

FINAL INVESTIGATION REPORT



SERIOUS INCIDENT LANDING ON WRONG RUNWAY

**SAUDI AIRLINES FLIGHT SVA-724 BOEING 777-368 (ER)
REG NO HZ-AK21 AT IIAP, ISLAMABAD ON 14-10-2024**

SCOPE

LIST OF FIGURES

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ABBREVIATIONS

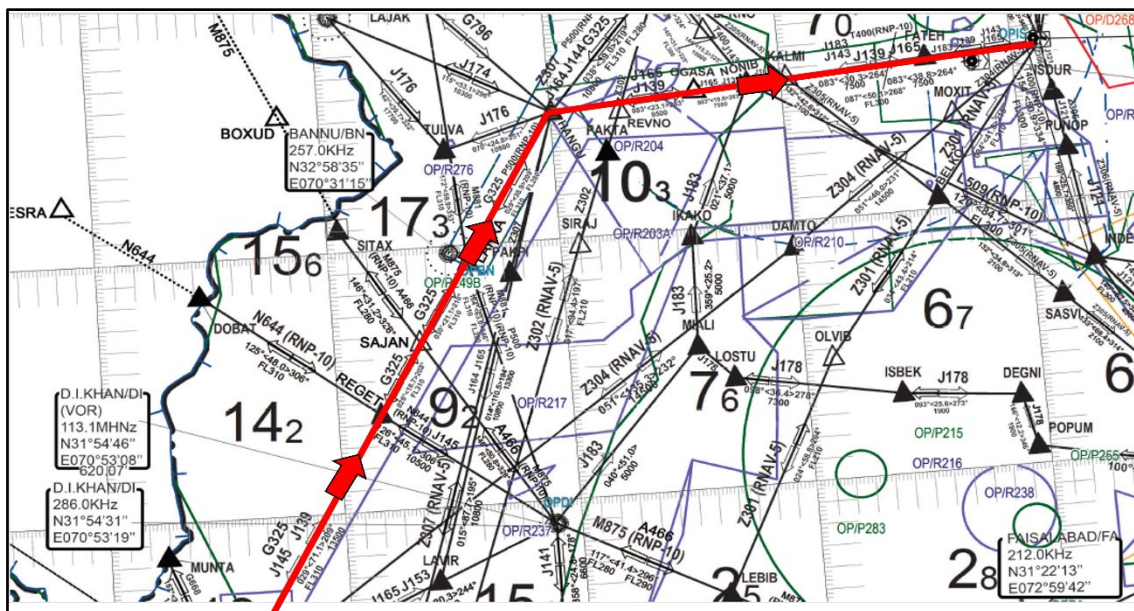
ACC
AIP
APP
BASIP
BEA
CRM
FIR
FL
ICAO
OPIS
ILS
IOU
kg
I
NM
NSC
OERK
PAA
PASI
PMD
RW
RNAV
SOP
STARs
TAC
TAH
UTC
VHF

INTRODUCTION

SYNOPSIS

SECTION 1 - FACTUAL INFORMATION

History of the Flight



020335.

020356.

Descent

to FL 210 and follow flight plan route to KALMI then SUMEB

020407.

after SUMEB

IS416 followed by ILS Z Approach RW 10R

020414.

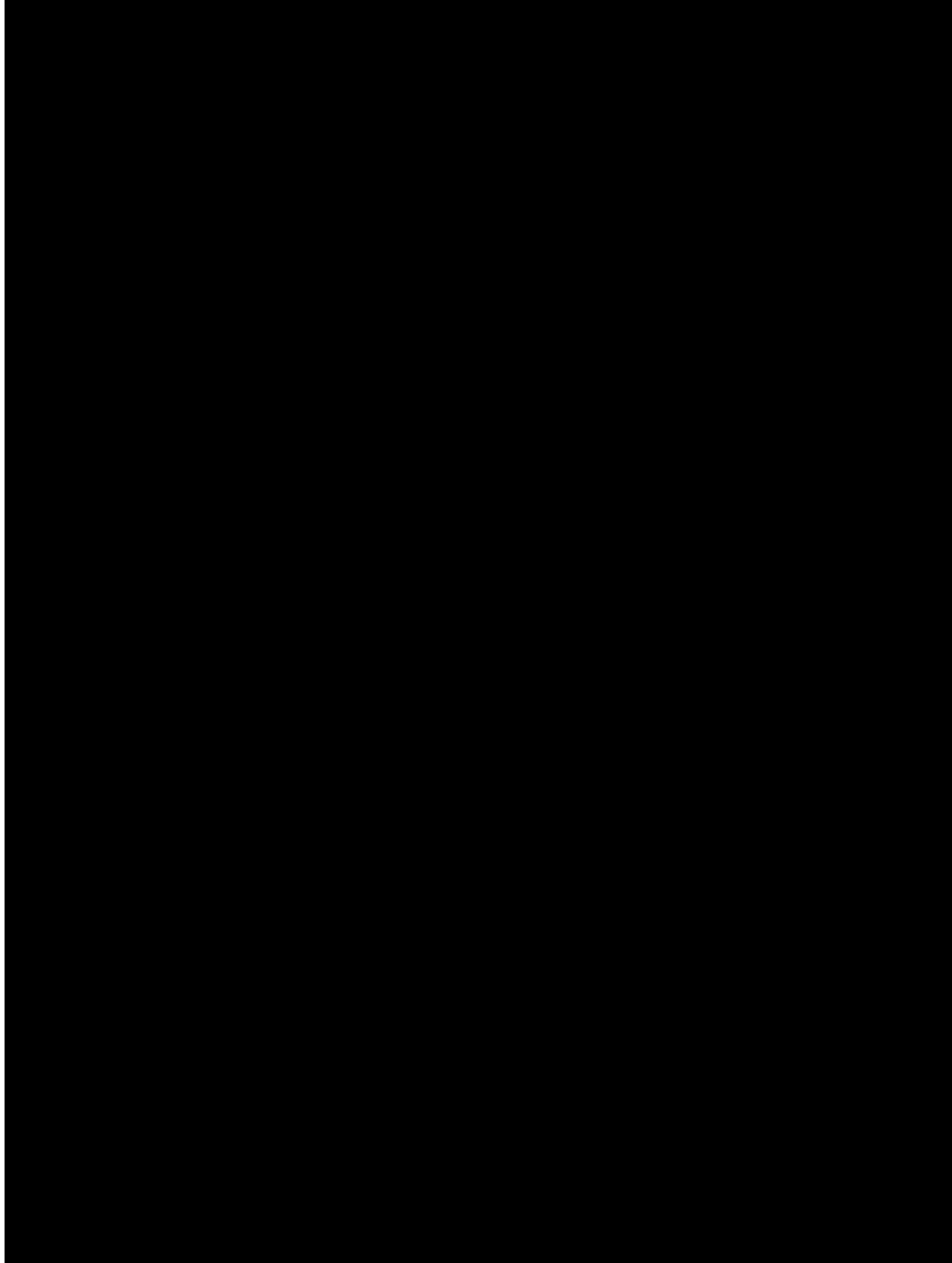
020705

020725.

021420.

021828.

AIP PAKISTAN		AD2.OPIS-49 23 FEB 23			
INSTRUMENT	AD ELEV 1761 (ft)	ATIS	GMC	TWR	APP
ISLAMABAD Islamabad Int					



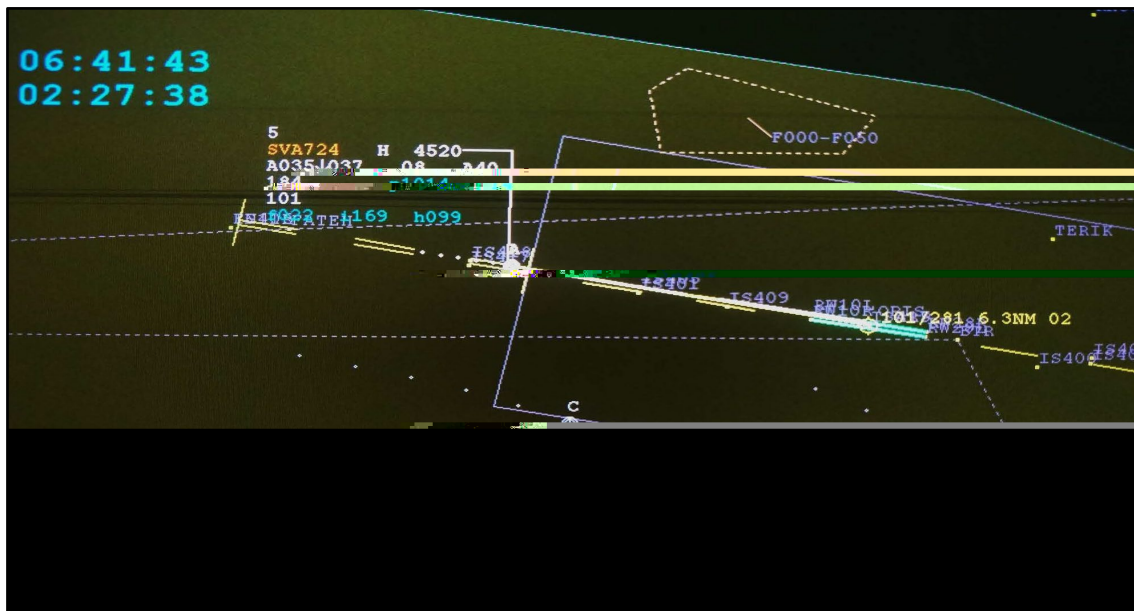
021838.

did not mention the type of Approach or Runway

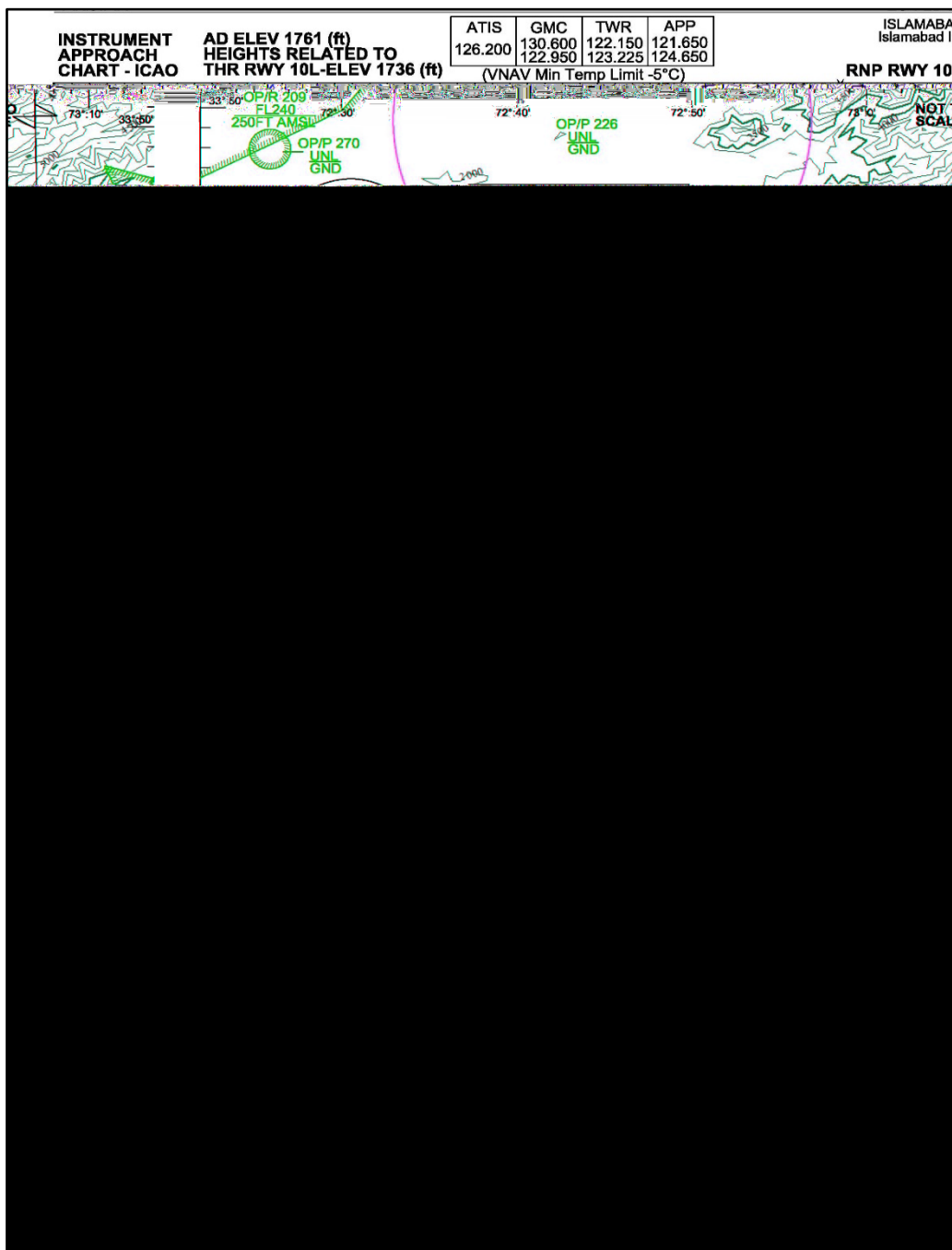
022424.

022607.

Clear to land RW 10R
but the read back by **SVA-724** only
stated RW 10 without mentioning Left (L) or Right (R).



040653



Injuries to Person(s)

Injuries	Crew	Passengers	Total in the Aircraft	Others
Fatal				
Serious				
Minor				
None				
Total	18	399	417	Nil

Damage to Aircraft

Other Damage

Personnel Information

Captain	

First Officer (FO)	

Approach Controller / Team Leader	

Tower Controller	

Area Controller	

Aircraft Information

SVA-724	

Meteorological Information

o

Meteorological Aerodrome Report (METAR) OPIS, Islamabad

Aids to Navigation

Communications

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Islamabad Ground	124.350 MHZ	H24	Fire
Aerodrome Control Service	Islamabad Departure	118.550 MHZ	H24	Clearance Delivery
Aerodrome Control Service	GMC (N)	125.150 MHZ	H24	Secondary
Emergency Service	Islamabad	121.500 MHZ	H24	Function Emergency
Approach Control Service	Islamabad APP	124.650 MHZ	H24	Secondary
Military Frequency	Islamabad APP	241.200 MHZ	HX	Secondary
Aerodrome Control Service	GMC (N)	123.050 MHZ	H24	Primary
Aerodrome Control Service	Islamabad Tower	122.150 MHZ	H24	Primary
Approach Control Service	Islamabad APP	121.650 MHZ	H24	Primary
Aerodrome Control Service	Islamabad Ground	122.950 MHZ	H24	Secondary
Aerodrome Control Service	Islamabad Departure	119.650 MHZ	H24	Departure Frequency
Aerodrome Control Service	Islamabad Tower	123.225 MHZ	H24	Secondary
Military Frequency	Islamabad APP	240.500 MHZ	HX	Primary
Aerodrome Control Service	Islamabad Ground	121.850 MHZ	H24	Vehicle / Follow-Me
Aerodrome Control Service	Islamabad Ground	130.600 MHZ	H24	Primary
D-ATIS	D-ATIS	126.200 MHZ	H24	Weather Broadcast Service

Aerodrome Information

Designations RWY NR	True bearing	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
10R	100.58°	3658 x 60	110/F/C/X/T ASPH Flexible	333304.28N 0724821.81E	THR 528.06 M / 1732.49 FT	0.12% UP
28L	280.60°	3658 x 60	110/F/C/X/T ASPH Flexible	333242.42N 0725041.37E	THR 532.53 M / 1747.14 FT	0.12% DOWN
10L	100.58°	3658 x 45	110/F/C/X/T ASPH Flexible	333310.98N 0724823.30E	THR 529.03 M / 1735.67 FT	0.12% UP
28R	280.60°	3658 x 45	110/F/C/X/T ASPH Flexible	333249.12N 0725042.87E	THR 533.41 M / 1750.04 FT	0.12% DOWN
SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	RESA dimension (M)	Arresting system	Obstacle Free Zone	Remarks
8	9	10	11	12	13	14
NIL	1000 x 150	3778 x 300	168 x 150	NIL	NIL	Runway Shoulders: 7.5 m on each side of Both Rwy's
NIL	190 x 150	3778 x 300	168 x 150	NIL	NIL	NIL
NIL	1000 x 150	3778 x 300	260 x 150	NIL	NIL	NIL
NIL	1000 x 150	3778 x 300	168 x 150	NIL	NIL	NIL

Flight Recorders

Wreckage and Impact Information

Medical and Pathological Information

Fire

Survival Aspects

Test and Research

Organizational and Management Information

Additional Information

Use of Effective Investigation Techniques

SECTION 2 – ANALYSIS

General

Flight Operations

**Incomplete ATC Clearance Read-Backs –
the pilots did not read-back the complete ATC clearance**

Crew Expectation Bias –

Crew Resource Management (CRM) failure –

Hesitant Read-Back Suggesting Unchallenged Runway Misalignment

–

RW 10...

This pause and omission implies that the crew might have recognized the aircraft's alignment with the wrong runway, but still chose not to question the clearance.

**Failure to Execute Go-Around under Runway Ambiguity –
go-around be initiated
whenever there is any doubt about runway alignment or landing clearance during the final approach.**

Weather

Air Traffic Control

Area Control (Islamabad ACC)

Incomplete Read-Back Follow-Up –

the controller did not reinforce or highlight the runway and approach portion of the clearance when the crew fixated on fixes alone

Approach Control (Islamabad Approach)

Lack of Read-Back Enforcement on Reissued ILS 10R Clearance –
but did not insist on a full, correct read-back

Ambiguous “Report Established” Call –
report established

“ILS Z Approach Runway 10 Right”

Altimeter Setting Read-Back – *QNH 1015*
crew’s read-back was not clear, yet the Approach Controller did not prompt for clarity or confirmation.

Omission of Runway Side Designator –

Aircraft Flight-path monitoring –

***“monitor the traffic to be in compliance with
ATC Clearance and be aware of any possible abnormal situation”
“provide radar monitoring service to all aircraft operating within the area of
responsibility and the traffic on the final approach till landing”
failed to detect SVA-724’s deviation***

Tower Control (Islamabad Tower)

Ambiguous Read-Back Accepted –

**“Clear to land Runway 10R”, accepted the
pilot’s truncated read-back “Runway 10” without querying “Left or Right”**

Failure to Issue Go-Around Clearance –

**recognized that the aircraft was aligned with the wrong RW, the
controller hesitated to issue a Go-Around**

Organizational Factors

PAA

Dual Supervisory and Operational Roles –

Instruction to Go-Around –

**“if the position or identification of the aircraft is in doubt during
any portion of the final approach”**

SECTION 3 – FINDINGS

Findings

SVA-724 did not read back the exact clearance given by ATC Controllers during various phases of flight.

Despite incomplete pilot read-backs throughout the flight, the controllers did not challenge the pilot.

flight path of the aircraft was not monitored by the Approach Controller

Tower Controller visually observed the misalignment but did not issue a correction to the aircraft

crew reported receiving clearance for an RNP Approach RW 10L

Captain's post landing statement suggests confusion

SVA-724 was cleared for ILS Z Approach RW 10R only

The crew's situational awareness and verification procedures appear to have been inadequate, resulting in misidentification of the correct landing RW

Cause / Contributory Factors

Cause

Contributory Factors

Aviation Occurrence Category (ADREP Taxonomy)

“Navigation errors (NAV)” – Incorrect navigation of aircraft on the ground or in the air.

Failure to follow clearances or restrictions while operating on the surface of an aerodrome including –

Approaches or landings to/on unassigned runways or to/at the wrong aerodromes.

SECTION 4 – SAFETY RECOMMENDATIONS

Safety Recommendations

Saudi Arabian Airlines

A formal internal safety review process may be established to systematically assess operational deviations and proactively mitigate recurrence through procedural enhancements and trainings

PAA (Pakistan Airports Authority)

Ensure that independent supervisory positions are established at ATC units for continuous monitoring, thereby reducing the likelihood of read-back omissions and procedural lapses.