

load / easy / proceed / initiated / about / slightly / notice / switching / dense / uncertain / uneventful / dealing / intersection / cleared / understand / approaching / frequency / sight / operated / according / lining up / lay-out / aligned / during / due / visual field / necessary / responded / managing / promptly / account / leading / reported / traffic / final / requested / bar / tempo / lights / departure / reaching / correctly / clearance / operations / instruction / out / front / at / maintains / roll / if / clarification / soon / responded

### Summary of the event

On 5 October 2016, an EMB195 aircraft of Air Dolomiti (Flight Number DLH4TX), 1) \_\_\_\_\_ on behalf of Lufthansa from Brussels to Munich, was preparing for 2) \_\_\_\_\_ from Runway 07R.

DLH4TX was 3) \_\_\_\_\_ late and the crew, during push-back, 4) \_\_\_\_\_ to depart from the C5 5) \_\_\_\_\_ of Runway 07R. The Ground controller 6) \_\_\_\_\_ by giving a taxi route 7) \_\_\_\_\_ to the C6 intersection. The crew did not 8) \_\_\_\_\_ immediately the taxi route received 9) \_\_\_\_\_ to the rapid speaking 10) \_\_\_\_\_ and the crew requested 11) \_\_\_\_\_. The crew reported that the ground 12) \_\_\_\_\_ was quite busy.

The Captain was 13) \_\_\_\_\_ the controls, while the First Officer was 14) \_\_\_\_\_ with the communication. The first officer reported high work 15) \_\_\_\_\_ during taxi 16) \_\_\_\_\_ due to the “unfriendly airport 17) \_\_\_\_\_” and taking into 18) \_\_\_\_\_ that it was night. Both captain and first officer were listening 19) \_\_\_\_\_ the same radio frequency.

Upon 20) \_\_\_\_\_ the C6 intersection, the airplane stopped before the stop 21) \_\_\_\_\_ that was lit. After 22) \_\_\_\_\_ to the Tower frequency, the crew received the 23) \_\_\_\_\_ “line up and wait” for Runway 07R and the first officer read back the instruction 24) \_\_\_\_\_. The stop bar 25) \_\_\_\_\_ dimmed, allowing the airplane to 26) \_\_\_\_\_.

Another airplane, an A320 operated by Aer Lingus (Flight Number EIN638), was in 27) \_\_\_\_\_ approach for landing on Runway 01.

It was 28) \_\_\_\_\_ to land by Brussels Tower after DLH4TX received the instruction for 29) \_\_\_\_\_ on the crossing runway (07R).

The DLH4TX captain 30) \_\_\_\_\_ the taxiway centerline lights were not 31) \_\_\_\_\_ to follow from the intersection 32) \_\_\_\_\_ line-up. When entering Runway 07R, the captain was 33) \_\_\_\_\_ of their position and asked the first officer 34) \_\_\_\_\_ they were on the Runway. The crew looked to the left and right and reported no traffic in 35) \_\_\_\_\_. During the line-up, the crew stated they had an optimum 36) \_\_\_\_\_ of Runway 01 and again did not 37) \_\_\_\_\_ any landing light in sight.

Further, when 38) \_\_\_\_\_ on Runway 07R, the captain asked the first officer whether they received the take-off 39) \_\_\_\_\_ to which the first officer answered positively.

40) \_\_\_\_\_ to the Tower controller and the supervisor, the 41) \_\_\_\_\_ at the moment of the incident was not 42) \_\_\_\_\_. The Tower controller was 43) \_\_\_\_\_ the landings on the 01 as well as the take-offs on the Runway 07R. Specifically for the line-ups from C6, the controller 44) \_\_\_\_\_ eye contact with aircraft, because of the short reaction time 45) \_\_\_\_\_ in case of incident. He stated his 46) vision of the aircraft was good.

The crew of DLH4TX stated that they 47) \_\_\_\_\_ the take-off run as 48) \_\_\_\_\_ as they were lined-up. They did not see EIN638 49) \_\_\_\_\_, being concentrated on the take-off from Runway 07R in 50) \_\_\_\_\_ of them.

The crew of EIN638 noticed DLH4TX starting to 51) \_\_\_\_\_ and was 52) \_\_\_\_\_ to call ATC when the Tower controller, who had visual contact with both aircraft, 53) \_\_\_\_\_ instructed EIN638 to go around. EIN638 54) \_\_\_\_\_ immediately.

EIN638 eventually made an 55) \_\_\_\_\_ landing in EBBR.