

FINAL INVESTIGATION REPORT



SERIOUS INCIDENT OF RUNWAY INCURSION BY
PIA367 B-738, REG NO. TCABP ISLAMABAD –
KARACHI ON 25TH FEBRUARY, 2017

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INVESTIGATION INTO SERIOUS INCIDENT OF RUNWAY INCURSION BY PIA367 B-738, TCABP ISLAMABAD – KARACHI ON 25TH FEBRUARY, 2017

Synopsis

On 25th February, 2017 M/s. PIAC Flight No. PIA367 B-738 Reg. No. TCABP from Islamabad to Karachi, while taxiing out, the aircraft crossed holding point and entered Runway 30. Due to which, M/s PIAC Flight No. PIA352, A320 Reg. No. AP-BLY Quetta to Islamabad, while established on final Runway 30 had to go around from 200ft AGL.

The serious incident was reported in daily IOU report for the period 250500LT to 260500LT, February, 2017 (**Appendix 'A'**). Memorandum was issued vide letter No. HQCAA/1901/390/SIB/ dated 06th March, 2017 (**Appendix 'B'**).

All available evidences were analyzed at SIB. Significant findings and recommendations of SIB are as under:-

1. FACTUAL INFORMATION

- 1.1 **History of Flights.** M/s PIAC Flight No. PIA367 B-738 Reg. TCABP from Islamabad to Karachi, while taxiing out, crossed holding point and entered Runway 30. M/s PIAC Flight No. PIA352, A320 Reg. AP-BLY Quetta to Islamabad, while established on final Runway 30 had to go around from 200ft AGL.
- 1.2 **Injuries to person(s).** No injury was reported on board to any of the passengers.
- 1.3 **Damage to Aircraft.** No damage occurred due to this incident to any aircraft.
- 1.4 **Flight Crew Information.** Not Applicable.
- 1.5 **Aircraft Information**
 - 1.5.1 **M/s PIAC (PIA367)**

Aircraft Make	:	Boeing
Type of Aircraft	:	B-738
Aircraft Registration	:	TCABP
Sector	:	Islamabad to Karachi
Flight Conditions	:	taxiing out
 - 1.5.2 **M/s PIAC (PIA352)**

Aircraft Make	:	Airbus
Type of Aircraft	:	A-320
Aircraft Registration	:	AP-BLY
Sector	:	Quetta to Islamabad
Flight Conditions	:	Final Runway 30
- 1.6 **Meteorological Information.** No significant weather was reported at operating altitude at the time of occurrence.
- 1.7 **ATC Tape Extracts.** Audio tape extracts (**Appendix 'C'**) were obtained for detailed analysis.

1.8 **Resumption of Navigation by Aircraft.** Post occurrence, the aircraft continued for their respective destination.

1.9 **Sequence of Events.**

1.9.1 At 11:08 UTC PIA352 contacted Tower and intimated that it was established on ILS RWY-30. In response Tower Controller advised PIA352 to continue approach and passed her traffic information of company ATR rolling for departure, which was acknowledged by the aircraft.

1.9.2 At 11:09 UTC Tower Controller cautioned PIA352 for the birds and passed her the landing clearance, which was read back by the aircraft.

1.9.3 At 11:09 UTC PIA367 requested TAXI. In response BBIAP Islamabad Tower Controller advised aircraft to taxi to holding point RWY-30 via TWY 'A' and cautioned aircraft to hold short of RWY and passed Traffic information as Company A-320 approaching 3NM from touchdown, which was acknowledged by the aircraft.

1.9.4 At 11:10 UTC Tower Controller again intimated PIA367 to hold short of RWY ON 'A'.

1.9.5 At 11:11 UTC PIA352 intimated Tower that she is going round, Tower Controller acknowledged and advised PIA352 to continue RWY heading till passing 3500ft.

1.9.6 On query from Tower, PIA352 intimated that other aircraft was very close.

1.9.7 After getting it verified through Follow Me Van, Tower Controller cleared PIA367 to enter, back track and line up RWY-30 and to advise when ready for departure, which was acknowledged by aircraft.

2. FINDINGS

2.1 Tower Controller Issued Taxi Clearance to PIA367 up to Holding point Runway-30.

2.2 Tower Controller advised twice PIA367 to hold short of RWY and passed Traffic information that Company A-320 was approaching 3NM from touchdown, which was acknowledged by the aircraft.

2.3 M/s PIAC was requested to approach cockpit crew of PIA367 for explaining the reasons for crossing holding point in spite of clear instructions issued from Tower Controller "to TAXI to holding point RWY-30" with twice caution, "to hold short of RWY along with traffic information about landing aircraft" and acknowledgment by PIA367. But no reply was received.

2.4 After confirming that aircraft has crossed holding point RWY-30 (about 10-20 feet short of Runway), Tower Controller cleared PIA367 to enter back track and line up RWY-30 and to advise when ready for departure, which was acknowledged by the aircraft.

2.5 PIA367 departed at 1118 UTC.

2.6 PIA352 after re-vectoring landed at 1126 UTC.

2.7 PIA367 admitted her fault for crossing holding point RWY-30.

3. Cause of Occurrence

- 3.1 Cockpit crew of PIA367 did not comply with TAXI instructions properly and entered Runway without being cleared, when PIA352 was on short finals (ILS approach) RWY-30 for landing.

4. SAFETY RECOMMENDATION

- 4.1 M/s PIAC to brief her cockpit crew for emphasizing on strict compliance of the ATC Instructions.