

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  
18 October 2019**

**03-2020**

# General Details

## 1.1. Occurrence details

Date and time:	18 October 2019, 1549 hrs Local (0749 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:	B777, B787, A330, A350
Aeronautical experience:	20,980 hrs
Command time on type (B787) :	3,138 hrs

## 1.3. Aircraft details

Manufacturer and model:	Boeing 787-9	
Serial Number:	37978	
Registration:	G-VBOW	
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 – 13	Passengers – 258
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 18 October 2019 at 1549 hrs, a Virgin Atlantic Airways Boeing 787-9, registration G-VBOW, while conducting an Instrument Landing System (ILS) approach to Hong Kong International Airport (VHHH) deviated from the localiser course.

During the ILS approach for Runway 25R to VHHH in Visual Meteorological Conditions (VMC)<sup>1</sup>, the aircraft with the autoflight system engaged intercepted the localiser, the aircraft then overshot the intended heading, diverging from the localizer course towards the rising terrain in the north.

The Pilot Flying disengaged the autoflight system and assumed manual control of the aircraft, re-establishing the aircraft on the ILS heading approximately 12 nautical miles (NM) from the runway threshold and landing the aircraft uneventfully.

There was no damage to the aircraft.

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<sup>1</sup> Flight category in which visual flight rules (VFR) flight is permitted—that is, conditions in which pilots have sufficient visibility to fly the aircraft maintaining visual separation from terrain and other aircraft.

## **Opening the Investigation**

On receipt of notification from the Virgin Atlantic Airways on 18 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 Operator of the aircraft respectively, were notified on 24 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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