

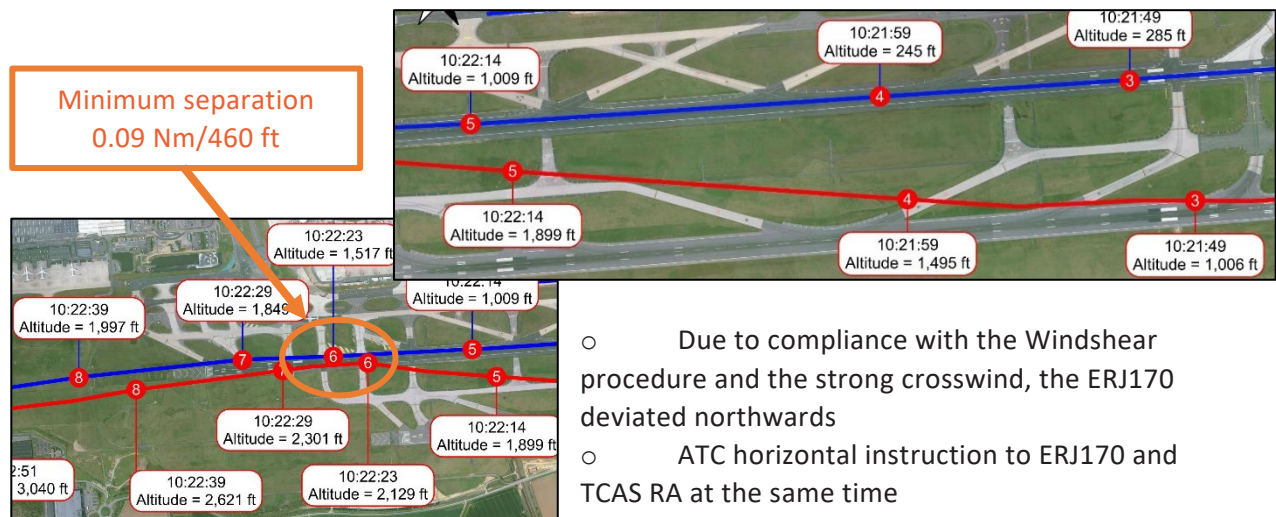
[Serious incident to the Embraer ERJ170 registered F-HBXK and to the Airbus A320 registered OO-SNE on 21/10/2020 at Paris - Charles de Gaulle](#)

The summary below focuses on flight crew operational procedures.

Windshear warning on final approach, flight path deviation during the missed approach, abnormal proximity with an aeroplane taking off from a parallel runway, TCAS RA

SCENARIO

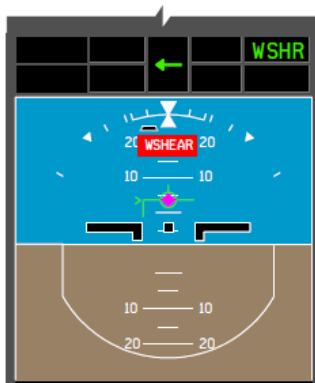
- Landing and take-off operations on parallel runways/Strong cross wind/turbulence
- ERJ170 at 500 ft on short final/A320 cleared for take-off
- ERJ170 at 200 ft → Windshear warning → WSHR procedure (TLA MAX/pitch up/wings level)
- Warning stopped passing 580 ft in climb
- End of windshear announced by PM passing 1000 ft
- WSHR procedure continued up to 1,500 ft (as per operator's SOP)



- Due to compliance with the Windshear procedure and the strong crosswind, the ERJ170 deviated northwards
- ATC horizontal instruction to ERJ170 and TCAS RA at the same time
- TCAS RA followed

CONTRIBUTING FACTORS

- Windshear procedure continued up to 1,500 ft/even if windshear no longer present → Operator's SOPs modified



SAFETY LESSONS

TCAS phraseology

- Workload + the rapid unfolding of events → ambiguous non-standard TCAS phraseology (past tense) → high impact on ATC situational awareness

PM's role in windshear

- To be expanded with more details in OPS Manuals: monitoring of instruments, calling out deviations and calling out end of windshear