

民航意外調查機構

AAIA

Air Accident Investigation Authority



Loss of Control - Inflight

Serious Incident Investigation Preliminary Report

**Boeing 787-9
Waypoint RIVER of Hong Kong
29 September 2019**

02-2020

General Details

1.1. Occurrence details

| | |
|--------------------------|--|
| Date and time: | 29 September 2019, 1631 hrs Local (0831 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: | 19,418 hrs |
| Command time on type (B787) : | 2,580 hrs |

1.3. Aircraft details

| | | |
|-------------------------|--|------------------|
| Manufacturer and model: | Boeing B787-9 | |
| Serial Number: | 37974 | |
| Registration: | G-VOWS | |
| Operator: | Virgin Atlantic Airways | |
| Number of engines: | Two | |
| Type of engine: | Rolls-Royce Trent 1000 | |
| Type of operation: | Scheduled Passenger Service | |
| Departure: | Heathrow Airport (EGLL) | |
| Destination: | Hong Kong International Airport (VHHH) | |
| Persons on board: | Crew – 14 | Passengers – 235 |
| 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 29 September 2019 at 1631 hrs, a Virgin Atlantic Airways Boeing 787-9, registration G-VOWS, while conducting an Instrument Landing System (ILS) approach to Hong Kong International Airport (VHHH) deviated from the localiser course.

The aircraft was cleared to descend to 4,500 ft on the ILS approach for Runway 25R of VHHH. After establishing on the localiser, the aircraft kept deviating to the right of the localiser and descending below the Minimum Sector Altitude (MSA) until the ATC instructed a go-around.

Following the go-around and the second approach to the same runway, the aircraft landed uneventfully.

There was no damage to the aircraft.

Opening the Investigation

On receipt of a Mandatory Occurrence Report from the Civil Aviation Department on 3 October 2019, 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 National Transportation Safety Board (NTSB) of the United States of America and the Air Accidents Investigation Branch (AAIB) of the United Kingdom, representing the State of Design and Manufacture and State of Registry and Operation of the aircraft respectively, were notified on 11 October 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 6 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 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.

6 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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