



Havarikommisjonen

Accident Investigation Board Denmark

Statement 2021-431



Incident involving SP-LFD (Tecnam P2008 JC) and SP-RKG (Boeing B737-800) in Warsaw Terminal Control Area (TMA) near Modlin (EPMO) on 14-2-2021.

ISSUED DECEMBER 2021

INTRODUCTION

This statement reflects the opinion of the Danish Accident Investigation Board regarding the circumstances of the occurrence and its causes and consequences.

In accordance with the provisions of EU Regulation 996/2010, the Danish Air Navigation Act and pursuant to Annex 13 of the International Civil Aviation Convention, the safety investigation is of an exclusively technical and operational nature, and its objective is not the assignment of blame or liability.

The safety investigation was carried out without having necessarily used legal evidence procedures and with no other basic aim than preventing future accidents and serious incidents.

Consequently, any use of this statement for purposes other than preventing future accidents and serious incidents may lead to erroneous or misleading interpretations.

A reprint with source reference may be published without separate permit.

GENERAL

State file number: 2021-431
UTC date: 14-2-2021
UTC time: 11:17
Occurrence class: Air proximity incident
Location: Warsaw Terminal Control Area (TMA), 3 nautical miles (nm) southwest of Modlin (EPMO)
Injury level: None
Aircraft registration: SP-LFD and SP-RKG
Aircraft make/model: Tecnam P2008JC and Boeing B737-800
Current flight rules: Visual Flight Rules (VFR) and Instrument Flight Rules (IFR)
Operation type: Instructional and Scheduled
Flight phase: Climbing
Aircraft category: Fixed wing
Last departure point: Piotrków Trybunalski (EPPT) and EPMO
Planned destination: EPPT and London Stansted (EGSS)
Aircraft damage: None

Notification

All time references in this statement are Coordinated Universal Time (UTC).

The Aviation Unit of the Danish Accident Investigation Board (AIB) was notified of the air proximity incident by the Polish State Commission on Aircraft Accident Investigation (SCAAI) on 7-12-2021 at 09:10 hours (hrs).

The AIB provided assistance to the SCAAI safety investigation.

FACTUAL INFORMATION

History of flight

The student pilot in SP-LFD conducted a local VFR instructional solo flight from Piotrków Trybunalski (EPPT). As a part of the flight lesson, the student pilot performed a VFR approach to runway 26 at Modlin (EPMO), followed by a go-around and a climb-out.

The flight crew in SP-RKG conducted a scheduled IFR flight from EPMO to London Stansted (EGSS). After take-off from runway 26 at EPMO, SP-RKG was climbing westbound en-route towards EGSS.

At 11:17 hrs, in Warsaw TMA and at an altitude of approximately 2.300 feet above sea level, the horizontal and vertical separation between SP-LFD and SP-RKG were 1.29 nm and 0 feet respectively.

Minimum required separation was 5.0 nm horizontally or 1.000 feet vertically.

Injuries to persons

None.

Damage to aircraft

None.

Other information

The student pilot in SP-LFD was enrolled in an Integrated Commercial Pilot License course supervised by a Danish certified Approved Training Organisation (ATO) based in Copenhagen, Denmark.

Safety investigation process

The SCAAI launched a safety investigation.

For further information, please contact the SCAAI.

Website: <http://pkbwl.gov.pl/>