1. FACTUAL INFORMATION**

**History of Flights.** M/s Pakistan International Airline Flight No. PIA702 (B-777-300ER, Reg. No. AP-BHW) operated from Manchester to Islamabad was descending from FL370 to FL290. M/s Kalitta Air (Connie) Flight No. CKS248 (B-744, Reg. No. N740CK) from Delhi to Leipzig (Germany) was maintaining FL320.

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

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

**Flight Crew Information.** Not applicable.

#### **Aircraft Information.**

##### **1.5.1 M/s Pakistan International Airline (PIA702)**

|                       |   |                         |
|-----------------------|---|-------------------------|
| Aircraft Make         | : | Boeing                  |
| Type of Aircraft      | : | 777-300ER               |
| Aircraft Registration | : | AP-BHW                  |
| Sector                | : | Manchester to Islamabad |
| Flight Conditions     | : | Descending              |
| Altitude              | : | FL340                   |

##### **1.5.2 M/s Kalitta Air (Connie) (CKS248)**

|                       |   |                            |
|-----------------------|---|----------------------------|
| Aircraft Make         | : | Boeing                     |
| Type of Aircraft      | : | 744                        |
| Aircraft Registration | : | N740CK                     |
| Sector                | : | Delhi to Leipzig (Germany) |
| Flight Conditions     | : | Maintaining Flight Level   |
| Altitude              | : | FL320                      |

**Meteorological Information.** No significant weather was reported at operating altitude at

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

### **Sequence of Events.**

1. At 05:34:42 (UTC) on Pilot request, Lahore Area Radar West Controller cleared SAI720 to descend from FL390 to FL330, which was acknowledged by the aircraft.
2. At 05:37:36 (UTC) PIA702 contacted Lahore ACC and requested direct route "FATEH" which was not approved due Military flying in progress.
3. At 05:39:56 (UTC) on Pilot request, Area Radar West Controller cleared PIA702 to descend from FL370 to FL350 and advised to stand by for further, which was acknowledged by PIA702.
4. At 05:41:59 (UTC) Area Controller West cleared SAI720 to descend from FL330 to FL290 and advised aircraft to change over to Cherat on 125.6 MHZ, which was acknowledged by SAI720.
5. At 05:42:12 (UTC) Lahore Area Controller cleared PIA702 to descend FL330 but no reply received from PIA702.
6. At 05:43:11 (UTC) upon observing high vertical speed from Radar scope, Area Controller advised PIA702 to reduce rate of descend and maintain FL330, but no reply received from aircraft.
7. At 05:44:16 (UTC) PIA702 reported TCAS-RA.

## **2. FINDINGS**

PIA702 did not monitor the R / T of Area Radar West Controller carefully.

When Lahore Area Controller West cleared SAI720 at 05:41:59 (UTC) for further descend to FL290 (which was acknowledged by SAI720). At the same time R / T call is observed overlapped and only word "702" could be received.

When Area West Controller cleared SAI720 to descend to FL290, PIA702 considered that the call was for her. She acknowledged (which was **overlapped** by SAI720 call) and changed over to Cherat Approach.

Read back of PIA702 was **suppressed** and only "702" was heard at the end of transmission.

Lahore Area Controller at 05:42:12 (UTC) cleared PIA702 to descend FL330 but no reply received from PIA702. Moreover, Lahore Area radar Controller called PIA702 many times from 05:42:12 (UTC) to 05:44:13 (UTC) but no response received from PIA702, as PIA702 was on Cherat Approach frequency.

PIA702 continued descend with rate of descend more than 3000ft/min and changed over to Cherat Approach.

At the time of crossing PIA702 and CKS248 were 1300ft vertically apart.

PIA702 descended up to FL333 then climbed on RA up to FL334 and started descend again.

Duty Area Radar West Controller provided standard separation by assigning FL350 to PIA702 and giving descend to SAI720 to FL290 after clear of CKS248.

Both aircraft crossed each other with more than standard separation.

### **Cause of Occurrence**

- .1 The incident occurred due to negligence of Pilot of PIA702 who did not carefully monitor the clearance issued by the Area Radar West Controller and executed descend on clearance meant for SAI720.

### **3. SAFETY RECOMMENDATIONS**

M/s PIAC to brief her cockpit crew for careful monitoring of R/T. The cockpit crew should be vigilant in identifying the homophonies associated with Call Signs.