

FINAL INVESTIGATION REPORT



**SERIOUS INCIDENT OF TCAS – RA REPORTED BY
M/S. AIR BLUE FLIGHT ABQ 631, A-321, REG. NO.
AP-BMN (OMAA – OPPS) ON 13-10-2017**

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Synopsis

On 13th October, 2017 M/s Airblue Flight No. ABQ 631 (A321, Reg. No. AP-BMN) operating from Abu Dhabi to Peshawar ETA 0431 UTC at 10000 ft was given further descend to 9000 ft and asked to hold over head Peshawar as Military aircraft (02 fighters JF-17) call sign Spiders were taking off from runway 17 and climbing to 8000 ft. Soon after departure of fighters, ABQ 631 reported TCAS-RA and climbed to 9800 ft as avoidance measures. Traffic information was passed to both the Military Traffic and ABQ 631. The incident was reported in daily IOU report for the period 130500LT to 140500LT October, 2017 (**Appendix 'A'**) and through Air Traffic Incident Report (Near Collision) submitted by the Operator (**Appendix 'B'**). Memorandum was issued vide letter No. HQCAA/1904/40/113/SIB dated 24th October, 2017 (**Appendix 'C'**). All available evidences along with operator investigation were analyzed at SIB. Significant findings and recommendations of SIB are as under:-

1. FACTUAL INFORMATION

- 1.1 **History of Flights.** M/s Airblue Flight No. ABQ631 (A321, Reg. No. AP-BMN) operating from Abu Dhabi to Peshawar was given descend initially 10000ft and was subsequently re-cleared to 9000 ft to accommodate for the approach, as the military traffic got delayed on the runway. ABQ 631 was asked to hold over head PS VOR along with the traffic information with regard to 02 Military aircraft departing and climbing to 8000 ft.
- 1.2 **Injuries to person(s).** No injury was reported on board to anyone on both aircraft.
- 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 Airblue (ABQ 631)**

Aircraft Make	:	Airbus
Type of Aircraft	:	A321
Aircraft Registration	:	AP-BMN
Sector	:	Abu Dhabi to Peshawar
Flight Conditions	:	Level maintain and military climbing
Altitude	:	9000 ft
 - 1.5.2. **Military Traffic (02 Fighters JF-17)**

Call Sign	:	Spiders
Sector	:	Local Mission
Flight Conditions	:	Climbing
Altitude	:	8000 ft

- 1.6 **Meteorological Information.** No significant weather was reported at operating altitude at the time of occurrence.
- 1.7 **ATC Tape Extracts.** Audiotape extracts were obtained for detailed analysis (Appendix 'D').
- 1.8 **Resumption of Navigation by Aircraft.** Post occurrence, both the military and civil aircraft continued flights as per flight plan.
- 1.9 **Sequence of Events.**
- 1.9.1. At 0349 (UTC) ABQ 631 descending FL150 came in contact with Peshawar Tower, for proceeding overhead PS.
 - 1.9.2. At 0353(UTC) ABQ 631 given descend to altitude 10000 ft on QNH.
 - 1.9.3. At 0355(UTC) ABQ 631 was given descend to 9000 ft with traffic information on departing military traffic climbing to 8000 ft.
 - 1.9.4. At 0356 (UTC) ABQ 631 was asked to hold over head PS.
 - 1.9.5. At 0357 (UTC) Spiders were cleared for takeoff with a left turn after takeoff climbing 8000 ft
 - 1.9.6. At 0400 (UTC) Spiders were given traffic information on military frequency regarding civil traffic descending to 9000 ft over head PS.
 - 1.9.7. At 0358 (UTC) ABQ 631 reported RA and initiated a climb to 9800 ft followed by back to 9000 ft.
 - 1.9.8. At 0401 (UTC) ABQ 631 was cleared for the approach.
 - 1.9.9. At 0414 (UTC) ABQ 631 landed at Peshawar.

2. FINDINGS

- 2.1. Both PAF and CAA controllers failed to implement the preferred increase separation of 2000 ft between Civil and Military fighters during climb and descend.
- 2.2. Standard format of traffic information was not followed.
- 2.3. At the time of incident ABQ 631 was descending 9000 ft and Military traffic was climbing to 8000 ft at rate of climb of 4000 ft approx. The rate of climb triggered the TA / RA.
- 2.4. Traffic information regarding Military aircraft to ABQ 631 and vice versa was passed.
- 2.5. **Cause of Occurrence**
 - 2.5.1. TCAS-RA of ABQ 631 triggered due to the high rate of climb of the military traffic (4000 ft per min approx)

- 2.5.2. Failure to implement preferred separation of 2000 ft as defined in SATI para 2.3 and LOA and CAA controllers para 2.4 by both PAF and CAA controllers. It was lack of coordination between the controllers which led to this occurrence.

3. SAFETY RECOMMENDATION

- 3.1. Directorate of Ops (PCAA) and PAF should take measures for improving coordination among the air traffic controllers at the joint user airfields, this can be achieved through regular briefings/lectures or measures as deemed appropriate.