

FINANCIAL POST

AirBlue crash

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I am pleased to see what this esteemed paper is doing for the AirBlue Crash Affectees Group. Bravo. I hope they will keep the pressure on.

I have not seen the other "questions" being asked, but the one I saw today on why the aircraft was not warned it was in a no-fly zone is rather trite.

First of all, to my knowledge, he was not in a restricted/no-fly-zone, otherwise the radar would have "vectored" him away from it.

Second, even if he had been there, no one is going to "scramble" F-16 fighter jets to intercept him. They know what that radar "blip" is because he is "radar-identified". They know his "call-sign", his altitude, heading and speed. If he had switched over to the Control Tower frequency he would still be on radar and all the radar would need to do is call the Control Tower on a dedicated line.

Pertinently, I was informed by a PIA Captain friend of mine yesterday that the new procedure is to stay with radar until the procedure turn is completed and the aircraft is in-bound and lined up with the opposite-side runway and only then switch to the Control Tower frequency for final landing clearance.