



AIR ACCIDENTS INVESTIGATION  
INSTITUTE  
Beranových 130  
199 01 PRAHA 99

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No: 405/06/ZZ  
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# **FINAL REPORT**

**The investigation into an incident  
runway incursion at LKPR,  
August 11, 2006.**

**Prague  
May 2007**

## A) Introduction

Operator: BRITAIR  
Manufacturer and Model: Canadair Aerospace, CRJ 100  
Call Sign: BZH5904  
Place of event: LKPR RWY 24  
Date: August 11, 2006  
Time: 15:49 ( all times in UTC )

## B) Synopsis

On August 11, 2006 ÚZPLN (AAIL – Air Accidents Investigation Institute of the Czech Republic) was notified of an RWY 24 incursion aircraft incident.

The flight CSA544 was cleared to enter RWY 24 from TWY B and to take-off following the landing of the flight AUA709Z. The CSA544 flight crew confirmed the clearance and after the AUA709Z had landed, they entered RWY 24 from which they took-off. At the same time and without having been cleared, flight BZH5904 entered the RWY 24 from TWY A. At this time, flight CSA2WK was on its final approach for RWY 24 (about 4 NM ). It was instructed to go around.

As a result of the notification, investigation into the incident got started.

The cause of the incident was looked into by a UZPLN commission consisting of

Investigator in - charge: Josef Procházka  
Member of Commission: Radomír Havíř

The Final Report was issued by:  
ÚSTAV PRO ODBORNÉ ZJIŠŤOVÁNÍ PŘÍČIN LETECKÝCH NEHOD  
Beranových 130  
199 01 PRAHA 99  
Czech Republic  
On April 27, 2007

## C) The body of the report contains the following chapters:

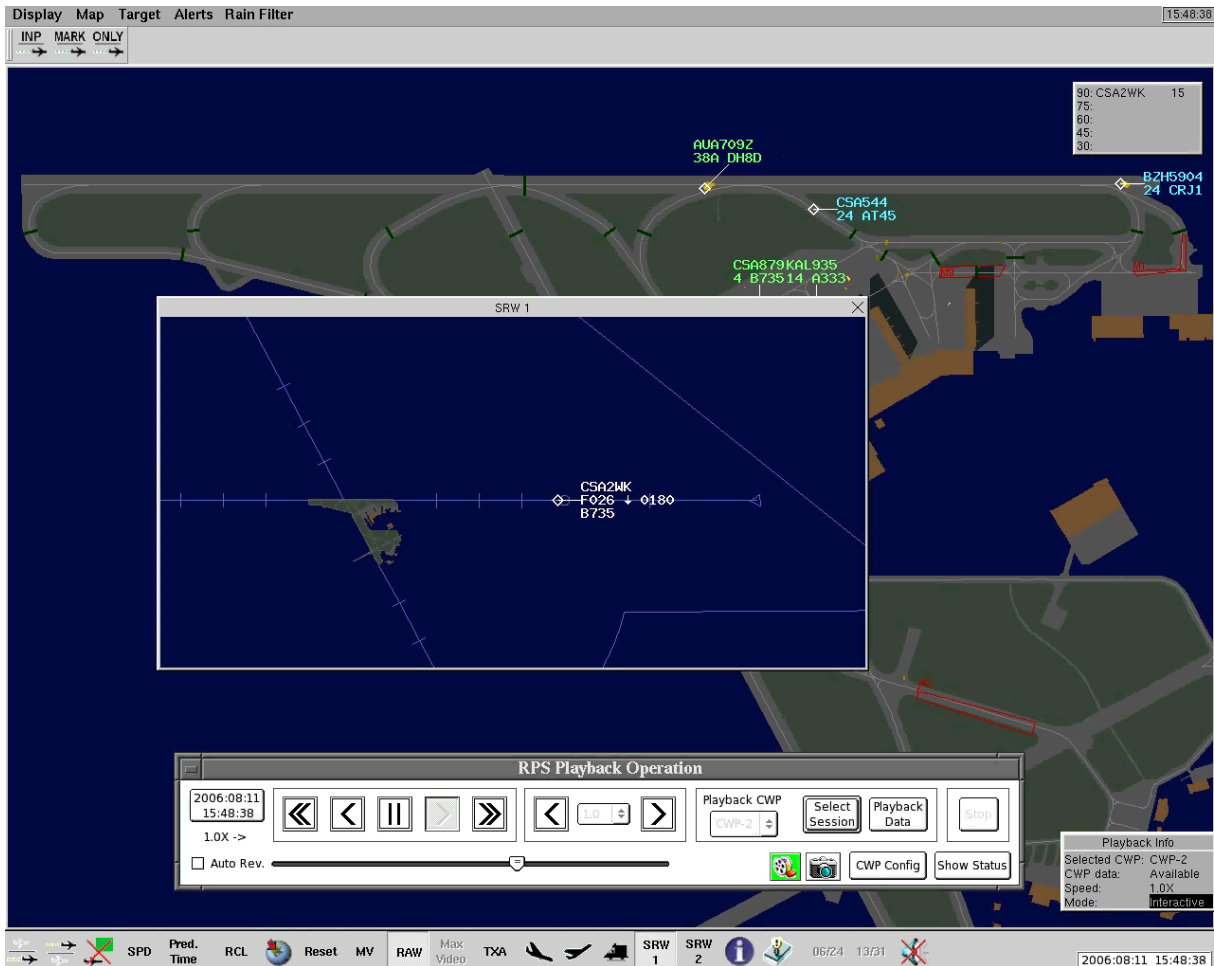
1. Factual Information
2. Analyses
3. Conclusions
4. Safety Recommendations
5. Appendices ( stored with copy No. 1 in AAIL CZ archive )

## 1. Factual information

### 1.1 History of the flight

Communications regarding the incident ran on the frequency 118,1 MHz Ruzyně TWR.

- 15:35:44 - CSA544 was returned from Ruzyně GND frequency into Ruzyně TWR frequency.
- 15:40:23 - BZH5904 was returned from Ruzyně GND frequency into Ruzyně TWR frequency.
- 15:40:45 - BZH5904 reported: „*Holding RWY 24*“  
TWR: „*Report when ready*“.  
BZH5904 „*Ready*“
- 15:46:19 -TWR issued a landing clearance to AUA709Z and approach clearance to CSA2WK.
- 15:47:30 -TWR issued a clearance to CSA544 to enter RWY 24 after the landing flight AUA709Z and to get ready for take-off.  
CSA544 acknowledged.
- 15:47:45 - TWR cleared TIMEAIR 957 to enter RWY 31 from RWY 22 and hold.
- 15:48:26 - TWR issued AUA709Z with landing clearance and instructions to clear RWY to TWY C and contact the Ruzyně GND frequency 121,9.
- 15:48:35 - TWR cleared CSA544 to take-off from RWY 24.
- 15:48:50 - TWR issued an approach clearance to another plane on the long final.
- 15:49:00 - BZH5904 reported „*Ready*“.  
TWR acknowledged.
- 15:49:21 - TWR issued a landing clearance to CSA2WK.  
TWR issued the instruction to BZH5904: „*Stand by, stand by!*“.
- 15:49:31 - TWR changed the landing clearance issued to CSA2WK crew and gave them the instruction to overshoot while maintaining RWY heading and climbing to 3,000 ft.  
CSA2WK acknowledged.
- 15:49:57 - BZH5904 reported „*We are understood, we are cleared for to line up RWY 24*“.  
TWR replied :*It is no right, it is no right. It was CSA570*“.
- 15:50:10 -TWR continued reporting: „*CSA544 it was*“.
- 15:50:20 -TWR passed CSA2WK the instruction to climb to 4,000 ft with heading RWY  
CSA2WK acknowledged.
- 15:50:40 -TWR issued CSA2WK with the instruction to contact Ruzyně Radar on frequency 119,0.  
TWR communicated with another plane on the long final to slow down its speed.
- 15:51:05 -TWR repeatedly cleared BZH5904 to take-off.  
BZH5904 acknowledged.  
TWR instructed BZH5904 to expedite take off.  
BZH 5904 acknowledged and saying they understood the RWY entry had been addressed to them.



Radar screen

## 1.2 Injuries to person

Injury	Crew	Passengers	Other Persons
Fatal	0	0	0
Serious	0	0	0
Light/No injury	0/0	0/0	0/0

## 1.3 Damage to aircraft

NIL

## 1.4 Other Damage

NIL

## 1.5 Personnel information

NIL

## 1.6 Aircraft information

Without effect to occurrence.

## 1.7 Meteorological information

Without effect to occurrence.

## 1.8 Aids to navigation

NIL

## **1.9 Communication**

Transmission TWR LKPR and aircraft was readable.

## **1.10 Aerodrome information**

RWY 24 and RWY 31 were serviceable at the time of question.

## **1.11 Flight recorders and other recording means**

ATC units' recording means were used to check out the radio transmission and aircraft operation on manoeuvring areas.

## **1.12 Incident site**

The incident took place at LKPR Airport.

## **1.13 Medical and Pathological Findings**

NIL

## **1.14 Fire**

NIL

## **1.15 Search and rescue**

NIL

## **1.16 Tests and research**

NIL

## **1.17 Organizational and management information**

NIL

## **1.18 Additional information**

NIL

## **1.19 Investigation Methods**

The investigation into the incident was conducted in accordance with Annex 13.

## **2. Analyses**

- RWY 24 and 31 were serviceable at LKPR Airport.
- EC TWR cleared CSA544 to enter RWY 24.
- EC TWR did not clear BZH5904 to enter RWY 24.
- According to the radar record, BZH5904 commenced to taxi on RWY 24 from TWY A without permission at the time when the landing AUA709Z was in TDZ RWY 24.
- At the time when instructions were being issued to CSA544, this was taxiing on TWY B to RWY 24.
- At this time BZH5904 was on RWY 24.
- At the same time AUA709Z was on TWY C after having left RWY 24.
- CSA took-off after AUA709Z had left RWY 24.
- With regard to the BZH5904 position on THR RWY 24, EC TWR issued a go-around instruction to CSA2WK which was on the final, ca 4 NM.

### **3. Conclusions**

- The BZH5904 airplane entered the active RWY without clearance.
- The cause of the incident was a BZH5904 crew's incorrect reaction to the clearance that had been intended for another aircraft.

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Josef Procházka  
Investigator in-charge

### **4. Safety recommendations**

I leave it to the CZ ATC and operator.

Praha April 27, 2007

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Pavel ŠTRÚBL  
Director