

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 1858  
(To be answered on the 5<sup>th</sup> May 2016)**

**NEAR MISS AIR COLLISIONS**

**1858. SHRIMATI VANAROJA R.**

**Will the Minister of CIVIL AVIATION**

**नागर विमानन मंत्री**

**be pleased to state:-**

- (a) whether many cases of near miss air collision have been reported in the past one year;
- (b) if so, the details thereof;
- (c) whether one such case was reported in Jammu very recently; and
- (d) if so, the details thereof and the steps taken by the Government in this regard?

**ANSWER**

**Minister of State in the Ministry of CIVIL AVIATION**

**नागर विमानन मंत्रालय में राज्य मंत्री**

**(Dr Mahesh Sharma)**

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(a) & (b) In the last one year and including the current year number of air miss incidents reported are:-

Year	Number of Air miss
2015	25
2016	10

(upto 31.03.2016)

Details of such incidents are given at Annexure A.

(c) There was a report of receiving traffic advisory by Indigo flight due to overshooting the assigned level on sector Jammu to Srinagar on 21.12.2015 in Air force controlled Airspace. Matter was investigated by DGCA and crew was assigned the corrective training.

(d) All the incidents are investigated by Airprox Investigation Board constituted by DGCA and these investigation are reviewed at DGCA, HQ for their completeness and process for implementation of recommendations Details of the safety measures are given at Annexure B.

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AIRPROX/AIR MISS INCIDENTS REPORTED TO DGCA DURING 2015				
S.No.	Date	Region/ FIR	Aircraft Operator	Brief of Incident
1	03.03.2015	Delhi TAR	Air India and IFSAL	Approach controller had issued descend clearance to another aircraft, VTSSN, operating on different arrival route. However, this instruction was captured by VTJSI and she commenced descend from FL160 resulting in breach in separation
2	10.03.2015	Chennai TAR	Jet Airways and Srilankan Airlines	ALK127 from Colombo to Chennai following STAR BACOM on direct routing to KKP came in Conflict with JAI2764 ATR from Coimbatore to Chennai. RA event took place. Controller took avoiding action but later separation reduced to 3.4 NM (required separation 5NM) . THE INCIDENT occurred due to wrong left turn assigned to JAI2764 followed by instnsnt lack of corrective action by the controller resulted in the RA
3	11.03.2015	Varanasi RSR	Indigo and british airways	IGO339, VILK to VABB westbound on route W40 was climbing to FL280 and requested FL340. There was a conflicting traffic BAW10 maintaining FL340 converging over KJ. Due to conflicting traffic IGO339 was given initial climb to FL320, however IGO339 read-back wrongly as FL340 instead of FL320. However the controller noticed IGO339 climbing above FL320 and avoidance action was initiated by the controller. The breach of separation occurred and separation reduced to 8.9 NM (required separation 10NM).
4	27.03.2015	Varanasi RSR	Jet lite and IAF	JLL4391, VIDP-VEGT eastbound flight on route W45 was given climb from FL330 to FL350 as requested by JLL4391. There was a conflicting traffic VJAUH, C-17 westbound flight at FL340. Breach of separation occurred between JLL4391 and VJAUH. The controller took immediate avoiding action but vertical separation reduced to 500 feet and horizontal separation to 9 NM (required separation 10NM).
5	30.03.2015	Mumbai RSR	Ethihad and Emirates	SANA FIR was closed and Mumbai OCC was given extra responsibility for handling of traffic which were supposed to overfly SANA FIR (between Muscat and Mogadishu FIR). Aircraft were required to enter eastbound flight levels and exit west bound levels. ETD622 entered Mumbai FIR via KITAL at FL350 and was climbed to F360. Another flight UAE706 entered Mumbai FIR via CLAVA at FL370 and was descended to FL360. Both were reciprocal traffic to each other due direct routings. Breach of separation occurred between ETD622 and UAE706 and both reported getting RA.
6	12.04.2015	Mumbai TMA	Jet Airways and Emirates	RSR-south controller instructed JAI485 to STOP CLIMB FL 310' and JAI485 read-back as 'STOP CLIMB FL 310 CONFIRM'. RSR-south controller twice instructed JAI485 to stop climb at FL310 but JAI485 reported that they already crossed it. Later on UAE 409 reported TCAS RA traffic insight and followed TCAS RA and climbed to FL325 UAE 409 and JAI 485 came in close proximity.
7	19.04.2015	Mumbai TMA	Indigo and Jet Lite	Breach of separation occurred between Indigo IGO 134 and Jet Konnect JLL 4182 at route G450. Minimum lateral separation was 6.7.NM with 500 feet vertical on diverging course. Incident occurred due to assessment of lateral separation on SDD by visual assessment without using available tool.
8	20.04.2015	Varanasi Area	Spice Jet and IAF	Breach of separation between Spice Jet SEJ-2180 (VIBN-VIDP) & BRUTUS-2, Sukhoi 30 of IAF (VIAG-VEDX). When vertical separation was 100 feet, horizontal separation was 2.1 NM. When horizontal separation was reducing, vertical separation increased to 300 feet at 1.2 NM and subsequently vertical separation was increasing as these were closing.

9	27-May-15	Delhi FIR	Cargolux Airlines and jet airways	On 27th May 2015, a breach in separation occurred between JA1604 and CLX796 near waypoint LAKET on ATS route M890. At the time of incident, CLX796 was maintaining FL310, following ATS route M890 and JA1604 was following ATS route W31E. JA1604 was issued clearance for FL290 by the ACC Planning controller but aircraft was observed maintain FL310. JA1604 was not in VHF contact with Delhi ACC. Since both the aircraft were at same level & on converging heading, the radar controller issued avoiding instructions to CLX796 to descend immediately to FL300 and simultaneously tried to establish VHF communication with JA1604. But the relative position of both the aircraft was such that breach in separation occurred.
10	14-Jun-15	Chennai TAR	SVA and Indigo	"At the time of this incident, RWY07 was in use at Chennai Airport and the AIRPROX between SVA768 & IGO283 occurred when SVA768, via GUANI arrival, descending to FL070, & IGO283, via HYDOK arrival cleared DCT to the Fix MIM503, descending to FL 080 came in conflict with each while descending on converging headings".
11	15-Jun-15	Chennai OCC	Ethiad and Emirates	"UAE409, FL 320 reported receiving RA due to opposite direction traffic. The traffic was ETD418 which had descended to FL 327 from FL 330 due to weather."
12	16-Jun-15	Delhi FIR	Indigo and air India	IGO149, departure from runway 28, was passing FL60 climbing to cleared flight level FL70, and AIC1866, departure from runway 29, was passing FL56, climbing to cleared flight level FL60. Both the aircraft reported getting Resolution Advisory (RA) and AIC1866 descended under RA manoeuvre. Required radar separation of 3NM between the two aircraft got reduced to 1.7 NM, when standard vertical separation did not exist. Minimum vertical separation between two aircraft was 300 Feet when standard lateral separation did not exist.
13	20-Jun-15	Mumbai OCC	Oman air and emirates	Breach of separation between UAE345 with Oman Air OMA203 in the OCC Mumbai
14	11-Aug-15	CHENNAI FIR	jet airways and Vistara	Shamshabad RSR Controller had taken over Upper Shamshabad (UHS) airspace from Chennai at 0045 UTC, & at time 0215 UTC, Shamshabad initiated hand over of 'UHS' to Chennai before shift change time (0230 UTC) at Shamshabad. One by one aircraft were being changed over to 'Chennai UHS Radar Controller' by 'Shamshabad RSR controller'. At 0216, VT1829 (VIDP-VOHS) was descended from FL390 to FL370 by Chennai UHS Radar Controller. As a result of this, VT1829 came in conflict with opposite direction traffic
15	03-Oct-15	Delhi	Indigo and Saudia	Direct routing approved to IGO448, which resulted in creation of additional conflict at different hot spot than the routine, by RSR (N) controller, the coordination to this effect with RSR(S) was also not affected by the RSR (N) controller. Release of IGO448 to RSR(S) by RSR (N) sector controller when the aircraft was on a converging track with SVA890 and still operating in his jurisdiction. Impulsive reaction of RSR (S) controller to the request of the pilot of IGO448 by clearing IGO448 to climb to F380 from FL360 and missing the conflicting traffic SVA890 at FL370.
16	10-Nov-15	Nagpur FIR	Ethiad and Jet airways	The breach of separation took place in Nagpur TMA over way point TAMID, between ETH684, B788, from HAAB to ZSPD and JA1807, B738, from VIDP to VOBL. Both the aircraft were maintaining FL390 and were in a situation of potential conflict over way point TAMID. The Planning controller could not identify the conflict and did not alert the radar controller accordingly. In spite of being both the aircraft in contact and identified by the radar controller, the controller missed the traffic conflict.

17	11-Nov-15	Varanasi	Air India and KTK	AIC433, Delhi-R460-VEGY at FL310 was cleared direct to GGC from LKN by the Varanasi radar controller. When AIC433 requested descend for landing at Gaya, there were two reciprocal conflicting traffic, KTK9304 at FL300 and SWR181 at FL260. To resolve the conflict with SWR181 about 60NM away at FL260, the radar controller instructed AIC433 to descend to FL270. During this process, he overlooked the immediate reciprocal traffic which was about 15 NM away. The RSR controller did not pay attention to PLC who earlier had informed about the conflicting traffic.
18	18-Nov-15	Nagpur FIR	Jet airways and Emirates	The Airprox incident occurred between JAI832 and UAE377 in Nagpur TMA at the crossing of routes W20 and L301, near waypoint BUSBO. JAI832, B739, from Delhi to Chennai routing via W20, was maintaining FL370 and UAE377, B77W VTBI/OMDB via L301 was maintaining FL360. JAI832 asked for descend from FL370 to FL330 due turbulence and the aircraft was instructed to descend to FL350 due traffic at FL340 without realising another conflicting traffic UAE377 at FL360.
19	23-Nov-15	Chennai FIR	Jet airways and Qatar Airways	JAI810 (BOBL-W57-HIA-W20N-VIDP) flying on a direct routing, when given climb from FL340 to FL380 by UBL Radar Controller at Chennai, came in conflict with crossing traffic, QTR846 (OTHH-WMKK), maintaining FL370 on route N571. This resulted in an AIRPROX and the closest distance between these two aircraft was: Horizontally-2 NM & Vertically-200 feet. Traffic density at the time of the incident in UBL airspace was moderate
20	18-Dec-15	Delhi	Jet airways and TESTR95	TESTR95, a VFR flight from OZAR via LUN & ASARI to ADAMPUR maintaining FL275 was asked to report over LUN by the radar controller. JAI2791 from Delhi-W30-Amritsar was cleared to climb to FL280. Both aircraft were converging at ASARI. The controller could not detect the readback from the wrong aircraft. Workload was high due high density traffic. JAI2791 did not respond on emergency and guard frequency as well, as raised by other aircraft. However for eight minutes Amritsar ATC/ A-Monitor were not raised to ascertain whether JAI2791 was in contact.
21	24-Dec-15	Delhi	JAPAN airways and Vthya	JAL749 was cleared via SIBAD1A Arrival and instructed to descend to FL140 by approach radar controller. VTHYA a non-RNAV aircraft maintaining FL130 was slowly converging at SIBAD. The controller advised JAL749 to maintain FL140 on reaching (JAL749 was passing FL143 at that time). A PCW was generated by the automation system between the flights and the controller gave descend to VTHYA to FL120 and immediately thereafter further instructed VTHYA to descend to FL110. However CFW was generated when VTHYA was passing FL128 and JAL749 was passing FL129 and later separation reduced to less than applicable separation. The controller thereafter took immediate avoiding actions.
<b>Incident of Air miss due to defense/Adjacent countries units</b>				
1	20-Apr-15	Mumbai occ	Emirates and Etihad	Mumbai OCC-South received and accepted the estimates from Mogadishu Control for; Emirates airlines Flight UAE764, B777-400 and Ethiopian airlines flight ETH686, B767-300, In spite of co-ordination of estimate and obtaining level clearance for FL330 by Mumbai OCC in respect of ETH686, Mogadishu ATS unit released both aircraft ETH686 and UAE764 at same level FL350 at waypoint ORLID which resulted in conflict with UAE764 also at FL350. Mumbai OCC controller took remedial action to restore standard separation
2	12-May-15	Mumbai occ	Seychelles and Emirates	Airprox between SEY008 and UAE9764( aircraft entered at wrong level due to Seychelles ATC). Loss of separation occurred in Mumbai OCC region. Non- adherence of coordination nad movement data of SEY008 by Seychelles ATS units and the complex geometry of routes flown by the aircraft due to constraint created by the SANA airspace were the factors for the incident
3	09.12.2015	Chennai TAR	JAI525 and CG762	Breach of seperation occurred between Coast Guard aircraft and Jet airways aircraft
4	21.12.2015	Jammu Air force controlled airspace	Indigo flight with Air India	Indigo flight overshooted the assigned level given by airforce controller leading to compromise of safety with Air India flight

AIRPROX/AIR MISS INCIDENTS REPORTED TO DGCA DURING 2016

Brief of Incident

S.No.	Date	Region/ FIR	Aircraft Operator	Brief of Incident
1	04.01.2016	Ahmedabad RSR	Airprox between AIC634 and JLL4056	VAID/VABB, when JLL4056 was instructed by the RSR controller to climb to FL300, the same level being maintained by AIC634. AIC634 on route W10S was maintaining FL300 and was identified by the controller. JLL4056 departed from Indore for Mumbai, was given initial level FL280 by ACC planning controller due to above traffic. JLL4056 when came in contact passing FL173 and climbing to FL280 requested higher level 300. Climb instruction to FL300 was given by RSR controller to JLL4056 over-looking the traffic AIC634 at FL300. The surveillance track of JLL4056 remained uncorrelated as FPL was not created in the automation system due to high workload of "A" controller. AIC634 reported turning right due traffic. JLL4056 reached up to FL295 and later was descended to FL280 by the controller. No short term conflict was generated.
2	13.01.2016	Delhi RSR	Airprox between VT1830 and IAD2222	IAD2222 via W20 at FL290 was asked to hold enroute right hand pattern with two minute outbound time to absorb delay due to traffic congestion. Following traffic VT1830 via W20 at FL300 was also instructed to orbit right enroute to absorb the delay. The controller was operating in an environment having limited airspace for holding/orbiting of aircraft due local flying at Gwalior airspace. VT1830 was instructed to descend to FL280 overlooking the conflicting traffic IAD2222 which was maintaining FL290. When PCW was generated, the controller took avoiding action. Both aircraft received TCAS RAs. VT830 stopped descent at FL295 and executed climb under TCAS RA. The essential traffic information was not passed by the controller.
3	21.01.2016	Delhi TAR	Airprox between IGO495 and AIC466	IGO495 departed from runway 28 Delhi and was maintaining FL110 and proceeding to ALI. Arriving AIC466 via SAPLO6A arrival was maintaining FL120 and on a converging track with IGO495. The controller was aware of the conflict between IGO495 and AIC466. The minimum separation tool was used by the controller between IGO495 and AIC466 and advised IGO495 to maintain FL110 on reaching due traffic. Another arriving Air India aircraft with similar call sign AIC446 from Leh to Delhi, via SAW6F was maintaining FL130. The controller intended to give descend to AIC446 to FL80 but inadvertently issued descend clearance to AIC466. He updated the cleared flight level of AIC446 to FL080, which indicates that he intended to descend to AIC446 only. However, read-back by AIC466 was not corrected by the controller due to his expectancy bias.
4	30.01.2016	Delhi TAR-SA	Airprox between JAI833 & AIC543	AIC543 deviated from the localizer as Crew wrongly selected wrong runway localizer
5	16.02.2016	Mumbai TAR	Airprox between IGO483 and JAI472	IGO 483 and JAI 472 comes in close proximity in Mumbai Approach control

6	19.02.2016	Delhi Tower	Airprox between JLL4237 & IGO605	JLL 4237 comes in close proximity to IGO605 .Crew of JLL 4237 did not follow the proper Missed approach procedure
7	25.02.2016	Delhi RSR	Airprox between SEJ2624 and GOW319	SEJ 2624 and GOW 319 came in close proximity after controller gave wrong descend clearance
8	20.03.2016	Chennai	Airprox between UAE547 and JAI2307	UAE547 came in close proximity with JAI2307 in Chennai area.
9	26.03.2016	Agartala	Incident between JAI2876 and VJDBY	Breach of seperation occurred with the Indian Airforce aircraft and JAI 2876 in Guwathi FIR
10	29.03.2016	Chennai	Airprox between MAU746 and SEJ614	SEJ614 comes in close proximity with landing aircraft MAU746 due controller misjudgement

FOLLOWING CORRECTIVE STEPS ARE TAKEN:

- ATCO's and Pilot proficiency checks are being carried out regularly.
- ATC services are being modernized to include conflict warning in the system to assist ATCO's.
- Coordination procedures of handing over from one unit to another have been laid out. Coordination of handing over traffic to adjoining FIR has been worked out & any deviation is being pointed out to the concerned units for taking corrective action.
- Whenever required, corrective training is being given to Pilots and Air Traffic Controller, and training procedures amended.
- Controllers are given training on ATC simulator at major stations and sensitized on the subject.
- Implementation of Safety Management System at airports to mitigate the risk of accident/ incident.
- Implementation of flexible use of airspace which will reduce traffic congestion in the airspace.
- Airlines have been directed to avoid use of similar / confusing call signs.
- One separate Directorate of Air Space and Air traffic Management in DGCA has been created in DGCA for better surveillance and regulatory functions in Air traffic Management (ATM).
- Case studies of Airprox /ATC incidents are discussed and analysed to avoid recurrence of such incidents.
- AAI had issued an Air traffic management circular on confusing call-signs, which is now incorporated in the ATS Manual Part-1 2015 4th Edition.