

SYNOPSIS

Owner and Operator 1:	Vueling
Aircraft 1:	Airbus A320-216, registration EC-KCU
Owner and Operator 2:	Ryanair
Aircraft 2:	Boeing B-737-800, registration EI-EKS
Date and time of incident:	Thursday, 30 October 2014 at 20:57 ¹
Site of accident:	Seville TMA - (vicinity of point VULPE)
Persons onboard aircraft 1:	2 flight crew, 4 flight attendants (FA) and 153 passengers, no injuries
Persons onboard aircraft 2:	2 flight crew, 5 flight attendants and 36 passengers, no injuries
Type of flight aircraft 1:	Commercial air transport – Scheduled – International - Passenger
Type of flight aircraft 2:	Commercial air transport – Scheduled – International - Passenger
Date of approval:	29 March 2016

Summary of the incident

On 30 October 2014, an Airbus A320-216, registration DC-KCU, operated by Vueling, took off from the Barcelona-El Prat Airport (LEBL) en route to the Seville Airport (LEZL). Its callsign was VLG2226. At the same time, a Boeing 737-800, registration EI-EKS, operated by Ryanair, callsign RYR314Q, was on a flight between the airports of Shannon, Ireland (EINN) and Malaga-Costa del Sol (LEMG).

The aircraft with callsign VLG2226 was preparing to make an instrument approach to runway 09 at the Seville Airport (LEZL). The crew noticed that the wind from the west favored a landing on runway 27, so they asked Seville air traffic control (LECS) if they could land on this runway. After coordinating it, LECS authorized the runway change and, in different communications, successive descents from cruise level to flight level 170, at a descent rate 2000 ft/min or less. In an effort to reach the ideal altitude to commence the approach, the crew increased their descent rate above 2000 ft/min.

The aircraft with callsign RYR314Q was cleared by Seville Control to descend from flight level 410 to flight level 150, at a descent rate of 2000 ft/min or higher.

In the vicinity of reporting point VULPE, and close to flight level 220, the separation between the aircraft fell to a minimum separation of 1.4 NM horizontally and 100 ft vertically. The TCAS systems in both aircraft issued first a TA (Traffic Advisory), and a few seconds later, due to the proximity between the two aircraft, an RA (Resolution Advisory). The crew onboard VLG2226 carried out a maneuver that was contrary to the one initially indicated by the TCAS RA (“Adjust Vertical Speed, Adjust”), until the system issued a reversal instruction TCAS RA to “Climb, Climb”, which the crew followed properly.

No occupants on either aircraft were injured and the aircraft were undamaged.

¹ All times in this report are in UTC unless otherwise specified. To obtain local time, add 1 hour to UTC time.