

NO.HQCAA/1901/214/SIB



**CIVIL AVIATION AUTHORITY
PAKISTAN**

AIRCRAFT INCIDENT INVESTIGATION

M/S EMIRATES AIRLINES

BOEING -777 REG.NO.A6-EMF WHICH OCCURRED

ON 23RD DECEMBER, 1996

AT

QUAID-E-AZAM INTERNATIONAL AIRPORT.

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**INVESTIGATION REPORT IN RESPECT OF INCIDENT TO
EMIRATES AIRLINES B-777 AIRCRAFT REG NO. A6-EMF
WHILE OPERATING FLIGHT NO. EK-600 FROM DUBAI TO
KARACHI**

Authority:- Director General Civil Aviation Authority
Memorandum No. HQCAA/1901/214/SIB dated 31st
December, 1996 (Refer Appendix 'A' to this report).

INTRODUCTION

1. On 23rd December, 1996 it was reported by a Civilian to Safety Investigation Board CAA that at about 1130 hrs PST a Commercial Airliner with landing gears down flew dangerously low over his house located at Society Area Karachi. Soon after Karachi approach radar was contacted and it was confirmed by the Duty Radar Controller that Emirates Airline Boeing-777 aircraft operating flight No. EK-600 from Dubai to Karachi was involved in subject incident and its landing on runway 08 at Pakistan Air Force Base Sharea Faisal was averted by timely action taken by the controller. Later the aircraft landed safely using runway 07L at Quaid-e-Azam International Airport Karachi.

INVESTIGATION

2. On 23rd December, 1996 at about 1122 hours PST Emirates B-777 aircraft Reg No. A6-EMF operating flight EK-600 from Dubai to Karachi was directed to fly heading 060 vectoring for finals on runway 07L Quaid-e-Azam International Airport Karachi. Since the aircraft was not on the required track the approach radar controller instructed EM-600 to turn left heading 040 degrees. Thereafter, at about 1123 hrs PST EK-600 confirmed that it was in visual contact with runway 07L. After some time the controller observed EK-600 making a sharp turn to its right and making an approach to runway 08 located at Pakistan Air

/force

Force Base Sharah- e - Faisal. Therefore, the controller directed twice EK-600 to pull-up, turn left heading 040 degrees and informed the Pilot that he was approaching runway 08 PAF Base Sharah Faisal. Soon after EK-600 confirmed that it was executing a left turn and the radar controller validated the position of the aircraft. At about 1125 hours PST when the aircraft was two miles on finals runway 07L the radar controller gave clearance for landing and the aircraft landed safely using runway 07L at Quaid-e-Azam International Airport Karachi. The details of the communication and the position of the aircraft at various time segments obtained from the audio and video tapes are given in Appendix 'B' and 'C' to this report respectively.

3. The evidence brought out in the R/T and Radar tapes indicate that the radar controller had correctly positioned EK-600 and vectored to 040 degrees to finals runway 07L located at Quaid-e-Azam International Airport Karachi. However, when the pilot of EK-600 confirmed that he was visual with runway 07L he was actually in contact with runway 08 located at PAF Base Sharah-e-Faisal. This fact was validated from the aircraft subsequent position observed on the radar plot and landing approach it made on runway 08. Additionally, the R/T transcript indicate that the controller had informed the pilot of EK-600 that it was approaching runway 08 instead 07L at QIAP and was asked to pull-up and turn left heading 040. However, the Pilot of EK-600 replied that he had runway in sight. At this stage radar approach controller cautioned again informing the Pilot of EK-600 that he was approaching runway 08 Sharah-e-Faisal and instructed to turn left and report finals runway 07L QIAP. Subsequently, the pilot confirmed that he was executing a left turn which is validated from the Radio Transmission script and Radar Plot given at Appendix 'B' and 'C' to this report.

4. From the sequence of events it has been established that the Pilot of Emirates Flight EK-600 right from the outset was locked on to runway 08 located at PAF Base Sharah-e-Faisal when the controller directed him to fly heading 040 vectoring runway 07L located at Quaid-e-Azam

/International

International Airport Karachi. This fact is substantiated from the reply of the pilot that he had runway insight when radar controller asked him to pull-up as he was approaching runway 08 Sharah-e-Faisal.

5. The radar plot indicate that the aircraft came down to a height less than about 800 ft while making an approach to runway 08 Sharah-e-Faisal and was over a thickly populated area. On the day of the incident the lady while reporting the incident to SIB informed that the aircraft was dangerously low and that she could see its wheels clearly.

6. From the foregoing evidence the Board is of the opinion that Emirates aircraft Reg No. A6-EMF while operating Flight No. EK-600 flew dangerously low over populated area while erroneously making an approach on runway 08 Sharah-e-Faisal Karachi.

FINDINGS

5. The Board finds that:-

5.1. On 23rd December, 1996 at about 1122 hrs PST Emirates Boeing-777 aircraft Reg No. A6-EMF operating flight EK-600 from Dubai to Karachi was directed by Mr. Riaz-ud-Din Approach Radar Controller to fly heading 060, maintain height of 2000 AGL vectoring finals visually on runway 07L Quaid-e-Azam Airport Karachi.

5.2. At about 1123 hrs PST Pilot of EK-600 confirmed that he was visual and sought permission to continue descent to finals which was granted by Mr. Riaz-ud-Din.

5.3 At about 1124 hrs PST Mr. Riazuddin directed EK-600 to turn right heading 075 confirming its position as 5 miles finals runway 07L and to report on sighting the runway.

/subsequently

Subsequently, EK-600 confirmed that it was visual with the runway 07L. After some time the pilot of EK-600 reported that he was executing a left base turn for runway 07L. However, Mr. Riaz-ud-Din realizing that actually the aircraft was making an approach to runway 08 Sharah-e-Faisal directed EK-600 to pull-up informing EK-600 that it was making an approach on runway 08 Sharah-e-Faisal. However, pilot of EK-600 informed the radar that he could see the runway. At this stage Mr. Riaz-ud-Din informed EK-600 that it was approaching runway 08 Sharah-e-Faisal and directed it to turn left and report finals on runway 07L QIAP Karachi. Subsequently, crew of EK-600 confirmed that left turn had been executed and that the aircraft was at finals runway 07L.

5.4. At 1125 hours PST EK-600 was cleared to land and the aircraft landed safely using runway 07L QIAP Karachi.

5.5. On 22nd December, 1996 at about 1424 hrs. PST a similar incident also occurred in which Saudia Flight SV-718 was involved.

5.6. On the day of incident the Radar was calibrated and was found serviceable.

5.7. At the time of occurrence the Jeppesen Chart didn't caution the Pilot for not to mistake Karachi (Sharah-e-Faisal) for Karachi Quaid-e-Azam International Airport with similar runway alignment.

CAUSES

6. Following are the causes of the incident:-

/6.1.

- 6.1. Ignoring the Caution given in the Jeppesen Chart which forewarns the aircrew not to mistake Karachi (Sharah-e-Faisal) for Karachi Quaid-e-Azam International Airport with similar runway alignment.
- 6.2. Wrong perception of the pilot while approaching Karachi and flying visual thinking he was approaching runway 07 Quaid-e-Azam International, whereas; in fact he was making an approach to runway 08 Sharah-e-Faisal.

RECOMMENDATIONS

7. The Boarde recommends that:-

- 7.1 Emirate Airlines must ensure that proper briefing of Air crew is conducted prior to the mission.
- 7.2 Karachi Approach Radar Controller should caution the approaching aircraft not to mistake runway 08 Karachi (Sharah-e-Faisal) approximately 2.5N SW for runway Karachi Quaid-e-Azam International and the caution be incorporated in Aeronautical Information of Pakistan(AIP).
- 7.3 Caution referred at para 7.2 above should be included in Automatic Terminal Information Services at QIAP Karachi.