



AIR ACCIDENTS INVESTIGATION  
INSTITUTE  
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**No: 65/05/ZZ**  
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# **FINAL REPORT**

**The investigation of incident of airplanes  
RJ-85 and C 501  
on LKPR (Prague)  
Date of occurrence 9th March 2005**

**Prague  
June 2005**

## The parties of The Final Report

### A) Introduction

Name of the Operator:	Goldeck-Flug	Etail
Manufacturer and Model of Aircraft:	Cessna C 501	RJ 85
Callsign:	GDK109	DAT67N
Place of the incident:	LKPR RWY 31	LKPR RWY 24
Date:	9.3.2005	9.3.2005
Time:	11:26 UTC	11:26 UTC

### B) Synopsis

The 9. March 2005 AAI of The Czech Republic received a message about an incident of aircraft RJ-85 callsign DAT67N, Etail company, during take-off on RWY 24 and C-501, callsign GDK109 Goldeck Flug company, during take-off on RWY 31 on LKPR.

Organization of investigation was started by AAI Czech Republic.

Investigator-in-charge:	Josef Procházka
Investigator:	Radomír Havíř

### C) The Main part of the Final Report contains

- 1) Factual information
- 2) Analysis
- 3) Conclusions
- 4) Safety recommendations
- 5) Appendices ( with copy No. 1, registry AAI CZ)

The Final Report issued 30th.June 2005  
AAI CZ  
Beranových 130  
199 01 Praha 99  
Czech Republic

## 1. FACTUAL INFORMATION

### 1.1 History of the flight

All radiocorrespondation incidental with incident was on frequency 118.1 MHz Ruzyně TWR.

11:24:48 – GDK109 received permission to enter on RWY 31 and wait. GDK109 confirmed.

11:25:23 – DAT67N reported reaching hold position RWY 24. It was confirmed by TWR.

11:25:54 – DAT67N received permission to enter on RWY 24 and wait. DAT67N confirmed.

11:26:24 – TWR issued permission to take-off for GDK109 from RWY 31.

11:26:34 – The permission to take-off, that pointed for GDK109 on RWY 31, DAT67N confirmed and started run-on on RWY 24.

11:26:43 – 11:27:02 – GDK109 requested permission from TWR for its take-off. Its take-off from RWY 31 was confirmed by TWR. GDK109 confirmed it and continued on take-off.

11:27:12 – 11:27:16 - TWR got instruction to DAT67N that hold position, cancel its take-off and repeated instruction to immediately stop.

11:27:17 – DAT67N confirmed and interrupted its take-off.

11:27:44 – TWR got instruction to DAT67N to leave RWY 24 via TWY B.

## 1.2 Injuries to persons

Injurie	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor/None	0	0	0

## 1.3 Damage to aircraft

NIL

## 1.4 Other damage

NIL

## 1.5 Personnel information

NIL

## 1.6 Aircraft information

No effect to incident.

## 1.7 Meteorological situation

No effect to incident.

## 1.8 Aids to navigation

No effect to incident.

## 1.9 Communications

Communication between both planes was readable.

### **1.10 Aerodrome information**

RWY 24 and RWY 31 were in use.

### **1.11 Flight recorders**

NIL

### **1.12 Wreckage and impact information**

The place of incident was an airport LKPR.

### **1.13 Medical and pathological information**

NIL

### **1.14 Fire**

NIL

### **1.15 Survival aspects**

NIL

### **1.16 Tests and research**

There were used ATS tape mediums and record of radio communication for investigation this incident.

### **1.17 Organizational and management information**

NIL

### **1.18 Additional information**

NIL

### **1.19 Useful or effective investigation techniques**

The investigation has been led in accordance with Annex 13.

## **2. ANALYSIS**

There were RWY 24 and RWY 31 used on LKPR.

- TWR permitted enter on RWY 31 to GDK109 and enter on RWY 24 to DAT67N with interval 1 min 6 sec. TWR got instruction stand by for both planes.
- DAT67N on RWY 24 confirmed permission to take-off for GDK109 on RWY 31. GDK109 didn't confirm permission for its.
- Both planes started their take-off.

- GDK109 requested confirmation for its take-off during its run-on 19 sec after permission from TWR. ATS confirmed its take-off.
- TWR got instruction for DAT67N to hold position, cancel its take-off and immediately stop. It was 36 sec after incorrectly confirmation from DAT67N for take-off.
- In running these 36 sec there was radiocommunication between TWR and GDK109 about its take-off from RWY 31.
- TWR got instruction for DAT67N to vacate RWY 24 via TWY B.

### **3. CONCLUSIONS**

- It happened that two airplanes were starting in the same time on RWY 24 and RWY 31.
- The plane on RWY 24, DAT67N confirmed take-off permission which was pointed for plane on RWY 31 and started take-off.
- No reaction from TWR.
- GDK109 requested to affirmation its take-off. TWR got its take-off instruction again.
- Subsequently TWR got instruction to DAT67N for interruption its take-off.
- Plane GDK109 on RWY 31 passed in take-off.
- No good reaction of crew of DAT67N was reason this incident, because take-off permission was given another airplane and delayed reaction TWR originated from situation.

### **4. SAFETY RECOMMENDATION**

It depends on decision of operators and ATS of the Czech Republic.

Praha 28.6.2005