

FINAL INVESTIGATION REPORT



SERIOUS INCIDENT OF RUNWAY INCURSION BY
M/S EMIRATES AIRLINE FLIGHT NO. UAE637 B-777
AIRCRAFT, REG. NO. A6ECC PESHAWAR-DUBAI
ON 25TH MAY, 2017

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Synopsis

The serious incident was reported in daily IOU report for the period 250500LT to 260500LT, May, 2017 (**Appendix 'A'**). Memorandum was issued vide letter No. HQCAA/1901/394/SIB/350 dated 06th June, 2017 (**Appendix 'B'**). The incident was notified in accordance with ICAO Annex-13 (**Appendix 'C'**).

On 25th May, 2017 M/s Emirates Airline Flight No UAE637 B-777 Reg. No. A6ECC was scheduled from Peshawar to Dubai; after startup, she was given taxi to holding point runway 35. Pilot acknowledged the call but breached the clearance and crossed holding position. Tower controller immediately stopped UAE637 and instructed the formation of two fighter aircraft on short finals to go around. Pilot of UAE637 admitted his mistake and apologized. UAE637 was recleared to enter the runway and exit via taxiway C as one fighter aircraft was low on fuel. PAF fighters landed at 0426 UTC and UAE637 departed at 0441 UTC. After departure pilot inquired about raising a report, on which tower controller replied in affirmation.

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 Emirates Airline Flight No. UAE637 B-777 Reg. No. A6ECC from Peshawar to Dubai, while taxiing out, crossed holding point Runway 35 in violation of Tower Controller instructions. As a result, formation of two fighter aircraft on short finals Runway 35 had to go around.
- 1.2 **Injuries to person(s).** No injury was reported on board to anyone.
- 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 Emirates Airline** **UAE637**

Aircraft make	:	Boeing
Type of Aircraft	:	B-777
Aircraft Registration	:	A6ECC
Sector	:	Peshawar to Dubai
Flight Conditions	:	taxiing out
 - 1.5.2 **Fighter Formation**

Flight Conditions	:	Final Runway 35
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- 1.6 **Meteorological Information.** No significant weather was reported at the time of occurrence.

- 1.7 **ATC Tape Extracts.** Audio tape extracts (**Appendix 'D'**) were obtained for detailed analysis.
- 1.8 **Resumption of Navigation by Aircraft.** Post occurrence, the aircraft continued for the destination.
- 1.9 **Sequence of Events.**
- 1.9.1 At 0418 UTC, UAE637 was given startup with information to expect holding at holding point runway 35.
- 1.9.2 At 0423 UTC, UAE637 was given taxi to holding point runway 35 via taxiway B, which was acknowledged by the pilot.
- 1.9.3 At 0424 UTC, controller instructed the pilot to hold short of active as the aircraft was observed exceeding the holding point at taxiway B. Formation of two fighter aircraft were on short finals and landing clearance was already issued. However, UAE637 crossed the holding point and as a result fighter aircraft formation was given go around.
- 1.9.4 At 0425 UTC, UAE637 apologized after realizing his mistake (**Appendix 'D'**). The aircraft was cleared to enter runway and vacate via taxiway C for apron due one fighter being low on fuel and requiring priority landing.
- 1.9.5 At 0426 UTC, PAF fighters landed.
- 1.9.6 At 0427 UTC, UAE637 was instructed to taxi to holding point runway 35 via B.
- 1.9.7 At 0434 UTC, UAE637 was cleared to enter and lineup runway 35 for departure.
- 1.9.8 At 0441 UTC, UAE637 was airborne.
- 1.9.9 AT 0444 UTC, aircraft changed over to Cherat Approach.
- 1.9.10 At 0449 UTC, UAE637 again contacted Peshawar Tower to confirm whether controller is raising a report (**Appendix 'D'**). The Tower controller replied in affirmation.

2. FINDINGS

- 2.1 UAE637 was given startup clearance with the instructions to expect holding at holding point. Thereafter, at the time of taxi aircraft was cleared for holding point runway 35. The pilot on both occasions acknowledged the clearance.
- 2.2 However, UAE637 did not stop at the holding point and crossed the holding position. Controller was vigilant in monitoring the aircraft movement and immediately instructed UAE637 to hold short of active runway and simultaneously advised fighter formation on short finals to initiate a go around.
- 2.3 Upon query from ATC, UAE637 apologized for not holding at the prescribed holding point runway 35 and also requested for further instructions. As a response, UAE637 was told to clear the runway as fighters had to land due to low on fuel.

- 2.4 UAE637 was repositioned at holding point runway 35 and took off after landing of fighters.
- 2.5 First the interruption by ATC, followed by go around of fighters and apology by the cockpit crew of UAE637 indicates that UAE637 has violated the ATC instructions.
- 2.6 UAE637, after landing at destination, raised a report contrary to the actual happening (Appendix 'E').
- 2.7 **Cause of Occurrence**
- 2.7.1 Cockpit crew of UAE637 did not comply with taxi instructions properly and crossed the holding position Runway 35 without being cleared.

3. SAFETY RECOMMENDATIONS

- 3.1 M/s Emirates to brief her cockpit crew for emphasizing on strict compliance of the ATC Instructions.
- 3.2 M/s Emirates to ensure that the cockpit crew is briefed for not making false reports.