

Order Paper Questions

[Text]

AIRCRAFT NEAR MISSES

Question No. 2,728—**Mr. Beatty:**

1. For 1980 and 1981, in how many instances did a commercial aircraft pass another aircraft in the air with fewer than 500 feet between them and, in each case (a) what were the aircraft in question, including the origin and destination (b) on what date and at what time did the incident occur (c) was an investigation conducted and, if so, what were the results?

2. Is it a requirement that an investigation take place where near-misses of aircraft occur and, if so, what is the procedure followed?

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): 1. An exact method to determine spacing between aircraft in flight in such critical measurements, does not exist at this time. Normally, Air Traffic Control Services conducts an investigation when aircraft under their control are involved and it is alleged that flight safety may have been jeopardized and/or less than the required minimum separation between aircraft may have existed. Within this process, investigations are conducted into both technical and critical losses of separation.

A technical loss of separation is defined as an occurrence in which less than the authorized separation minimum existed

but no evasive action was considered necessary by the aircraft or controller.

A critical loss of separation is defined as an occurrence in which less than the authorized separation minimum existed and one or both aircraft took evasive action, or would have instinctively done so had there been sufficient time or knowledge of the situation.

For 1980 and until July 1, 1981, of the critical losses of separation recorded, ten involved commercial aircraft which may have passed in close proximity to other aircraft.

See attached list for:

- (a) Aircraft in question; origin and destination.
- (b) Date and time of incident.
- (c) Results of investigation.

2. In all cases of suspected loss of separation or incident, where the involvement of air traffic control is indicated, a team is convened to investigate the occurrence. Such investigations are conducted under specific guidelines and a report is filed accordingly.

Place	(A) Aircraft		(B) Date		(C) Results
Vicinity of Hudson Heights (Quebec)	ST 27 Dorval-Kingston	SW 4 Ottawa-Dorval	Jun. 26/80	0946 L	Human error (forgetfulness) on the part of the air traffic controller.
Vicinity of Victoria (British Columbia)	B737 Seattle-Victoria	BE 90 Local at Victoria	Jul. 4/80	1009L	Air traffic controller counselled by United Management regarding adherence to procedures.
Near Toronto Airport (Ontario)	L1011 Landing Toronto	MO 21 Landing Toronto	Sept. 6/80	1327L	Procedures revised and the air traffic controller counselled by Unit Management prior to return to duty.
Vicinity of Thunder Bay (Ontario)	DC 9 Toronto-Thunder Bay	BE 90 Local at Thunder Bay	Oct. 15/80	1450L	Air traffic controller counselled by Unit Management on control service prior to return to duty.
Vicinity of Broadview (Saskatchewan)	B727 Vancouver-Winnipeg	C500 Regina-Winnipeg	Nov. 7/80	1200L	Internal procedures revised and air traffic controller counselled by Unit Management prior to return to duty.
100 miles south of Whitehorse (Yukon)	B737 Whitehorse-Fort Nelson	B747 Anchorage-New York	Nov. 28/80	2002L	Pilot error on the part of the B737.
Near Vancouver Airport (British Columbia)	DC 9 Departing Vancouver	C310 Local at Vancouver	Mar. 6/81	2142L	Traffic mix addressed by management and flow control measures initiated. Ground control procedures revised.
Vicinity of Moncton (New Brunswick)	BE 200 Local at Moncton	PARD Local at Moncton	Apr. 22/81	1057L	New inter-unit agreement reviewed and implemented. Co-ordinator position installed in control tower.
Vicinity of Empress (Alberta)	DA 10 Winnipeg-Calgary	C500 Regina-Calgary	Apr. 30/81	1655L	Direction issued to air traffic controllers to comply with existing separation minima.
Near Quebec Airport (Quebec)	DC 9 Landing Quebec	DHC 2 Departing Lac St. Augustin	May 15/81	1520L	Procedures published for traffic operating from Lac St. Augustin and, air traffic controller counselled by Unit Management regarding control practices prior to return to duty.