

NO.HQCAA/1901/209/SIB



CIVIL AVIATION AUTHORITY

**AIRCRAFT INCIDENT INVESTIGATION M/S PIAC
BOEING -737 REG.NO.AP-BCF WHICH OCCURRED
ON 26TH JULY, 1996**

AT

SUKKUR AIRPORT.



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INVESTIGATION REPORT IN RESPECT OF INCIDENT TO
M/S PIAC BOEING 737 AIRCRAFT OCCURRED AT SUKKUR
ON 26TH JULY, 1996

INTRODUCTION

1. On 26th July, 1996 M/s PIAC Boeing-737 aircraft Reg No.AP-BCF while operating PK-396 from Karachi to Sukkur had an incident at Sukkur Airport. The Captain of the aircraft instead of parking at the link taxiway of runway-32 as directed twice by Sukkur ATC went on the central taxiway which was closed vide NOTAM due to repair work in progress. The aircraft was stuck on the central taxiway as it could not proceed further due to a pit in the center of the taxiway and it could not be turned on its power due to narrow width of the central taxiway. As such, the aircraft was switched 'OFF' and all passengers disembarked through normal exits. Subsequently, the aircraft was turned 180 degrees by a tow bar which was sent from Karachi. The flight was delayed by six hours.

INVESTIGATION

2. Prior to departure from Karachi the Captain and the first officer knew that central taxiway at Sukkur was closed for operation due to repair work. Additionally, prior to landing Sukkur ATC at about 1432 PST informed the Captain that aircraft was cleared to land on runway-32 and that after landing the aircraft should turn 180 degrees at the end of the runway and taxi back for parking on link taxiway of runway-32. On Captain's request Sukkur ATC again repeated the above message to which
/the

the captain acknowledged. The aircraft was cleared to land at 1450 PST and landed at 1451 PST. After landing at about 1452 PST Sukkur ATC again informed the Captain that aircraft should turn 180 degrees, back track at the end and park on link taxiway runway-32 to which the Captain acknowledged. A copy of the ATC transcript is attached as Appendix 'A' to this report.

3. The Captain of the aircraft instead of proceeding to link taxi way of runway-32 brought the aircraft on the central taxiway which was closed for operation. On turning towards the central taxiway the Captain informed the tower that he could see some damage on the taxi track ahead to which the controller replied that the aircraft had come on the wrong taxi track, whereas; it was to be parked at link taxiway of runway-32. The width of central taxi track is about 50 ft on which it was impossible to turn the aircraft 180 degrees under its engine power. Therefore, the Captain decided to switch 'OFF' the engines and all passengers disembarked through normal exits.

4. Due to repair work on central taxi way a NOTAM No. CO259/96 was issued on 18th July, 1996 informing all concerns that central taxi way at Sukkur was closed for F-27 and above category aircraft from 18th July to 15th August, 1996. In accordance with ICAO Annex-14 Chapter 7 Para 7.1.2 Page 97 the closed marking should be displayed on a temporarily closed runway or taxiway or portion thereof, except that such marking may be omitted when the closing is of short duration and adequate warning by air traffic services is provided. A copy of the extract from referred ICAO manual is attached as Appendix 'B' to this report. The Board found that in subject case a class-I NOTAM was issued and the central taxiway was closed for operation for 29 days which falls within the category of short duration. As such, putting CLOSED MARKINGS on the central taxi way was not mandatory. A copy of the NOTAM is attached as Appendix 'C' to this report.

5. At Sukkur normally, B-737 aircraft is parked on the central taxi way in front of the terminal building. However, due to surface deterioration the central taxiway was closed and presently the

/B-737

B-737 aircraft is being parked at link taxiway of runway-32 as Sukkur airport apron can accommodate only ONE F-27 aircraft and that B-737 aircraft cannot be parked on the apron due to its low LCN. A detailed sketch of Sukkur Airport is attached as Appendix 'D' to this report.

6. In view of the heavy traffic at Sukkur the Defence Minister during his visit to Sukkur had directed the GM (Works) on 13th July, 1996 to undertake repairs of the central taxi track on priority. Due to the urgency of the work GM (Works) had initiated a 'SPECIAL WORK' case for subject repair and had asked Frontier Works Organization for its cost evaluation vide letter No. CAA/GM W(Sindh)6006(W-102)SUK/410/A dated 18th July, 1996 stressing that the job was to be completed on emergency basis. FWO after survey of the repair work which involved an area of about 2700 Sq ft informed CAA vide letter No.607/Gen/JAEB dated 27th July, 1996 that subject work could be completed at an estimated cost of Rs.5,76000/- and CAA has given its consent to the cost estimate vide letter No.CAA/438/A dated 28th July, 1996. The Board found that CAA authorities had initiated actions in time as desired by the Defence Minister. Copies of the referred letters are attached as Appendix 'E', 'F' and 'G' to this report.

7. Presently, the taxiways at Sukkur Airport are not designated alphabetically. The Board observed that at all major airports in Pakistan like Karachi, Lahore, Islamabad, Multan, Faisalabad, Quetta etc taxiways are designated alphabetically. Sketch extracts from the Jeppesen chart of referred airports are attached as Appendix 'H' to this report. The Board is of the view that taxi ways at all airports in Pakistan should be designated alphabetically to ensure standardization and to avoid confusion.

/conclusion

CONCLUSION

8. Findings:-

8.1. The Board finds that:-

8.1.1. M/s. PIAC Boeing-737 aircraft Reg No.AP-BCF operating PK-396 from Karachi to Sukkur was cleared to land at Sukkur on runway-32 at about 1448 hrs PST.

8.1.2. Prior to landing the Captain was informed by the ATC that after landing he should turn 180 degrees at the end of the runway, taxi back and park on Link taxiway of runway-32. The Captain confirmed ATC instructions.

8.1.3. After the aircraft landed at about 1451 hrs the ATC controller again informed the Captain of the aircraft that he should turn 180 degrees at the end of the runway, back track and park on the link taxiway of runway-32.

8.1.4. The Captain instead of going to the link taxiway at the end of runway-32 turned on the central taxiway where repair work was in progress and a pit measuring 25 x 25 ft had been dug in the center of the taxi track.

8.1.5. The aircraft switched-off on the central taxi track as turning 180 degree was not possible under its own power due to less width of the taxiway.

8.1.6. No flag or marking boards or restriction was placed at the entrance from runway to the central taxiway indicating that repair work was in progress.

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- 8.1.7. In accordance with Chapter 7 para 7.1.2 of ICAO Annex-14 CLOSED MARKING are not mandatorily required on a temporarily closed runway or taxiway or portion thereof when the closing is for short duration.
- 8.1.8. M/s. PIAC at Sukkur does not have any tractor or tow bar for B-737 aircraft. As such, the aircraft could not be turned till such time tow bar was received from Karachi and the aircraft was towed by a tractor borrowed from Agriculture Department. Therefore, the flight was delayed by about six hours.
- 8.1.9. M/s. PIAC staff at Sukkur tried to tow the aircraft through Katcha surface at the shoulder of the central taxi track using ropes with ground power which was correctly stopped by the Airport Manager.
- 8.1.10. Central taxiway was closed for category F-27 aircraft and above and a NOTAM was issued on the subject on 18th July, 1996 reminding all concerns about closure of central taxiway.
- 8.1.11. Present parking space available at Ramp in front of the terminal building can accommodate only one F-27 aircraft and B-737 aircraft is parked at the link taxiway at the runway end from where the passengers are brought to the terminal building in two small busses (coasters). This arrangement is not satisfactory as the passengers have to wait for long time in intense heat.
- 8.1.12. M/s PIAC operates B-737 flight daily to Sukkur and the aircraft under the circumstances is parked at the Link taxiway of runway-32.
/prior

- 8.1.13. Prior to the subject flight Captain Junaid Abbasi had operated B-737 aircraft flight to Sukkur on 3rd July, 1996 and the aircraft was parked at the Link taxiway of run way-32.
- 8.1.14. On 13th July, 1996 the Defence Minister during his visit at Sukkur airport had directed GM (Works) to under take repair work of central taxi track as soon as possible.
- 8.1.15. Keeping the urgency of the work GM (Works) raised a special work and wrote for its cost evaluation to Frontier Works Organization vide letter No. CAA/GMW(Sindh) 6006 (W-102) SUK/410/A dated 18th July, 1996 stressing that job to be completed on emergency basis.
- 8.1.16. The FWO after survey of the repair work involved informed CAA vide letter No.607/Gen/JAEB dated 27th July, 1996 that subject job could be completed at an estimated cost of Rs: 5,76000/- and CAA has given its consent to the cost estimates submitted by FWO vide letter No.CAA/438/A dated 28th July, 1996.

9. Recommendations

9.1. In view of the findings following recommendations are made:-

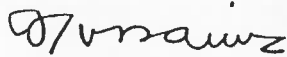
- 9.1.1. Disciplinary action under Civil Aviation Rules 1994 be instituted against Captain Junaid Abbasi ALTP No. 751 for operating the aircraft negligently, for not following the ATC instructions, and failure to follow the Standard Operating Procedures. Rules 89(1);

119(2); 120; 220 and 240(1) Of Civil Aviation Rules 1994 are applicable.

9.1.2. Disciplinary action under Civil Aviation Rules 1994 be instituted against Co-pilot Sheikh Ikramullah CPL Lic No.1236 for failure to follow the Standard Operating Procedures. Rule 191 of Civil Aviation Rules 1994 is applicable.

9.1.3. M/s. PIAC management must ensure that a tow bar is available at locations where B-737 aircraft operates.


(SAJJAD AHMED)
Investigator


(JAMAL HUSSAIN)
Investigator Incharge

19/12 August, 1996