

CIVIL AVIATION AUTHORITY OF MALAYSIA

OCCURRENCE REPORT FORM

Date received (for SMS & Inv. Unit use only)	Media Impounded	Yes	No	IO. (for SMS & Inv. Unit use only)
Occurrence ☒ Loss of Separation ☐ ACAS / TCAS Alert ☐ Level Bust ☐ Ground Incident ☐ Go Around (Inadequate Spacing) (Unstable Approach) (Wx) Vis knots Others _____	Date: <u>9 July 2023</u>		Case No. (for SMS & Inv. Unit use only)	
	Time (UTC): <u>0845</u>		Workload ☐ Low ☒ Normal ☐ High	
	Sector / Position / AOC: <u>1</u>			
	Frequency: <u>118.8 mhz</u>			
	Location of the Incident			
	Fix	Route	In Air Distance <u>5 NM</u>	Closest Distance Horizontal <u>2.5 NM</u> Vertical
	On Ground			
	Runway <u>14 L</u>	Taxiway	Intersection	

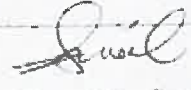
AIRCRAFT INVOLVED:

	Aircraft 1	Aircraft 2
Call Sign	<u>MD 158</u>	<u>THY444</u>
Identification (SSR Code)	<u>A4112</u>	<u>A5106</u>
Aircraft Type	<u>B38m</u>	<u>B77W</u>
	☒ Air Carrier ☐ Military	☒ Air Carrier ☐ Military
	☐ General Aviation	☐ General Aviation
	☐ Other	☐ Other
Departure	<u>WADD</u>	<u>LT FM</u>
Destination	<u>WMKK</u>	<u>WMKK</u>
Actual (FL / Altitude)		
Cleared (FL / Altitude)		
Flight Phase	☒ IFR ☐ VFR	☒ IFR ☐ VFR
	☐ Climbing	☐ Climbing
	☐ Descending	☐ Descending
	☐ Cruise	☐ Cruise
	☐ Holding Pattern	☐ Holding Pattern
	☒ Approach	☒ Approach
Was the aircraft in radar coverage?	☒ Yes ☐ No	☒ Yes ☐ No
Communication with the pilot	☒ Yes ☐ No	☒ Yes ☐ No
Did either pilot report the occurrence?	☐ Yes ☐ No	☐ Yes ☐ No
Occurrence related to ACAS / TCAS	☐ TA ☐ RA ☐ Not Sure	☐ TA ☐ RA ☒ Not Sure
ACAS / TCAS Equipped	☐ Yes ☐ No ☐ Not Sure	☐ Yes ☐ No ☒ Not Sure
*Did either pilot ask for traffic information?	☐ Yes ☒ No	☐ Yes ☒ No
*If 'Yes', was it before manoeuvring?	☐ Yes ☐ No	☐ Yes ☐ No
Observed pilot response:	☐ Descent ☐ Climb	☐ Descent ☒ Climb
	☐ Turn ☐ No Response	☐ Turn ☐ No Response
Was the action taken by the pilot justified in your view?	☐ Yes ☐ No	☒ Yes ☐ No
Did the occurrence disrupt your activities	☐ Yes ☐ No	☒ Yes ☐ No
Will recorded data become available	☐ Yes ☐ No	☐ Yes ☐ No

Jenima:
10/07/2023

Description of the occurrence:

At early stage THY49A was 13NM and MXD158 at 10NM from touch down. This breakdown separation was continued as the frequency still with approach. 1st contact with both a/c with Lumpur Tower (118.8kHz) the breakdown separation still occurred with 2.5NM separation between a/c. Tower Controller advice THY49A to go around due to closed separation with preceding traffic. AT 4NM Tower Controller instruct THY49A to go around and advice Radar Departure.

Name of the Reportee Adril Pan Mohd Ariffin Signature Designation: PPKTYDate 09-07-2023
(dd-mm-yyyy)

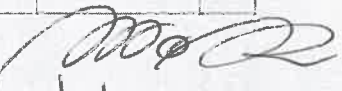
WATCH MANAGER'S SUGGESTION / COMMENT:

ADCI has taken the necessary action by instructing THY49A to go around as the distance between both aircraft reduce to 2.5NM apart.

Based on the observation Lumpur Approach shouldn't have transfer THY49A to Tower as the distance with the preceding traffic MXD158 is at minimum (3NM) and THY49A still at speed that is greater than MXD158.

Suggest ATCO to be relieved from operational duties: Yes ☐ No ☐

ATCO Involved:	Trainee Involved:				
Material Attached:	Controller's Report	Logbook	FPL	Flight Strips	
	Break Shift Roster	NOTAM	METAR		

Name: MOHAMAD REZA BIN MASDOR Signature Designation: TOWER SUPERVISOR (VSPVR) Date 9/7/2023
(dd-mm-yyyy)Forwarded to Safety Officer on 14/7/2023 for investigation.

 Director / Manager

THIRUNAUKARASERAI/L SUPPAN

 Timbalan Pengarah KLIA
 Bahagian Operasi Perkhidmatan Navigasi Udara
 Pihak Berkuasa Penerbangan Awam Malaysia
 64000 KL International Airport

Note: Please tick ✓ where appropriate