

# CIAIAC

COMISIÓN DE  
INVESTIGACIÓN  
DE ACCIDENTES  
E INCIDENTES DE  
AVIACIÓN CIVIL

## Interim Statement IN-023/2013

Incident involving a Piaggio P-180 "Avanti II" aircraft, registration D-IVIN, operated by AirGo Flugservice, and a Boeing B-767-300 aircraft, registration G-TCCA, operated by Thomas Cook Airlines Ltd., on 20 July 2013 on the GALAT2R SID at Palma de Mallorca (Illes Balears, Spain), near point GALAT



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DE ESPAÑA

MINISTERIO  
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SUBSECRETARÍA

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DE ACCIDENTES E INCIDENTES  
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## **Important notice**

This document constitutes the interim statement envisioned in Article 16.7 of Regulation (EU) no. 996/2010 of the European Parliament and of the Council, as well as in paragraph 6.6 of Annex 13 to the Convention on International Civil Aviation. The statement includes the details of the progress of the investigation and the most important operational safety issues revealed to date. The information provided herein is subject to change as the investigation proceeds.

Pursuant to the contents of Regulation (EU) no. 96/2010 of the European Parliament and of the Council and of Annex 13 to the Convention on International Civil Aviation, the investigation is purely technical in nature and is not intended to determine or apportion blame or liability. The investigation is being conducted without necessarily resorting to evidentiary procedures and for the sole purpose of preventing future accidents.

Consequently, the use of this information for any purpose other than to prevent future accidents may result in faulty conclusions or interpretations.

## **Abbreviations**

AAIB	Air Accidents Investigation Branch
AENA	Aeropuertos españoles y navegación aérea (Spanish Airports and Air Navigation)
APTL (A)	Airline transport pilot license (airplane)
BFU	Federal Bureau of Aircraft Accident Investigation
CPL (A)	Commercial pilot license (airplane)
EGCC	ICAO code for Manchester airport (UK)
LECP	Palma TACC
LEPA	ICAO code for Palma airport (Spain)
LFLD	ICAO code for Bourges airport (France)
RA	TCAS resolution advisory
SID	Standard Instrument Departure
TA	TCAS traffic advisory
TACC	Terminal Area Control Center
TCAS	Traffic alert and Collision Avoidance System
UTC	Coordinated Universal Time

**DATA SUMMARY****LOCATION**

Date and time	<b>Saturday, 20 July 2013 at 11:12<sup>1</sup></b>
Lugar	<b>SID GALAT2R at Palma de Mallorca, near point GALAT</b>

**AIRCRAFT**

Registration	<b>D-IVIN</b>	<b>G-TCCA</b>
Type and model	<b>PIAGGIO P-180 "Avanti II"</b>	<b>BOEING B-767-300</b>
Operator	<b>AirGo Flugservice</b>	<b>Thomas Cook Airlines Ltd.</b>

**Engines**

Type and model	<b>PRATT &amp; WHITNEY PT6A-66B</b>	<b>GENERAL ELECTRIC CF6-80C2B7F</b>
Number	<b>2</b>	<b>2</b>

**CREW**

	<b>Pilot in command</b>	<b>Pilot in command</b>
Age	<b>31</b>	<b>45</b>
License	<b>CPL (A)</b>	<b>ATPL (A)</b>
Total flight hours	<b>N/A</b>	<b>11000</b>
Flight hours on the type	<b>N/A</b>	<b>N/A</b>

**INJURIES**

	Fatal	Serious	Minor / None	Fatal	Serious	Minor / None
Crew			<b>2</b>			<b>11</b>
Passengers			<b>3</b>			<b>323</b>
Third persons						

**DAMAGE**

Aircraft	<b>None</b>	<b>None</b>
Third persons	<b>None</b>	<b>None</b>

**FLIGHT DATA**

Operation	<b>Commercial air transport - Air taxi</b>	<b>Commercial air transport - Charter - International passenger</b>
Phase of flight	<b>Climb</b>	<b>Climb</b>

**REPORT**

Date of approval	<b>25 June 2014</b>
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<sup>1</sup> All times in this report are local unless otherwise specified. To obtain UTC, subtract one hour from local time.



## 1. INFORMATION ON THE INCIDENT

The Piaggio P-180 “Avanti II” aircraft, registration D-IVIN, was on flight XGO 5LD from the Palma de Mallorca Airport (LEPA), in the Balearic Islands in Spain, to the Bourges Airport (LFLD) in France.

The B-767-300 aircraft, registration G-TCCA, was on flight TCX 14RL, originating at the same airport with the Manchester Airport (EGCC), in the United Kingdom, as its destination.

The two aircraft took off from runway 06R at the Palma de Mallorca Airport, flight XGO 5LD at 11:02:13 UTC and flight TCX 14RL at 11:06:23 UTC. Both aircraft were following standard instrument departure (SID) route GALAT 2R away from the airport.

At 11:12 UTC, while near point GALAT and passing through flight level 190, aircraft TCX 14RL received a traffic alert (TA) on its Traffic Alert and Collision Avoidance System (TCAS) at the same time it was being instructed by air traffic control to turn right heading north. After starting the turn, this aircraft received a descent resolution advisory (RA) from the TCAS, which the crew carried out. Upon initiating the turn the crew saw the preceding traffic and continued with the maneuver. The TCAS advisory then changed to “Adjust vertical speed”, followed later by a “Clear of conflict” message.

Aircraft XGO 5LD also received a traffic advisory on its TCAS at the same time as aircraft TCX 14RL received its advisory.

## 2. STATUS OF THE INVESTIGATION

The investigation is being carried out with the participation of the accident investigation authorities of Germany (BFU – Federal Bureau of Aircraft Accident Investigation) and the United Kingdom (AAIB – Air Accidents Investigation Branch), and of Spain’s air navigation services provider (AENA – Air Navigation).

The investigation is primarily focused on the airspace structure under the jurisdiction of the Palma de Mallorca Terminal Area Control Center (LECP – Palma TACC) and on the procedures applicable within it, in particular those involving the transfer of aircraft and conflict detection.

### **3. PROGRESS OF THE INVESTIGATION**

The investigation is practically complete and work on writing the relevant incident report will commence shortly. Once the process specified in the applicable regulation is finished, the final incident report will be published.