

REPORT ON THE ALLEGED LANDING ON ROAD NEAR
BHAWALNAGAR BY CESSNA-320 AP-AOJ, WITH
HONOURABLE CHIEF MINISTER PUNJAB ON BOARD

1. A news item appeared in a section of press reporting landing on the 4th December, 1986 on road by Cessna-320 AP-AOJ, owned and operated by the Punjab Government. During this landing, the Honourable Chief Minister of Punjab was on board.
2. On receipt of information mentioned in the preceding paragraph, the Director General ordered investigation into the occurrence exercising the powers vested in him under rule 329 of the Civil Aviation Rules 1978. Capt Farmanuddin the Pilot Chief Investigator was appointed as Investigator Incharge to determine whether or not such an occurrence did take place.
3. Pursuant to his appointment, as Investigator Incharge, Capt. Farmanuddin departed Karachi at 0830 hours by M/s. PIAC scheduled passenger flight No. PK-302, arriving Lahore at 1130 hours.
4. Immediately after his arrival at Lahore the Investigator Incharge recorded statement of Mr. Aqeel Ahmed, the Station Air Traffic Officer (SATO) Lahore Airport. Copies of the Air Traffic Control clearance form and form CA 213 were collected.
5. After completing a session with the Air Traffic Services personnel, Lt. Col. Muhammed Salim, Chief Pilot, Governor Fleet was contacted in his office. He had been requested earlier to remain stand-by for this purpose. His statement was recorded followed by a question answer session. (App - "A")
6. In his statement Lt. Col. Muhammed Salim, submitted that he did execute a landing on road near Bahawalnagar on the 4th December, 1986 with the Honourable Chief Minister Punjab on board. He explained that the Pakistan Army had selected a portion of road and was developed to serve as runway. In his opinion it was safe to use it for landing/take off.
7. Based on the information of the Chief Pilot, the Investigator Incharge considered it necessary to visit the site to collect first hand information. Travel arrangements

were finalised with the Airport Manager Lahore. He agreed to provide a chauffeur driven jeep for journey to Bahawal Nagar and back. The Deputy Commissioner Bahawal Nagar was informed by the Punjab Government about the visit of the CAA Investigator.

8. The Investigator Incharge left his hotel at Lahore at 0600 hours on the morning of 5th January, 1987 enroute to Bahawal Nagar, reaching the destination at 1100 hours after covering a distance of 250 KMs. Immediately on arrival the visiting officer proceeded to the District Headquarters.

9. Mr. Ahmed Salim Akbar, the Deputy Commissioner was contacted in his court room. He later informed that he had detailed Choudry Altaf Hussain, the Assistant Commissioner, to accompany the visiting officer to the site. He expressed his inability to accompany due to his busy court schedule.

10. Choudry Altaf Hussain transported the Investigator Incharge to the landing site in his official jeep. On arrival at site a complete survey of the area was carried out by the visiting officer. During the survey, it was noted that a 3,000 feet length of road was widened to a width of 75 feet. It was compacted using bituman. A parking area measuring 70' x 130' was also prepared, which was connected with the landing area through a taxiway. A 200 feet over run had also been prepared on either end, with 30' shoulder, on either side.

11. Runway, taxiway and parking areas were properly marked. Pedestal boards, warning the user about presence of landing area ahead and prohibiting vehicles above 8 ton capacity, were seen installed. There was no wind sock. It was explained by the Assistant Commissioner that large number of flags are hoisted to welcome the guests. These flags provide guidance to the pilots with respect to landing direction and intensity of surface wind.

12. The conducting officer informed that on receipt of information about estimated time of arrival of aircraft, the landing area is manually swept to ensure there are no foreign objects on the landing area. The area is cordoned-off by local Police half an hour before the arrival/departure of aircraft. This action ensures that there are no human being, animals and vehicles on or in the vicinity of the landing area.

13. After visit to the landing area was complete, Mr. Muhammed Siddiq Baloch, Executive Engiener, Punjab Highway Department was contacted in his office to varify from record the measurement of the landing area. His records were seen. These records showed that length of the runway was 2900 feet. Rest of the information was correct.

14. After varfication of the measurements, Mr. Liaqat Ali, Deputy Superintendent of Police was visited in his office located in the District Police Headquarters. Mr. Liaqat Ali is responsible for providing security cover to the arriving/ departing aircraft. He confirmed that he makes arrangements for cordoning of the runway with the help of his Police force well before the movement. He testified that all arrangements were made as required on the 4th December, 86 before the arrival/departure of the Honourable Chief Minister. He further stated that as a matter of practice the security measures are intensified when the aircraft circles overhead. He also stated that VIPs have landed earlier also at this landing strip using the army aircraft.

15. The Investigator Incharge is of the opinion that the landing area was safe for operation of an aircraft of the weight category of Cessna-320 or below. However, rule 92 of civil Aviation Rules 78 requires that an aircraft shall not land at or take-off from any place unless:-

- a. The place is an aerodrome established under part IX of the Civil Aviation Rules 78.
- b. The use of the place is authorised by a licence granted under rule 88, or
- c. The use of the place as an aerodrome is authorised.

16. None of the above requirements were met prior to use of the landing area on the 4th December, 86. The spirit behind rule 92 of the Civil Aviation Rules is to ensure safe mode of air transportation by the General Aviation aircraft.

17. Details of weight of the aircraft were collected from the Chief Pilot Governor's fleet. They fell within the maximum total mass authorised (App "B"). At the maximum

mass authorized the take off run required is 1770 feet. Landing roll at maximum mass authorised is 1470 feet. Runway length at Lahore is 9,000 feet and at Bahawal Nagar it is 2,900 feet. Operation at both places was within safe limits.

18. It is a practice in the General Aviation industry that when operations to a landing strip are planned, the operator submits a request in writing to the DG. CAA Pakistan for grant of a licence. On receipt of such a request, the DGCAA, appoints an Inspector to carry out physical inspection of the landing area using surface transportation in cases when the strip does not hold a valid licence. During his visit, the Inspector collects all data pertaining to the use of landing area including collection of wind rose from the Meteorological office.

19. The Inspector submits the duly filled-in form for approval to the officer authorised by the DGCAA for issuance of licence. After necessary scrutiny of the form a licence is issued to the operator for the landing strip if all the requirements are met.

20. In case of Cessna 320 operations, no request was filed for issuance of a licence or grant of special authorization in respect of improvised landing strip near Bahawal Nagar. Although operations to and from Bahawal Nagar are considered safe, technically violation of Rule 92 of the Civil Aviation Rules 78 has taken place.

Recommendations

21. Government of Punjab be advised to apply for a licence or make request for special authorization when operation to a non licenced landing strip or the landing strips, which are not used by the Civil Registered aircraft.

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