



**Incident reference No: 711/14**

**RESOLUTION  
OF  
THE STATE COMMISSION ON AIRCRAFT ACCIDENTS INVESTIGATION**

On 5 March 2015, the Commission examined information on circumstances of the air occurrence involving Airbus A320 and Embraer 190 (E190), which occurred in the airspace of Warsaw (EPWW) FIR, TMA of Gdańsk- Rębiechowo (EPGD) aerodrome on 27 May 2014. The information was submitted by the Air Navigation Service Provider. The State Commission on Aircraft Accidents Investigation, acting under **Article 5 par. 3 of the Regulation (EU) No 996/2010 of the European Parliament and of the Council on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC<sup>1</sup>** accepted the findings of the above mentioned entity and decided to conclude the investigation.

**Course and circumstances of the occurrence:**

Air proximity of A320 and E190 airplanes in EPGD TMA: A320 was performing an approach to ILS landing on EPGD RWY 29 approximately 7 NM in front of E190 and reported an unstabilized approach and 360 degrees turn. EPGD APP Controller ordered A320 crew a turn to the heading of 200 degrees and climbing to 2800 ft, which was confirmed by the crew but not executed. The crew of A320 was continuing the left turn towards the E190 flight path. EPGD APP Controller cancelled the approach clearance for E190 and ordered it the right turn to the heading of 020 degrees. The closest horizontal proximity of the airplanes was 3NM (required 5 NM).

**Findings:**

Both the air traffic control and the A320 crew errors contributed to the hazard.

**I. Air Traffic Control.**

1. EPGD APP Controller did not comply with the provisions contained in the applicable documents:
  - a) “Air Traffic Management” (PANS-ATM) Doc. 4444.
  - b) INOP of Gdańsk APP.
  - c) Agreement on operational cooperation between Gdańsk APP and Gdańsk TWR.
2. During the whole process of vectoring the A320 crew did not receive from EC APP Controller any information about the distance to touchdown or the length of the final.
3. The last remark concerns also vectoring of the other aircraft involved in the incident – E190.

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<sup>1</sup>EU Journal of Laws L. 2010.295.35

## II. The crew of WZZ1AC.

1. The error of WZZ1AC crew consisted in failure to execute EPGD APP Controller's order in spite of its proper receipt. After the left turn to heading 200, the crew did not cease the turn on this heading but still continued it getting closer to the approaching E190.

### **Causes of the incident:**

1. Deviation of the A320 crew from EPGD APP Controller clearance.
2. Errors in ATM operation.

### **Preventive actions taken by the investigating entity:**

1. Forward the Final Report and the collected multimedia materials to the Office of ATM/CNS Personnel Training and Development to consider organizing additional, unscheduled TRM session for EPGD APP personnel. The aim of the session would be discussion of the occurrence with regard to the applied technique of work and the irregularities which were found.
2. The Office of ATM/CNS Personnel Training and Development - to inform about the decisions and actions taken by 30 November 2014.
3. Forward the Final Report to EPGD APP LSM to inform the Controller participating in the occurrence about conclusion of the investigation and the content of the Report to reduce the possibility of a similar occurrence in the future.

**The Commission has formulated** one safety recommendation:

### **Polish Air Navigation Services Agency:**

Forward the Final Report and the collected multimedia materials to the A320 operator for use in the course of a possible further investigation into the occurrence and a later use for training.

Signature of the Investigator-in-Charge

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