

**NOTIFICATION OF AVIATION OCCURRENCE**

E-mail: BG-SIA@ntib.bg; Tel: +359889601266
9, Dyakon Ignattii Street, 1000 Sofia, Bulgaria

a) for accidents the abbreviation ACCID, for serious incidents INCID;	Serious incident		
	Aircraft 1	Aircraft 2	Aircraft 3
b) manufacturer	Airbus SE	Boeing	Boeing
model	Airbus A320-251N	Boeing 737-86J	Boeing 737-8AS
nationality	France	USA	USA
registration marks	TC-NBO	C-GOWG	SP-RKW
serial number	08048	37757	44807
of the aircraft;			
c) name of owner,	Pegasus Hava A.s		Ryanair
operator	Pegasus Hava A.s	Smartwings	Buzz
and hirer			
if any, of the aircraft			
d) qualification of the pilot-in-command	N/A	N/A	N/A
nationality of crew	N/A	N/A	N/A
nationality of passengers	N/A	N/A	N/A
e) date and time UTC	August 07, 2024, 4:45		
local time or UTC	August 07, 2024, 7:45		
of the accident or serious incident;			
f) last point of departure and point of intended landing of the aircraft;	LTAI-EDDB	LKPR-LBWN	LZIB-LBBG
g) position of the aircraft with reference to some easily defined geographical point, and latitude and longitude	10 NM South from point RASUB 435844N 0252506E		
h) number of crew and passengers; aboard, killed and seriously injured; others, killed and seriously injured;	Persons on Board		
	Crew	Passenger	Others
	On board		
	Fatal		
	Serious		
	Minor		



i) description of the accident or serious incident, and the extent of damage to the aircraft so far as it is known;	<p>On 7 August 2024, Airbus A320-251N aircraft, registration TC-NBO and call sign PGT4WR of Pegasus Hava A.s performing flight LTAI-Antalya- EDDB Berlin-Schonefeld was cruising at FL320 in the Bulgarian airspace under the control of family sector VBL of the Sofia Area Control Centre (ACC).</p> <p>The aircrafts, Boeing 737-86J, registration SP-RKW, operated by Ryanair, and call sign RYR34YD, performing flight LZIB Bratislava-LBBG Burgas and Boeing 737-8AS, registration C-GOWG, operated by the Smartwings, call sign TVS5PS, performing flight LKPR Praha-LBWN Varna.</p> <p>Bucharest ACC transfer TVS5PS in the area of Control Transfer Point RASUB crossing FL 339 in the descent at FL330. The flight crew established radio communication with the ATCO from Sofia Area Control Centre when in a position about 3NM after RASUB to the southeast. At this time, the RYR34YD (8 NM northwest of the RASUB) is also established radio communication with ATCO Sofia Control, crossing FL339 in descent to FL330 instead of 10 NM before overflying RASUB and FL310 (According to the Sofia ACC-Bucharest ACC Letor of Agreement "D.3.2.1 The traffic with destination within SOFIA FIR shall be transferred 10NM before overfly RASUB at FL310 or below, unless otherwise verbally coordinated."</p> <p>After an instruction issued by ATCO both aircraft (TVS5PS and RYR34YD) started descent to flight level 250. At 04:43 h UTC, SATCAS generated visual indication in bright red colour with sound alarm for Short Term Conflict Alert (STCA) between a PGT4WR, at FL320 and a TVS5PS crossing FL329 in descent.</p> <p>TCAS activated in both aircraft, the flight crew of PGT4WR was instructed to descent, the flight crew TVS5PS was instructed to climb. However, now the crew of PGT4WR received a TCAS resolution advisory due to traffic below RYR34YD. The crew of PGT4WR completing the TCAS RA for the climb too and the crew of RYR34YD completing the TCAS RA for the descent.</p> <p>The closest point of approach between the aircraft PGT4WR and RYR34YD was 1.54 NM horizontally and 900 ft vertically.</p>
j) an indication to what extent the investigation will be conducted or is proposed to be delegated by the State of Occurrence;	Bulgarian AAIB will conduct a safety investigation.
k) physical characteristics of the accident or serious incident area, as well as an indication of access difficulties or special requirements to reach the site;	
i) identification of the originating authority and means to contact the investigator-in-charge and the accident investigation authority of	9, Dyakon Ignatii Street 1000 Sofia Bulgaria Air, Maritime and Railway Accident Investigation National Board BG-SIA@ntib.bg



the State of Occurrence at any time;	
m) presence and description of dangerous goods on board the aircraft.	None
Operation Type (If information is available)	Commercial Air Transport-Passenger-Airline
Level of damage to aircraft (If information is available)	
The State of Occurrence shall forward a notification of an accident or serious incident with a minimum of delay and by the most suitable and quickest means available to: a) the State of Registry; b) the State of the Operator; c) the State of Design; d) the State of Manufacture; and e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg.	