



Islamic Republic of IRAN

Civil Aviation Organization

Aircraft Accident Investigation Board

Incident Report



State File Number: S961101URCQC
Type of Occurrence: Serious Incident
Date of Occurrence: Jan 21st 2018
Place of Occurrence: Isfahan Airport, IR of Iran
Aircraft Type: MD-83
Registration: UR-CQC
Operator: Bukovyna Airlines
On behalf of ATA Airline

Date of Issue: 14 JUL 2018

INCIDENT REPORT
TBZ5704 - MD83 - UR-CQC

21 JAN,2018

Foreword

This report has been prepared based on the evidences collected during the investigation, opinion obtained from the experts. The investigation has been carried out in accordance with Annex 13 to the convention on International Civil Aviation and under the Rule of Aircraft (Investigation of Accidents and Incidents) of the government of IR OF IRAN.

However, the investigation is not conducted to apportion blame or to assess individual or collective responsibility.

The sole objective is to draw lessons from this serious incident which should help to prevent such future accidents or incidents.

1- FACTUAL INFORMATION:

1-1 History of Flight:

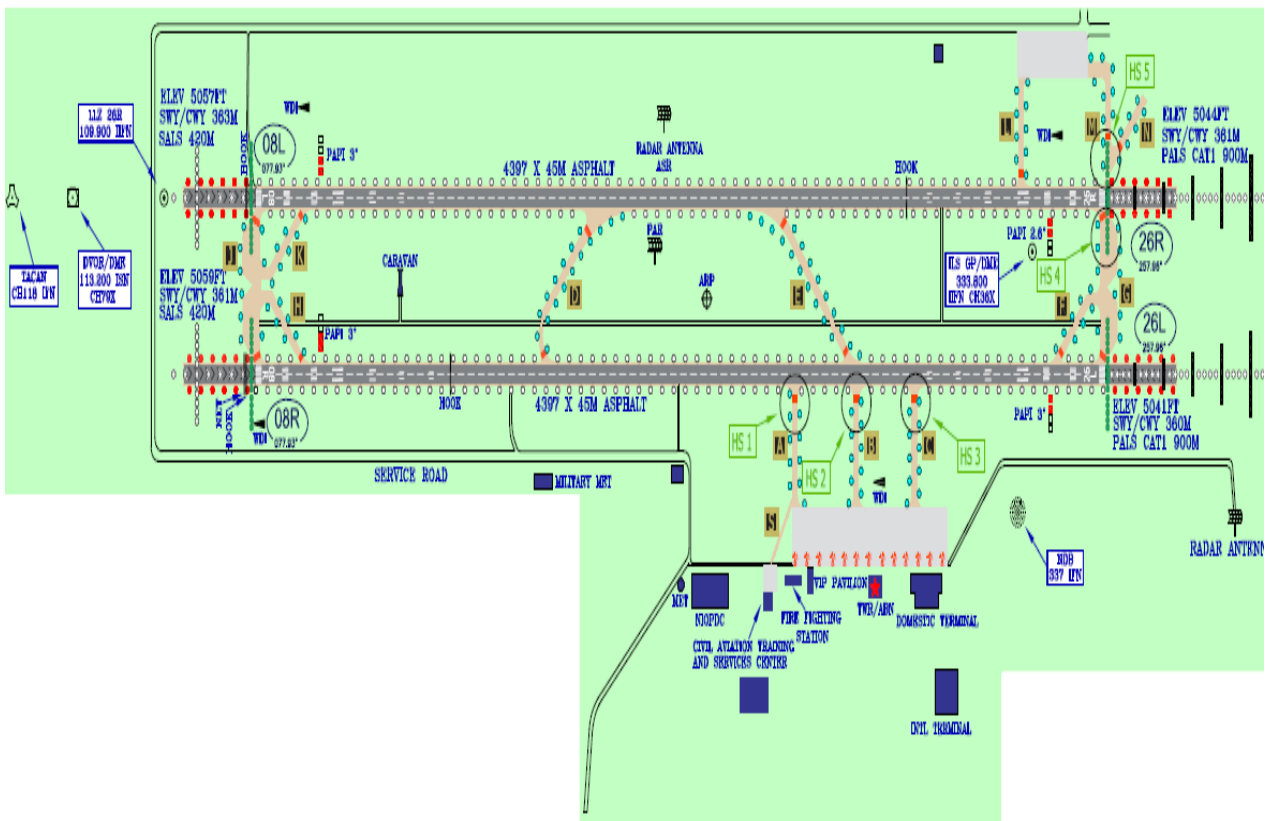
At 10:15 UTC (13:45 local time) on 21.Jan,2018, ATA Airlines McDonnell Douglas MD83, registration UR-CQC under property of Bukavyna (Ukraine) performing flight TBZ.5704 from Mashhad to Isfahan, had landed on Isfahan's runway 26R and were instructed to vacate the runway via taxiway D and hold short of runway 26L. The crew requested taxi via taxiway K and entered runway 26L via TXY J.

At 10:21UTC the pilot of TBZ5704 reported backtracking on RWY26L immediately the controller instructed him to hold short RWY26L. After confirmation of flight No;TBZ5704 regarding his position the controller informed arriving aircraft, ATR72 about the position of MD-83 which was back tracking at the end of RWY26L.

At 10:22:00 UTC An Iran Air ATR-72 registration EP-ITH performing flight IR-3366 from Ahwaz to Isfahan, was just approaching to touch down on Isfahan's runway 26L when the MD-83 entered the runway.

At 10:22:33UTC flight No; IRA3366 landed on RWY26L without receiving any instruction from ATC for go around and left RWY via TWY A.

Iran's AAIB rated the occurrence a serious incident and opened an investigation.





The Notification of the serious incident was sent to ICAO and the authority of France (BEA) and Ukraine (NBAAI) based on the Annex 13 and related authorities have introduced their accredited representatives.

1-2 Aircraft Information;

TBZ5704-MD83 McDonnell Douglas Manufactured in 1999 Serial NO#53625

State of registry: Ukraine A/C REG: UR-CQC Operator: Bukovyna Airline

The aircraft was wet leased by ATA Airlines

IRA3366- ATR72 Manufactured in 2017 Serial NO#1478 A/C REG: EP-ITH

State of registry: IR of Iran Operator: Iran Air

Both aircrafts had required certificates from the Authorities.

1-3 Airport Information:

Isfahan International. Airport (OIFM)

Owner: Iran Airports and Air Navigation Company

1-4 Personnel Information:

Pilot-in-command, male, Iranian, 34 years old with valid ATPL#2303 & Medical certificate valid until 19/06/2018. He had type rating of MD83 aircraft and certification of validation No; 10641-6274 from Ukraine as state of registry.

Co-pilot, male, Iranian, 30 years old with valid CPL#4566 & Medical certificate valid until 02/02/2018. He had type rating of MD83 aircraft and certification of validation No; 10645-6277 from Ukraine as state of registry.

1-5 Flight Recorders:

Both aircrafts continued the flight operation and information of all flight recorders was lost.

2- ANALYSIS:

According to the voice communication recorder and controller's strip marking TBZ5704 landed on the RWY26R at 10:18UTC and immediately after touch down the controller instructed pilot to vacate runway via TWY D and hold short RWY 26L and flight crew acknowledged it.

The copilot was pilot flying while landing on RWY 26R but due to asymmetric thrust reverse of engines, the pilot took the roll and declared that we are unable to take TWY D at 10:18:45 UTC and the controller replied that to vacate RWY via TWY J without impressing on "Hold short before RWY 26L".

At 10:19:52UTC the controller requested pilot to confirm vacation of RWY26R and then pilot requested to take TWY J or K and after receiving clearance from TWR controller replied that "we will take TWY K and vacate RWY in 10 sec. in this time , the pilot forgot the previous clearance to hold short before RWY 26L.

Following above communication arrival traffic IRA3366 reported her position and received landing clearance to RWY26L also at 10:23UTC another Local traffic landed on RWY26R.

According to statement of TBZ5704 pilot in command, during turning to the left before back track on RWY26L, and also according to the procedures he has checked right and left of path and realized that there is one visible aircraft on the final of RWY26L , after that he reduced taxi speed and asked co-pilot to confirm back track RWY26L.

The pilot incorrect perception of controller's clearance to vacate RWY26R via TXY J in two times due to another arriving aircraft (local flight) caused to realize a clearance to back track RWY26L. Evidence shows that clearance for back track RWY26L was not issued by the controller.

In spite of RWY incursion, the decision of air traffic controller for landing on occupied RWY are against the standard procedures in this manner.

The Go around procedure should be followed by the tower controller.

3- CONCLUSIONS:

- RWY incursion was occurred by MD-83 with the call sign of TBZ5704 probably by the **Pilot Failure** to hold short RWY 26L before receiving clearance. It is important to note that entering to and back track on RWY needs additional clearance from TWR controller and shall be read back by pilot, otherwise pilot must stop before all RWY holding position markings until receiving further clearance to continue.
- Regarding presence of A/C on the RWY26L, the **Controller** failed to cancel landing clearance to ATR72 and issue go-around clearance. It is important to re-consider that the type, position and altitude of arrival aircraft dose not release controller's responsibility to do his tasks.

4- SAFETY RECOMMENDATIONS:

As a result of the investigation of this incident, IR of Iran Aircraft Accident Investigation Board (AAIB) makes the following recommendations:

To Ukraine State Civil Aviation:

Revise the existing supervision of flight operation regarding to Ukrainian airlines which are operating as Lessor operators in IR of Iran territory and make related coordination& Agreement with ***IRI Civil Aviation Organization***.

To Iranian Airport & Air Navigation Company:

To regulate the controllers to issue taxi clearance for arrival aircrafts as purpose of RWY vacating just after ensuring of the A/C reached to taxi speed on the RWY.

To emphasize on controller behavior to observe rate of speech in radiotelephony communication in standard criteria and to give opportunity for pilots to read back the clearances

To set or revise procedure for operation in the airports on the runways which their distance between centerlines are less than 760 m.