

REPORT

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This investigation is limited in its extent. For this reason, the AAIB-N has chosen to use a simplified report format. The report format indicated in the ICAO annex 13 is only used when the scope of the investigation makes it necessary.

All times given in this report is local time (UTC + 1), if not otherwise stated.

Aircraft

-types & regs.: Airbus A 310, AP-BEB / Embraer 145, SP-LGF
Operators: PIA (Pakistan International Airline) / LOT (Polish Airlines)
Radio call signs: PIA752 / LOT485
Date and time: Wednesday, December 11 2002, at time 1845
Location: 8 NM southeast of Oslo Airport Gardermoen (ENGM)
Type of occurrence: Air traffic incident, TCAS RA
Type of flight: Both commercial scheduled airlines
Weather cond.: At Oslo Airport Gardermoen (ENGM): Wind calm, 6/8 clouds, fog, visibility 900 m and temp -15 deg C
Light cond.: Darkness
Flight cond.: VMC
Flight plan: Both IFR
No. of persons onb. : Unknown
Injuries: None
Aircraft damage: None
Other damage: None
Commanders: No information given
Information sources: Reports from Oslo ATCC, reports from both operators and AAIBs own investigation.

SUMMARY

The involved aircraft were operating within Oslo TMA sector East. At the time of the incident the amount of traffic was moderate.

The aircraft, LOT485, was approaching Oslo from Warszawa and was flying on Standard Arrival Route (STAR) SORPI 3F for approach and landing on RWY 19R at ENGM. The crew was navigating on the aircraft's own systems, but the flight was supervised by radar of Oslo APP sector East. The flight was first given instructions for descent to flight level (FL) 120, and at time 1843 given further instruction to descent to FL 100.

The other aircraft, PIA752, was departing Gardermoen for Copenhagen and was given clearance to depart on RWY 19L on a Standard Instrument Departure (SID) GOTUR 4C. PIA752 departed ENGM at 1842. At time 18:43:18, PIA752 checked in on Oslo APP sector East frequency, and reported 4 000 ft climbing for 7 000 ft. The air traffic controller replied: "... Radar contact, climb to 7 000 ft, free speed". At time 18:44:06 APP East: "Pakistan 752, climb to FL zero niner zero". PIA752 replies: "FL zero niner zero, Pakistan 752". At time 18:44:27 APP East: "And Pakistan752, you have to level off at niner zero for a little while due to traffic above". PIA: "Roger Sir, no problem Pakistan752".

At time 18:44:50 the air traffic controller at Oslo APP: "LOT485, be advised, 747 (actually an A310, AAIBs comment), coming up below you." LOT485 replied: "TCAS climb, LOT485." Some 30 seconds later, LOT485: "Clear of conflict, LOT485".

The air traffic controller at Oslo APP sector East states in his report at the time PIA752 left 7 000 ft for FL 090, the aircraft vertical speed increased rapidly (approx. 4 000 ft/min), and was according to Mode C information at FL 093 before descending to FL 090. The aircraft LOT485 made a TCAS "climb" to FL 110. (Actual FL 103 reported by LOT485.)

COMMENTS FROM THE ACCIDENT BOARD

The air traffic controller stated clearly to PIA752 the limiting FL of 090 due to traffic ahead approaching FL 100. Both Commanders were informed of the potential conflict.

The reason for the TCAS warning was the high climb rate of PIA752 from 7 000 ft to FL 090.