

Follow-up Action on Occurrence Report

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**SERIOUS INCIDENT TO CITATION, D-ITAN, AND BOEING 777, TC-JJA, AT LONDON CITY AIRSPACE ON
27 JULY 2009**

CAA FACTOR NUMBER : F6/2010
FACTOR PUBLICATION DATE : 24 November 2010
OPERATOR : Turkish Airlines/Civil Executive
CAA OCCURRENCE NUMBER : 200907804
AAIB REPORT : Bulletin 9/2010

SYNOPSIS

From AAIB Report

The crew of D-ITAN were cleared to depart London City Airport on a DVR4T SID, which required them to climb initially to 3,000 ft amsl. They read back their cleared altitude as 4,000 ft, an error that was not noticed by the Tower controller. At about the same time, TC-JJA was cleared to descend to an altitude of 4,000 ft while turning onto a southerly heading prior to intercepting the ILS for Runway 27R at Heathrow Airport. D-ITAN climbed through 3,000 ft while turning right and passed TC-JJA on a nearly reciprocal heading approximately 0.5 nm away and 100 to 200 ft below. TC-JJA generated three TCAS RAs in short succession but the aircraft did not follow the commands. D-ITAN was unable to generate RAs. The crew of D-ITAN saw TC-JJA in time to take effective avoiding action.

FOLLOW UP ACTION

The five Safety Recommendations made by the AAIB, following their investigations, are reproduced below, together with the CAA's Responses.

Recommendation 2010-056

It is recommended that NATS demonstrates to the Civil Aviation Authority (CAA) that appropriate mitigation has been put in place to reduce significantly the risk of an accident resulting from a level bust by an aircraft departing London City Airport or on the base leg turn positioning to land at Heathrow Airport.

CAA Response

This Recommendation is not addressed to the CAA. However, the CAA will work closely with NATS to assess NATS' mitigation to show that it has reduced significantly the risk of an accident resulting from a level bust by an aircraft departing London City Airport or on the base leg turn positioning to land at Heathrow Airport.

CAA Status – Open

Recommendation 2010-057

It is recommended that London City Airport amends all Standard Instrument Departures (SIDs) so that they terminate at an altitude of 3,000 ft.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-058

It is recommended that London City Airport removes Step Climb procedures from its Standard Instrument Departures (SIDs).

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-059

It is recommended that the Directorate General of Civil Aviation of Turkey ensures Turkish Airlines TCAS training complies with the Airborne Collision Avoidance System Training Guidelines contained in '*ICAO PANS-OPS (Doc 8168)*'.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status – Closed

Recommendation 2010-060

It is recommended that the Civil Aviation Authority considers whether the carriage of TCAS II should be mandated for aircraft operating in those parts of the London TMA where London City Airport SIDs interact with traffic positioning to land at Heathrow Airport.

CAA Response

The CAA accepts this recommendation and will consider its response relating to the carriage of TCAS II within the London TMA in the context of local need and international regulation. This review will be led by the Directorate of Airspace Policy (DAP), with support from Safety Regulation Group (SRG) as appropriate, with a final report submitted by 31 March 2011.

CAA Status - Open