

Safety Investigation Progress Report - 2

Ref. AAIU-2018-02-23-01v1

Level of investigation: Standard

Date and hour: 23 February 2018 – 10:31UT

Aircraft:

1. Embraer ERJ195LR of Air Europa Express –msn 357
2. Airbus A320-214 of Lufthansa –msn 6265

Destination:

1. LEMD – Madrid, Spain
2. EDDF – Frankfurt, Germany

Type of engine:

1. 2 x CF34
2. 2x CFM56-5

Event location: Brussels TMA One/Brussels TMA Five

Type of flight:

1. Commercial – Passenger - AEA1172
2. Commercial – Passenger – DLH4Y

Phase: Initial climb

Injuries: None

Abstract

The two airplane took off from Runway 07R of Brussels Airport. AEA1172, flying to Madrid was followed by DLH4Y. In accordance with the published SID, both airplanes had to fly up to 8 NM from the BUB reference point before initiating a turn to direct them to their final destination.

The ATC controller instructed sequentially both airplane to initiate the turn. Subsequently, DLH4Y initiated the turn towards the east (to REMBA, then Frankfurt) while AEA1172 was still performing its 180 degrees turn towards CIV.

The path of both airplane converged, triggering a reaction from the ATC controller and eventually a TCAS RA.

The minimum separation between the two airplanes is estimated to be 400ft vertically and 1.36 NM horizontally.

The investigation.

AAIU(Be) has collected all pertinent information regarding this event.

The event was analysed by Belgocontrol and a report was issued.

Eurocontrol has also performed a TCAS analysis with the InCAS tool.

The AAIU(Be) investigation final report is finalized and is being circulated to the concerned authorities, in accordance with ICAO standards;

- The Spanish CIAIAC (State of operation)
- The German BFU (State of Operation)
- The French BEA (State of Design and manufacture)
- The Brazilian CENIPA (State of Design and manufacture)
- EASA.