



International Civil Aviation Organization

ICAO Twenty-Seventh Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/27)

Video Teleconference, 22 – 25 August 2022

Agenda Item 5: Airspace Safety Monitoring Activities/Requirements in the Asia/Pacific Region

TREATMENT OF TCAS RA – RELATED LHDs – CATEGORY J IN INDONESIA

(Presented by Indonesia)

SUMMARY

This paper presents the handling of LHD related to TCAS RA (Category J – Flight Crew Correctly climb or descent following TCAS RA) that occurs in Indonesian airspace. In the 2021 period, Indonesia has reported 29 LHD reports. There is 1 report of LHD caused by active TCAS RA. DGCA has taken action in the form of a joint review with the stakeholders involved to determine the appropriate recommendations for the incident. This is intended to prevent the incident from happening again.

1. INTRODUCTION

1.1 In the 2021 period, Indonesia has reported 29 LHD reports. There was 1 LHD report caused by the active TCAS RA that occurred in Indonesian airspace. This TCAS RA event involves 2 traffics where one traffic is being maintained and 1 traffic is being descended. The TCAS RA / Airprox / Nearmiss incident is one of the Safety Performance Indicators (SPI) for DGCA Indonesia and is one of the High Risk events in Indonesia's National Aviation Safety Plan for the period 2021-2023. So that DGCA has special attention to deal with these incidents in order to keep the safety level in Acceptable Level of Safety Performance (ALoSP).

2. DISCUSSION

2.1 The method used by DGCA Indonesia is to verify the incident with the relevant stakeholders, National Transportation Safety Committee, Air Navigation Service Provider and Airline to analyze the incident, determine the contributing factors, and determine the appropriate recommendations to prevent similar incidents from happening again. This joint incident verification activity has been carried out on a quarterly basis.

2.2 Each stakeholder who receives a recommendation is required to follow up at the first opportunity. Furthermore, the implementation of the follow-up to these recommendations will be monitored by DGCA Indonesia in safety review activities which are held regularly every semester.

2.3 In the case of LHD related to TCAS RA that occurred in Indonesian airspace at an altitude of FL367, joint verification was carried out on February 4, 2022. Analysis of the incident showed that there was no reduction in separation below standard. The safety issue in this incident was that the air traffic control officer gave instructions for changing altitude which caused 2 traffics have potential conflicts.

2.4 Based on the analysis, Air Navigation Service Provider is recommended to ensure that the instructions given by the air traffic control officer that may cause potential conflicts between aircraft can be immediately identified and corrected, including but not limited to improving the supervisory function or the role of assistant.

2.5 Previously As a safety action for the incident, Air Navigation Service Provider has reviewed the incident on the air traffic control officer group that experienced the incident after completing their service.

2.6 Furthermore, on July 21, a safety review activity was carried out to ensure that Air Navigation Service Provider had implemented the recommendations that had been given. The results of monitoring that a safety briefing was carried out only on air traffic control officer who will be on duty. Therefore, Air Navigation Service Provider was given further direction to make a safety circular so that all air traffic control officers would receive safety awareness information.

2.7 Until this paper was written, there has not been a similar LHD related to TCAS RA (Category J – Flight Crew Correctly climb or descent following TCAS RA) incident that has been repeated in Indonesian airspace FIR.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained in this paper; and
- b) Discuss any relevant matters as appropriate.

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