



# **Abnormal Runway Contact (ARC)**

**Serious Incident Investigation  
Preliminary Report and  
Public Notice**

**Airbus A350-1041, B-LXO,  
Hong Kong International Airport  
26 November 2025**

**PLR-2025-05**

## 1. Purposes

- (1) This preliminary report provides factual information established in the investigation's early evidence collection phase. Its purpose is to provide timely information to both the aviation industry and the general public.
- (2) This report is released in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) and the requirements of Annex 13 to the Convention on International Civil Aviation – Aircraft Accident and Incident Investigation (ICAO Annex 13).
- (3) The Air Accident Investigation Authority (AAIA)'s understanding of the serious incident will be enhanced as the investigation progresses and potential new evidence becomes available. As such, no analysis or findings are included in this report.
- (4) Should safety recommendations be considered necessary during the course of the investigation, they will be promulgated to the parties concerned immediately before a final Investigation Report is published.
- (5) The Investigation Report will be released at the conclusion of the investigation, which will provide a comprehensive overview of the serious incident, its causes, and any recommendations to improve air safety.

## 2. General Details

### 2.1 Occurrence Details

Date and time:	26 November 2025, 2332 hours
Occurrence category:	Serious Incident
Primary occurrence type:	Abnormal Runway Contact (ARC)
Location:	Hong Kong International Airport
Position:	22°18'41.14" N, 113°53'58.32" E

### 2.2 Pilot in Command Details

Licence details:	Airline Transport Pilot's Licence (Aeroplanes)
Medical certificate:	First Class
Type ratings:	A350
Aeronautical experience:	14,144 hours
Command time on type (A350):	3,650 hours

### 2.3 Aircraft Details

Manufacturer and model:	AIRBUS S.A.S 350-1041	
Registration:	Hong Kong, China B-LXO	
Serial number:	0434	
Year of Manufacture:	2021	
Number and type of engines:	Two Rolls-Royce TRENT XWB-97 turbo-fan engines	
Engine Serial Number:	LH:26205 RH: 26104	
Operator:	Cathay Pacific Airways	
Type of Operation:	Passenger Transport	
Certificate of Airworthiness	Certificate of Airworthiness - Transport Category (Passenger) Issued on 25 February 2025	
Departure:	Tan Son Nhat International Airport (VVTS)	
Destination:	Hong Kong International Airport (VHHH)	
Persons on board:	Crew – 15	Passengers – 282
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	Damage to the aircraft's rear fuselage near the tail section.	

Note: All times are local Hong Kong time that is Coordinated Universal Time (UTC) plus eight hours.

### 3. Synopsis

- (1) At about 2332 hours on 26 November 2025, the Airbus A350 type aircraft operated by Cathay Pacific Airways was approaching to land after a flight from Ho Chi Minh (VVTG) to Hong Kong (VHHH). During the flare for landing on Runway 07C the crew decided to initiate a go-around<sup>1</sup> due to operational reasons. During the go-around procedure the rear of the aircraft came into contact with the runway surface.
- (2) The aircraft subsequently returned and landed safely. No injuries were reported. The passengers and crew were deplaned at a parking bay and the aircraft was towed to a maintenance area.
- (3) During the post flight inspection, signs of abrasion of lower fuselage skin by the runway surface was identified from frame station FR80 to FR88, and from FR92 to the Auxiliary Power Unit (APU) tail cone. The tail strike sensor, the toilet waste panel, and the APU compartment vent pipes were also damaged.

### 4. Instigation of Investigation

- (1) Cathay Pacific Airways notified the Air Accident Investigation Authority (AAIA) via the AAIA electronic reporting system.
- (2) In accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) and the requirements of Annex 13 to the Convention on International Civil Aviation (ICAO Annex 13), this occurrence has been classified as a Serious Incident and the Chief Inspector of AAIA has ordered an investigation into its circumstances and contributing factors. Safety lessons that can be drawn from the investigation of this occurrence may be beneficial in preventing future recurrence.
- (3) The Bureau d'enquêtes et d'analyses pour la sécurité de l'aviation civile (BEA), being the investigation authority representing the State of Design and State of Manufacture, were notified and have nominated an Accredited Representative to participate in the AAIA investigation. The Civil Aviation Department (CAD), the authority representing the State of Registry were also notified.

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<sup>1</sup> A go-around is a standard routine maneuver performed at the discretion of a pilot. It discontinues the landing approach and returns the aircraft to an altitude and configuration to safely make another approach.

## **5. Investigation Progress**

- (1) The investigation team conducted interviews with the flight crew of the aircraft. Aircraft flight documents, flight data and cockpit voice recording were also collected. Other information relevant to the investigation is being collected.
- (2) The investigation team is conducting a detailed analysis of the data and information collected in order to determine the circumstances and causes of this serious incident in conjunction with identifying areas that need further investigation and/or lines of investigation to pursue.
- (3) The anticipated duration of this investigation is up to twelve months.

## **6. Public Notice**

This Report also serves as a public notice under Section 10(1) of Cap. 448B. Any person who wishes to make representation as to the circumstances or causes of the incident should do so by letter, email, telephone, or facsimile to the Chief Inspector (Address: Air Accident Investigation Authority, Level G & 2, Facility Building, 1 Tung Fai Road, Hong Kong International Airport, Lantau, Hong Kong; Telephone: (+852) 2910 6079; Facsimile: (+852) 2910 6049 (local), (+852) 3912 4848 (international); or Email: ACCID@tlb.gov.hk within 14 days of this notice.

23 December 2025

K. C. MAN *Chief Inspector*

## About the Air Accident Investigation Authority

The AAIA is an independent investigation authority formed under the Transport and Logistics Bureau (TLB) of the Government of the Hong Kong Special Administrative Region of the People's Republic of China.

The AAIA is established in compliance with the Standards and Recommended Practices (SARPs) of ICAO Annex 13 requiring Contracting States to set up an independent investigation authority to ensure the independence and impartiality of the investigations.

The AAIA is responsible for the investigation of civil aircraft accidents and incidents in Hong Kong in accordance with Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) and the SARPs of ICAO Annex 13.

The sole objective of the investigation shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

## Air Accident Investigation Authority Information

**Check the Air Accident Investigation Authority website for information, reports and updates:**

<https://www.tlb.gov.hk/aaia/eng/index.html>

**The Air Accident Investigation Authority 24/7 Duty Investigator Hotline:**

**Tel: (+852) 9518 5800**

**Email: [ACCID@tlb.gov.hk](mailto:ACCID@tlb.gov.hk)**

**Fax: (+852) 2910 6049 (local)  
(+852) 3912 4848 (international)**