



MATS SQSC

Operations Data Gathering Template

Operations Data Gathering report template

National incident reference number

MATS OPS_1511

Date of Creation

25/08/2021

Report Status

Closed

Date of occurrence

17/08/2021

Time of occurrence (UTC)

11:01:30

Location of occurrence

Malta ACC

-

-

Latitude

36.44

Longitude

12.37

State/area of occurrence

Malta

Additional text

Reporting Organisation

Malta Air Traffic Services

Additional text

Headline

External Occ report by BAAI - SVA0366

EU narrative

External Occ report by BAAI

SVA0366 flying with Malta ACC reported TA followed by RA with no hard maneuver conducted.

Type of Occurrence

ACAS RA

Occurrence Class

Occurrence without safety effect

Occurrence category

MAC: Airprox/ ACAS alert/ loss of separation/ (near)

midair collisions

-

-

-

Occurrence status

Investigation Completed

Level of investigation

External

RTF frequency / communications reviewed by the investigator

Yes

Relevant surveillance recordings reviewed by investigator

Yes

Damage severity level

Unknown

Injury level

Unknown

Investigation summary

SVA366 (Saudia 366) was released to Malta Radar from Tunis Control climbing to FL230 approaching COP SONAK.

SVA366 requested FL370 as a cruising level.



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SVA366 was initially cleared to climb to FL310.

SVA366 was later cleared to climb to FL330.

Reaching FL329, SVA366 reported TCAS RA and descended to FL326. Malta Radar acknowledged and gave information about the restricting reciprocal traffic at FL340.

SVA366 reported resuming as per clearance and climbed back to FL330.

Findings

SVA366 -B77W-DTTA-OEJN-reg.HZAK26 was released to Malta Radar from Tunis Control climbing to FL230 approaching COP SONAK. SVA366 requested FL370 as cruising level.

SVA366 was cleared to climb initially to FL310 due to a restricting reciprocal traffic, KAF3209 (Kuwaiti Air Force 3209)-C17-OKBK-DAAG-reg.30001A maintaining FL320. SVA366 readback correctly the instruction to climb to FL310.

When SVA366 passed this first restricting traffic, it was cleared to climb to FL330 and this time the restricting reciprocal traffic was KAF3211 (Kuwaiti Air Force)-C17-OKBK-DAAG-reg.30002A, which was maintaining FL340. SVA366 readback correctly the instruction to climb to FL330.

Reaching FL329, SVA366 reported TCAS RA and descended FL326 and requested information about the traffic above them.

Malta Radar acknowledged the RA and gave information about the restricting reciprocal traffic which was at FL340 (1000ft above the cleared level given to SVA366).

SVA366 reported resuming as per clearance and climbed back to FL330.

Conclusions

The ATC clearances given by Malta Radar were correct, the readbacks by SVA366 were correct.

Minimum vertical separation of 1000ft was never infringed. STCA and MTCD were never triggered.

According to Mode C readouts, KAF3211 was maintaining FL340 and SVA366 was passing through FL328, in the climb to FL330, with a rate of climb of 1600ft per minute.

Date investigation completed	-
28/08/2021	
ATM Ground system contribution to accident/incident	
None (No involvement)	
-	-
-	-
RAT Applied ATM Ground?	RAT Applied ATM Overall?



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No

No

-

Attachments List:

1. SVA366 TCAS RA Incident Resume.pdf

SQSC/Form 37 Rev 1.1: Incident Resume

Fact Finding/ FNR Identification No:	SVA366 TCAS RA on the 17th August 2021 at 11:01:30
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FACTUAL INFORMATION

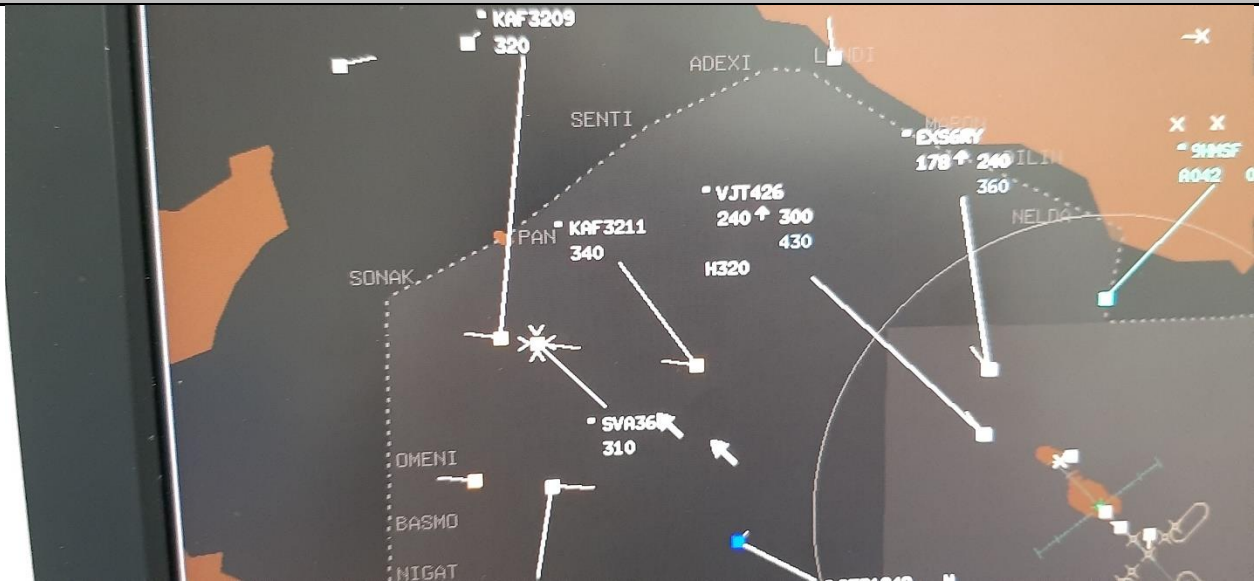
Summary/Outline of Key Points:

SVA366 (Saudia 366) was released to Malta Radar from Tunis Control climbing to FL230 approaching COP SONAK.
 SVA366 requested FL370 as cruising level.
 SVA366 was initially cleared to climb to FL310.
 SVA366 was later cleared to climb to FL330.
 Reaching FL329, SVA366 reported TCAS RA and descended to FL326. Malta Radar acknowledged and gave information about the restricting reciprocal traffic at FL340.
 SVA366 reported resuming as per clearance and climbed back to FL330.

DESCRIPTION

SVA366 -B77W-DTTA-OEJN-reg.HZAK26 was released to Malta Radar from Tunis Control climbing to FL230 approaching COP SONAK. SVA366 requested FL370 as cruising level.
 SVA366 was cleared to climb initially to FL310 due to a restricting reciprocal traffic, KAF3209 (Kuwaiti Air Force 3209)-C17-OKBK-DAAG-reg.30001A maintaining FL320. SVA366 readback correctly the instruction to climb to FL310.
 When SVA366 passed this first restricting traffic, it was cleared to climb to FL330 and this time the restricting reciprocal traffic was KAF3211 (Kuwaiti Air Force)-C17-OKBK-DAAG-reg.30002A, which was maintaining FL340. SVA366 readback correctly the instruction to climb to FL330. (Vide Pic.1 attached)
 Reaching FL329, SVA366 reported TCAS RA and descended FL326 and requested information about the traffic above them. (Vide Pic.3 attached)
 Malta Radar acknowledged the RA and gave information about the restricting reciprocal traffic which was at FL340 (1000ft above the cleared level given to SVA366).
 SVA366 reported resuming as per clearance and climbed back to FL330.

CONCLUSIONS/ RECOMMENDATIONS



Pic.1 SVA366 was instructed to climb to FL330



Pic.2 SVA366 passing through FL328 climbing to FL330



Pic.3 SVA366 descended to FL326 following TCAS RA

The ATC clearances given by Malta Radar were correct, the readbacks by SVA366 were correct. According to Mode C readouts, KAF3211 was maintaining FL340 and SVA366 was passing through FL328, in the climb to FL330, with a rate of climb of 1600ft per minute. (Vide Pic. 2 attached)