

FINAL INVESTIGATION REPORT



SERIOUS INCIDENT OF RUNWAY INCURSION BY
QTR633 A333, REG. NO. A7AEN, ISLAMABAD – DOHA
ON 15TH SEPTEMBER, 2016

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INVESTIGATION INTO THE SERIOUS INCIDENT OF RUNWAY INCURSION BY QTR633 A333, REG. NO. A7AEN, ISLAMABAD – DOHA ON 15TH SEPTEMBER, 2016

SYNOPSIS

On 15th September, 2016 M/s Qatar Airways Flight No. QTR633 (A333, Reg. No. A7AEN) operated from Islamabad to Doha, while taxiing out at 22:23 (UTC), crossed holding point and entered Runway - 30 due to which, M/s Turkish Airline Flight No. THY710M (A332, Reg. No. TCJIM) from Istanbul to Islamabad, which was established on Final Runway - 30 had to be re-vectored for ILS approach Runway - 30 to adjust the traffic. The incident was reported in daily IOU Report for the period 140500LT to 150500LT September, 2016 (**Appendix 'A'**). Notification was issued vide letter No. HQCAA/1901/385/SIB/514 dated 29th September, 2016 (**Appendix 'B'**) and Memorandum vide letter No. HQCAA/1901/385/SIB/517 dated 30th September, 2016 (**Appendix 'C'**). All available evidences were analyzed at Safety Investigation Board (SIB) of Pakistan. Significant findings and recommendations of SIB are as under:-

1. FACTUAL INFORMATION

- 1.1 **History of Flights.** M/s Qatar Airways Flight No. QTR633 (A333, Reg. No. A7AEN) scheduled flight from Islamabad to Doha. During taxi crossed holding point and entered Runway - 30 due to which M/s Turkish Air Line Flight No. THY-710M (A332, Reg. No. TCJIM) scheduled flight from Istanbul to Islamabad was on final Runway - 30 and had to be re-vectored.
- 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 Qatar Airways (QTR633)

Aircraft Make	:	Airbus
Type of Aircraft	:	333
Aircraft Registration	:	A7AEN
Sector	:	Islamabad to Doha
Flight Conditions	:	Taxing

1.5.2. M/s Turkish Air Line (THY710M)

Aircraft Make	:	Airbus
Type of Aircraft	:	332
Aircraft Registration	:	TCJIM
Sector	:	Istanbul to Islamabad
Flight Conditions	:	Final Approach

- 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 along with Captain's statement (**Appendix 'D' & 'E'**) were obtained for detailed analysis.
- 1.8 **Resumption of Navigation by Aircraft.** Post occurrence, the aircraft continued for their respective destinations.
- 1.9 **Sequence of Events.**
 - 1.9.1. At 22:09 (UTC) Tower controller issued Taxi instructions to QTR633 till holding point Runway-30 via taxiway 'A' which was acknowledged by QTR633.
 - 1.9.2. At 22:11 (UTC) upon query from QTR633 Tower Controller advised QTR633 to hold short of Runway and passed her Traffic Information about Aircraft on 9 NM final Runway - 30.
 - 1.9.3. Up on query, from QTR633, "Understand clear to enter line up Runway – 30". Tower Controller advised "Negative, you were told to taxi holding point Runway - 30."
 - 1.9.4. At 22:12 (UTC) THY710 contacted Tower on ILS Runway - 30, at 9 NM. Tower Controller advised aircraft to continue approach.
 - 1.9.5. QTR633 intimated Tower that she had passed Runway lines, Tower controller advised QTR633 to continue for entering Runway - 30.
 - 1.9.6. Tower Controller coordinated with Radar Controller and advised THY710 to contact Radar 124.9 MHZ.
 - 1.9.7. QTR633 got airborne at 22:17 (UTC).

2. FINDINGS

- 2.1. Tower Controller Issued Taxi Clearance up to Holding point Runway - 30.
- 2.2. QTR633 asked twice with Tower Controller and despite correct read back, the cockpit crew did not understand / comply the taxi instructions.
- 2.3. When QTR633 intimated Tower that they had already crossed the holding point then Tower controller advised QTR633 to enter Runway and coordinated with Radar Controller to adjust THY710 behind QTR633.
- 2.4. QTR633 misunderstood the communication as mentioned in Captain's statement also.
- 2.5. **Cause of Occurrence**
 - 2.5.1. QTR633 did not comprehend the Taxi Clearance properly and entered Runway without being cleared, when another aircraft was on ILS approach for landing.

3. SAFETY RECOMMENDATIONS

- 3.1. M/s Qatar Airways to brief her cockpit crew for carefully understanding the ATC Clearance and following them in true letter and spirit.