

民航意外調查機構

**AAIA**

Air Accident Investigation Authority



# **Loss of Control - Inflight**

## **Serious Incident Investigation Preliminary Report**

**Boeing B787-9  
Waypoint RIVER of Hong Kong  
7 September 2019**

**01-2020**

# General Details

## 1.1. Occurrence details

Date and time:	7 September 2019, 1041 hrs Local (0241 hrs UTC)
Occurrence category:	Serious Incident
Primary occurrence type:	Loss of control - inflight
Location:	Waypoint RIVER of Hong Kong
Position:	22 ° 24' 7.55" N 114 ° 10' 54.23" E

## 1.2. Pilot in Command details

Licence details:	ATPL(A)
Medical certificate:	Class 1
Type ratings:	Boeing B777, B787
Aeronautical experience:	11,605 hrs
Command time on type (B787):	182 hrs

## 1.3. Aircraft details

Manufacturer and model:	Boeing B787-9	
Serial Number:	39651	
Registration:	A6-BLF	
Operator:	Etihad Airways	
Number of engines:	Two	
Type of engine:	General Electric GENx-1B7	
Type of operation:	Scheduled Passenger Service	
Departure:	Abu Dhabi International Airport (OMAA)	
Destination:	Hong Kong International Airport (VHHH)	
Persons on board:	Crew – 11	Passengers – 168
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	No damage sustained	

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

## Safety Investigation Summary

On 7 September 2019 at 1041hrs, an Etihad Airways Boeing 787-9 aircraft, flight ETD 834, while conducting an Instrument Landing System (ILS) approach to Hong Kong International Airport (HKIA) deviated from the localiser course.

Having gone past waypoint RIVER while turning left and attempting to establish on the Runway 25R localiser at about 15 NM from the runway, the aircraft kept deviating to the right of the localiser and descending below the Minimum Sector Altitude (MSA) of 4,300 ft. The aircraft subsequently established on the localiser course at about 11 NM from the runway, and landed without further incident. There was no damage to the aircraft.

## **Opening the Investigation**

On receipt of a Mandatory Occurrence Report from the Civil Aviation Department on 9 September 2019 and validating of the required information, the Chief Accident and Safety Investigator ordered an investigation into the circumstances and contributing factors that resulted in this serious incident, 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).

The General Civil Aviation Authority (GCAA) of the United Arab Emirates, the National Transportation Safety Board (NTSB) of the United States of America, the Civil Aviation Department (CAD) of Hong Kong, representing the State of Registry and Operator, the States of Design and Manufacture of the aircraft and the State of Occurrence respectively, were notified on 20 September 2019.

Any persons who desire to make representations concerning the circumstances or causes of the serious incident are invited to do so in writing to the Chief Accident and Safety Investigator by 4 April 2020.

## **Investigation Progress and Completion**

The investigation team is conducting 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.

The anticipated duration of this serious incident investigation is up to twelve months.

## **Preliminary Report Advisory Information**

This preliminary report is published to communicate the information obtained during the initial phase of the ongoing investigation.

The purpose of this report is to provide a brief update on how the investigation is progressing as well as a preliminary description of the sequence of events and if necessary disseminate safety advisory issues identified at this early stage of the investigation.

During the further course of the investigation, should any safety recommendations be necessary, they will be promulgated immediately.

The information contained in this preliminary report is released in accordance with Cap. 448B and the requirements of ICAO Annex 13, and is derived from the initial investigation of the occurrence.

Readers are cautioned that new evidence will become available, as the investigation progresses that will enhance the Air Accident Investigation Authority (AAIA)'s understanding of the serious incident, as such, no analysis or findings are included in this report.

4 March 2020

## Air Accident Investigation Authority Information

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

<https://www.thb.gov.hk/aaia/eng/index.htm>

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

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