

## REPORT

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This investigation is limited in its extent. For this reason, the AAIB-N has chosen to use a simplified report format. The report format indicated in the ICAO annex 13 is only used when the scope of the investigation makes it necessary.

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All times given in this report are local time (UTC + 2), if not otherwise stated.

### Aircraft

-type & reg.:	Embraer ERJ 145 GE-MBX / MD-87, LN-RMN
Operators:	British Airways Citiexpress / Scandinavian Airlines System
Radio call signs:	BRT866 / SAS454
Date and time:	September 4 2002, at time 1011
Location:	Oslo TMA, north of ENGM
Type of occurrence:	Air traffic incident, reduced separation, TCAS/RA
Type of operation:	Scheduled commercial operation (both)
Weather cond.:	Visual conditions
Light cond.:	Daylight
Flight cond.:	VMC
Flight plan:	IFR/IFR
No. of persons onb. :	Unknown
Injuries:	None
Aircraft damage:	None
Other damage:	None
Commanders	No information received
Information sources:	Report from Oslo ATCC and AIBN's own investigations.

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### SUMMARY

The traffic at Oslo Airport Gardermoen (ENGM) was considered moderate at the time of the incident. The traffic flow was controlled by TMA E.

BRT866 was radar vectored for ILS RWY 19 L. At the same time SAS454 was descending to 5 000 ft on left downwind leg RWY 19L, according to clearance. SAS454 received new instruction from TMA E to descent to 4 000 ft. The air traffic controller observed that SAS454 had started a left turn towards base leg RWY 19L. This was not according to clearance, and TMA E requested SAS454 intentions. The crew replied "We have traffic in sight".

The air traffic controller at TMA E immediately instructed SAS 454 to stop descending at 4 000 ft and to turn right to heading 360°. SAS454 acted in accordance with the instructions.

The separation between the aircraft at the closest point was 2 NM and 600 ft. BRT866 received a TCAS/RA on their final approach. The incident was according to regulations reported to TWR.

### **COMMENTS FROM THE ACCIDENT BOARD**

Since the traffic was controlled by TMA E, the accident board considers SAS454's unmotivated base turn towards RWY 19L to be the major contributing factor to this incident.