



Preliminary Report:

Serious incident of Landing on unassigned Runway by Ariana Afghan airlines flight AFG311, at Delhi (VIDP) on 23.11.2025, 0636 UTC.

1. General information:

1.	Aircraft	Type	Airbus A310-304
		Nationality	Foreign, Afghanistan
		Registration	YAFGF (Call Sign: AFG311)
2.	Operator		Ariana Afghan Airlines
3	Pilot – In - Command		Airline Transport Pilot License (ATPL)
	Extent of Injuries		Nil
4.	Co-pilot		Airline Transport Pilot License (ATPL)
	Extent of Injuries		Nil
5.	Extent of Injuries to passengers & Cabin Crew		Nil
6.	Last point of Departure		OAKB, Kabul International Airport, Afghanistan
7.	Intended landing place		VIDP, Indira Gandhi International Airport, New Delhi, India
8.	Phase of operation		Landing
9.	Date & Time of Incident		23.11.25, 0636 UTC
10.	Place of Incident		VIDP – IGI Airport
11.	Type of Operation		Commercial Non-Scheduled
12.	Type of Occurrence		Runway Incursion due to landing on an unassigned runway

2. Aircraft Information:

Sr. No.	Description	Details
1.	Aircraft Model	A310-304
2.	Aircraft Registration No.	YAFGF
3.	Manufacturer's SL No.	586
4.	Year of Manufacture	1991
6.	Airworthiness Review Certificate (ARC)	Valid up to 13/05/2026

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

7.	Total Aircraft Hours	63843:14 hrs
8.	Name of Owner / Operator	Ariana Afghan Airlines
9.	Engine Type	GE CF6-80C2A2

3. Crew information

The occurrence flight Ariana Afghan Airlines AFG311, was a non-scheduled foreign aircraft operating from Kabul to Delhi on 23 November 2025. Both the PIC and FO were in possession of a valid license and had current medical certificate to operate the flight. The crew details are appended below.

Sr. No.	Pilot in Command (PIC)	Details
1.	Age	51Y/Male
2.	License	ATPL
3.	Date of issue	20.01.1996
4.	Valid up to	16.12.2025
5.	Class	ASMEL
6.	Date of last Med. Exam	07.10.2025
7.	Medical exam Valid up to	06.10.2026
8.	Total Flying Experience	17850 hrs
9.	Total Flying Experience on type	11413 hrs
10.	Total Flying Experience in last 1 year	720 hrs
11.	Total Flying Experience in last 6 months	360 hrs
12.	Total Flying Experience in last 30 days	35:15 hrs
13.	Total Flying Experience in last 7 days	10:43 hrs
14.	Total Flying Experience in last 24 Hours	04:00 hrs

Sr. No.	First officer (FO)	Details
1.	Age	58 Y/Male
2.	License	ATPL
3.	Date of issue	12.05.1999
4.	Valid up to	15.12.2025
5.	Class	ASMEL
6.	Date of last Med. Exam	08.07.2025
7.	Medical exam Valid up to	07.07.2026
8.	Total Flying Experience	12229:30 hrs
9.	Total Flying Experience on type	1588:05 hrs
10.	Total Flying Experience in last 1 year	814:13 hrs
11.	Total Flying Experience in last 6 months	380 hrs
12.	Total Flying Experience in last 30 days	65:10 hrs
13.	Total Flying Experience in last 7 days	15:05 hrs
14.	Total Flying Experience in last 24 Hours	02:00 hrs

4. ATCO information

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

The licenses of both Controllers for Runway 29L and Runway 29R were found to be valid and current to provide Air traffic services.

5. Aerodrome Information

Indira Gandhi International Airport is being operated & managed by Delhi International Airport Limited (DIAL). The airport co-ordinates are 28°34'07" N, 77°06'44" E.

Declared Distances:

RWY Designation	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Displaced Threshold (m)	RESA (m)
29L	4430	4430	4430	2970	1460	240 x 120
29R	4400	4400	4400	3670	730	240 x 150

Delhi Airport features two runway systems: the Northern Runway System, which includes Runway 09/27 and Runway 10/28, and the Southern Runway System, which consists of Runway 11L/29R and Runway 29L/11R.

Runways 29L/11R and 29R/11L are parallel, separated by only 360 meters. These runways did not meet the criteria for parallel instrument runways for simultaneous use, as specified in para 3.1.12 of DGCA CAR Section 4, Series B, Part 1, Issue II. Therefore, both runways were operated in Segregated dependent Mode, with Runway 29L designated exclusively for arrivals and Runway 29R for departures

6. Weather Information:

At UTC: 230600Z

RWY	Wind (deg/Kts)	Visibility (m)	RVR (m)	Temp/Dew point (°C)	QNH (hPa)	Weather	Cloud
29L	270/03	1200	2000	10	1019	HZ	NSC
29R	250/02	1200	1400	10	1019	HZ	NSC

7. NAV Aids for RWY 29 L.

Runway 29L was equipped with ILS CAT I, II and III. At the time of incident, Cat I conditions were prevailing, and all the navigational and surveillance aids were reported serviceable.

The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

8. Damage Information

Aircraft & Other Damages: Aircraft landed safely at IGI airport, and no damage was reported by either the Aircraft operator or the Aerodrome operator.

9. Flight Recorders:

8.1 DFDR- Digital flight data recorder (DFDR) data has been retrieved and analysis is in progress.

8.2 CVR- The cockpit voice recorder (CVR) recording of the involved flight had been overwritten because the aircraft operated its next flight without downloading or replacing the CVR at IGI Airport.

10. Brief description of incident flight

On the day of occurrence, Ariana flight AFG311 was operating sector Kabul-Delhi and was designated Runway 29L for landing. The mode of operation in Delhi was Four Runway Westerly where Runway 27 was used for arrivals, RWY 28 for departure, RWY 29R for departure and Runway 29L for arrivals. After initial descend with Delhi area control, AFG311 was released to Approach Control and thereafter, radar vectored for ILS Approach RWY 29L. Subsequently, it was released to Tower by Approach Control for final Approach for landing.

AFG311 reported established on Localizer RWY 29L at 18 NM to touchdown and came into contact of Tower at 10 NM to touchdown on Localizer RWY 29L. Tower Controller instructed AFG311 to continue approach RWY 29L which was read back correctly. At 2NM to touchdown the tower controller gave landing clearance to AFG311 for RWY 29L while AIC2243, was departing from RWY 29R. AFG311 landed on an unassigned RWY 29R at 063622 UTC despite receiving clearance for RWY 29L.



The sole objective of the investigation of an accident or incident by Aircraft Accident Investigation Bureau shall be the prevention of accidents and incidents and not to apportion blame or liability. The information is preliminary and subject to change.

After landing on Runway 29R, the aircraft vacated via Taxiway R and informed Tower on enquiring that they had lost ILS at 4 NM from touchdown and due to poor visibility, were unable to differentiate between Runway RWY29L and RWY29R. As per prevailing mode of operations, RWY 29R was not configured for landings and its approach lights, ILS and PAPI were not switched ON since it was being used in 'Departure ONLY mode'. The aircraft operated its next flight AFG 312 to Kabul at 1012 UTC from Runway 28 on the same day.

11. Progress of the Investigation

1. Initial statement from the crew and controllers have been taken.
2. Recordings of ASMGCS and SDD Approach radar, have been secured for further analysis.
3. ATC Transcripts and METAR have been obtained.
4. Crew statements in respect of arriving and departing flights at the time of occurrence have been obtained as witness records for further analysis.
5. Aircraft Tech Log records for the previous six months have been obtained for scrutiny.

12. Interim safety Recommendation:

To analyze controller's actions, post incident/ accident, it is recommended that ATC units be equipped with devices to record video and background communications of controllers performing ATC duties in Tower. The same needs to be implemented for all international airports on priority. This information shall be solely utilized for investigation purposes by DGCA and AAIB.