

INVESTIGATION REPORT ON THE LANDING OF GOVERNOR
PUNJAB AIRCRAFT CESSNA-441 REG.MK. AP-BCQ ON
3-1-1987 WHEN AIRFIELD WAS BELOW MINIMA

MEMORANDUM: HQ CAA/1901/80/AIB

dated 7-1-1987 (App."A")

1. Aircraft Information

1.1. Registration Marking	AP-BCQ
1.2. Aircraft type & Marking	Cessna-441
1.3. Certificate of Registration	Valid
1.4. Certificate of Airworthiness	Valid
1.5. Certificate of Maintenance	Valid
1.6. Name & Address of Owner	Governor's Fleet of Aircraft Lahore
1.7. Centre of gravity	within limits
1.8. Defects	No defects reported

2. Crew Information

2.1. Pilot-in-Command	Lt.Col. M.Saleem
2.2. Position in Cockpit	Capt. (Left)
2.3. Date of Birth	2.1.1949
2.4. Type and No. of Licence	CPL 1317
2.5. Medical date with status	10-8-1986 Fit
2.6. Rating:-	
Types held	320-C, G.COMD 680 F(L),441-C
Types Current	320-C, G.COMD 680 F(L).441-C
Assist/F.I.Rating	Nil
Check Rating	Nil
Instrment Rating	Valid
2.7. Flying Experience	
Grand Total	3467.15
Total in Command	2992.10
Total in Command on the type accident/incident occurred	190.40
Where trained	Army Aviation Base Dhamial & U.S.A. (Cessna Co)
Date of Joining the Org	23rd May, 1983

3. Summary of Incident

3.1. Cessna-441 bearing Nationality & Registration Marks AP-BCQ departed Lahore for Multan at 0930 PST with Governor of Punjab on board. Fifteen minutes prior to the estimated time of arrival, the pilot was informed that the airfield was below minima. M/S PIAC scheduled passenger flight No. PK-333 was also informed that the airfield was below minima. He was advised to divert to Lahore.

3.2. AP-BCQ attempted an I.L.S approach. He came in contact with the runway and executed a landing at Multan.

4. Meteorological Condition

4.1. Visibility 500 meters due fog at 1000 PST.

4.2. Airfield was declared below minima [APP - B].

5. Radio Navigation and Landing Aids

5.1. All aids were operating normal.

5.2. Radio Navigation & Landing aids were not a factor.

6. Communication

6.1. Pilot remained in contact with ATC on VHF/RT.

6.2. Communication was not a factor.

7. Aerodrome & Ground Facilities

7.1. Runway at Multan is 9000' x 100'.

7.2. A V.D.R and an I.L.S is available at this airfield.

7.3. Facilities were more than adequate for an aircraft of this category.

7.4. Aerodrome & Ground Facilities were not a factor.

8. Flight Recorders

8.1. There is no requirement of flight recorders on aircraft of this weight category.

9. Test & Research

9.1. Not required.

10. Investigation

10.1. Col Salim departed Lahore in Cessna 441 bearing Nationality & Registration Marks AP-BCQ on an Instrument Flight Rules (I.F.R) flight plan. The flight was uneventful till fifteen minutes prior to the arrival.

10.2. When aircraft was fifteen minutes short of its E.T.A, the pilot was informed that the airfield was below minima. He requested Multan ATC to cancel his I.F.R flight plan [APP - C para 3 sentence 3].

10.3. A pilot can request for the cancellation of I.F.R. Flight plan when visual meteorological condition (V.M.C) exist.

Pilot of AP-200 should have known that in limiting visibility he could operate under I.F.R only. This indicates ignorance of Civil Aviation Rules 1978 on part of the pilot.

10.4. Rule 297 sub rule 3(1) states:-

'An aircraft shall not -...- land or make an approach for the purpose of landing at an aerodrome when any element constituting the meteorological minima for landing is less than that determined for that aerodrome except in case of an emergency' (APP - D).

10.5. Meteorological minima established for Multan is 500 m.

10.6. A pilot may not land at an airfield except when he is in dire emergency and immediate landing is imminent. The pilot did not declare emergency before or after landing.

10.7. This landing is considered a violation of the Civil Aviation Rules 78 mentioned at para 10.3 above.

10.8. Philosophy behind rule 297 sub rule 3(i) of the Civil Aviation Rules 78 is based on apprehension that, weather being natural phenomena, the visibility may deteriorate during any phase of approach. It is likely that the deterioration could occur at a stage when it may not be possible to execute an overshoot without jeopardizing safety of persons and property.

10.9. With a VIP on board, the pilot should add responsibility. Pilots engaged in such operations are expected to exercise greater care and take no chances.

10.10. The pilot has stated that the A.T.C permitted a helicopter to carry out circuits and landings. He has expressed that the helicopter should not have been permitted for such operation.

10.11. This helicopter was on local flight carrying out circuits and landing. The helicopter flying is different from fixed wing operations. It could carry out such exercise in visibility conditions which are not favourable to fixed wing aircraft.

11. Cause

11.1. The pilot attempted and executed a landing when weather condition were below minima.

12. Recommendation

12.1. The pilot be advised to exercise greater care when meteorological condition at an airfield are below minima.

Dated: 22-6-87