

CIVIL AVIATION AUTHORITY
ISLAMABAD AIRPORT

INVESTIGATION REPORT INTO THE INCIDENT
INVOLVING PK-407/090784 AIRCRAFT, REG.
NO. AP-ALN, WHEN THE AIRCRAFT WENT INTO
THE OVERSHOOT AREA, AFTER LANDING

1. INVESTIGATION

1-1	<u>History</u>	Not applicable
1-2	<u>Injuries</u>	Nil
1-3	<u>Damage to aircraft</u>	Nil
1-4	<u>Other damage</u>	Nil
1-5	<u>Crew Information</u>	a. Capt. S. Hashim Raza Gardezi, P-36177 Captain of AP-ALN and b. First Officer Javaid Choudhry P-43365.
1-6	<u>Aircraft Information</u>	PK-407, REG. NO. AP-ALN.
1-7	<u>Meteorological Information</u>	5 Kts. tail wind at Gulgit.
1-8	<u>Aids to Navigation</u>	Not applicable
1-9	<u>Communication</u>	Not applicable
1-10	<u>Aerodrome and ground facilities</u>	Gilgit Airport
1-11	<u>Flight recorders</u>	Not applicable
1-12	<u>Wreckage</u>	Not applicable
1-13	<u>Fire</u>	Not applicable
1-14	<u>Survival aspects</u>	Not applicable
1-15	<u>Tests and research</u>	Not applicable
1-16	<u>Additional data</u>	Not applicable

2. ANALYSIS

- 2-1 Captain S. Hashim Raza Gardezi operated a scheduled Flight PK-407 on 9th July, 1984 from Islamabad to Gilgit. The registered No. of the aircraft was AP-ALN.
- 2-2 The aircraft was overhead Gilgit at 0643 ~~h~~ and carried out a normal approach, but with a higher speed than normal, as stated by Captain S. Hashim Raza Gardezi, First Officer Javaid Choudhry and Mr. Mian Nazir Ahmed, A.T.C.O. (Appendix 'A', 'B' & 'C'). Reported tail wind was 5 Kts. The aircraft after flare out floated for a longer period of time than normal and it touched down at 2700 feet down the Runway as shown in sketch of the incident (Appendix 'F').
- 2-3 After normal selection of ground pitch the brakes were applied but it soon became apparent that the aircraft would not stop in the remaining portion of the Runway. Therefore, "Emergency" brakes were used and the aircraft came to a stand still. During this time the aircraft had gone 25 feet in the pucca over Run area and further 5 feet in kucha portion (Appendix 'H').
- 2-4 The engines were switched off and passengers were off loaded at the same spot (Appendix 'A' & 'B') and nobody on board including crew were hurt/injured and furthermore there was no damage to the aircraft at that time.
- 2-5 The aircraft was pushed back with the help of man power and two trucks/jeep were used. (Appendix 'H').
- 2-6 The Met report was normal (Appendix 'E').

3. CONCLUSION

- 3-1 The aircraft was on a scheduled flight PK-407 on 9th July, 1984 from Islamabad to Gilgit.
- 3-2 The approach was made at a higher speed than the recommended speed and therefore the aircraft floated for a longer period,
 /and touched

and touched down 2700 feet down the Runway 25. (Appendix 'A', 'B', 'C' & 'F'). This was due to Pilot error.

- 3-3 As the normal braking could not stop the aircraft, Emergency brakes were used, and ultimately the aircraft was stopped 30 feet in the over run area out of which 25 feet was pucca overshoot area and 5 feet was the Kucha portion (Appendix 'H').
- 3-4 No one including the crew was hurt/injured.
- 3-5 There was no damage to the aircraft at that time due to this incident.
- 3-6 The weather was normal and the tail wind as reported was 4 to 5 Kts. (Appendix 'F').

4. RECOMMENDATIONS

- 4-1 Although this incident was caused due to Pilot error, but as the Pilot admitted his fault and told the truth this consideration may be taken into account, and such a trait should be encouraged.
- 4-2 A route check should be given to Captain S. Hashim Raza Gardezi by Chief Pilot (N) and fully briefed before he is allowed to operate the flight in the Northern area, independently.
- 4-3 All Pilots may once again be briefed to exercise greatest caution particularly when operating in Northern area, due to its peculiar terrain and non-standard approach at Gilgit.

APPENDIX "H"
(3 PAGES)

PHOTOGRAPHS *Showing where aircraft stopped*
IN OVER-RUN AREA

DIFFERENT
VIEWS

①



②



③



DIFFERENT VIEWS

④



⑤



⑥



AIRCRAFT BEING PUSHED BACK

①



②



③

