One point that differs from the previous case of wrong approaches is whether the check function of the flight crew members functioned during the flight.

In Case 1, the captain who is in a position that should provide guidance to the copilot with less experience was not able to continue providing correct guidance to the First Officer, and they were slow to notice that their aircraft had approached the wrong runway.

In contrast, in Case 2, when the First Officer made a mistake with the course of their aircraft, the check function by the captain was fulfilled, and it was possible to continue the flight without problem as a result of the error of the copilot being pointed out.

These cases of a wrong approach suggest that it is also necessary to always have mutual checks of operations and to make it easy for the captain and copilot to communicate each other.