



State Commission on Aircraft Accidents Investigation

INCIDENT 2018/0503

RESOLUTION

of 28th March 2023

Type and model of aircraft:	Aeroplane, Learjet 60XR
Registration marks:	SP-CEZ
Date of occurrence:	10 th March 2018
Place of occurrence:	FIR UMMV (Minsk, Belarus)

After considering the final report on the investigation of the incident and the collected documentation presented by the Investigating Entity, acting pursuant to Article 135 of the Act of July 3, 2002. - Aviation Law (with further amendments) and § 18 of the Regulation of the Minister of Transport of 18 January 2007 on Aviation Accidents and Incidents (with further amendments), the State Commission on Aircraft Accidents Investigation determined that:

1. The course of the occurrence was as follows:

The crew, composed of an instructor pilot and a trainee pilot, conducted a training flight (Line Training) with a Learjet 60XR aircraft with the call signs SP-CEZ. The flight was performed along the route from EDDN Airport (Nuernberg, Germany) to UMMS Airport (Minsk, Belarus).

While flying in the UMMV FIR¹, according to IFR, at night (after dusk), at FL 330, the crew was instructed to descend to FL 220. At 18:50 hrs LMT, the pilot flying (instructor) started a descent and monitored the actions of the trainee pilot, who was setting parameters of the descent procedure in the FMS².

After a few seconds, the crew noticed that the airplane speed began to decrease and its altitude was increasing, reaching almost FL 350.

ATCO³ stated that he observed flight parameters transmitted by the aircraft transponder in S Mode and noticed the aircraft climbing instead of descending, as well as the disappearance of its vertical speed data for about 40 seconds. The ATCO was obliged to respond to a 300 ft deviation in the aircraft altitude and ensured that the crew correctly understood the descent instruction.

¹ FIR – Flight Information Region

² FMS - Flight Management System

³ ATCO – Air Traffic Control Officer

The crew confirmed the descent to FL 220, and the instructor aborted the climb and continued the flight as directed by the ATCO. When the aircraft began to descend, its vertical speed value appeared again on the radar imaging label.

The ATCO did not report the deviation in altitude, concluding that there was a momentary incorrect indication of the information received from the aircraft transponder. A similar conclusion was drawn after reassessment of the incident by ANSP⁴ of Belarus. There were no other aircraft in the vicinity of the SP-CEZ at the time of the incident.

The operator analysis of the trainee pilot performance showed that he had made an error in setting the vertical speed value in the FMS, entering climb instead of descent.

2. Cause of the occurrence:

Incorrect setting of the aircraft vertical speed value in the FMS.

3. Contributing factor:

Inappropriate supervision over the actions of the trainee pilot.

4. The Commission accepted the following preventive measure taken by the organization involved into the occurrence:

Director of Flight Operations of the operator discussed the incident with the involved crew.

5. In addition, the Commission has proposed the following safety recommendations:

Not formulated.

Investigator-in-Charge

SCAAI Chairman

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(signature on original)

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(signature on original)

⁴ ANSP – Air Navigation Service Provider