

Chief Inspector  
Air Accident Investigation Authority  
Level G, Facility Building  
1 Tung Fai Road  
Hong Kong International Airport  
Lantau, Hong Kong

**Serious Incident Bulletin 6/2018**

Aircraft type:	Boeing 787-8
Registration:	VT-ANE
Year of manufacture:	2013
Number and type of engines:	Two General Electric GEnx-1B67 turbo-fan engines
Date and time of incident:	20 October 2018 at 0614 hours local time (UTC 2214 hours)
Place of incident:	Hong Kong International Airport (VHHH)
Nature of incident:	During the approach to Hong Kong International Airport Runway 07R, the aircraft descended rapidly and deviated significantly from the normal glide path triggering a Ground Proximity Warning System alert. The crew recovered the aircraft at about 200 feet above mean sea level (AMSL) before performing a go around.
Type of flight:	Scheduled Public Transport of Passenger
Persons on board:	Crew: 10      Passenger: 197
Fatalities:	Nil
Serious injuries:	Nil
Pilot-in-command's licence	Airline Transport Pilot's Licence
Pilot-in-command's experience	1,750 hours (on type) (as of 20 October 2018)
Crew composition:	Two flight crew members in the flight deck
Source of information:	Investigation

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**Aircraft Serious Incident**  
**Boeing 787-8 Aircraft (Registration VT-ANE)**  
**on 20 October 2018**

**Preliminary Report**

(All times are in Hong Kong local time)

1. On 20 October 2018, an Air India Limited (AIC) Boeing 787-8 aircraft, registration VT-ANE, flight number AIC314, departed from the Indira Gandhi International Airport (VIDP), India to Hong Kong International Airport (VHHH).
2. During the flight the pilot-in-command was the “Pilot flying” (PF) while the co-pilot was the “Pilot Monitoring” (PM).
3. Before the approach to VHHH, the crew had received cautionary information from the Hong Kong arrival Automatic Terminal Information Service (ATIS) regarding the possibility of Instrument Landing System (ILS) glideslope fluctuation. At 06:08:17 hours, the Air Traffic Control (ATC) further advised the crew of the possible glide path signal fluctuation. At 06:11:00 hours, ATC cleared the aircraft for the instrument landing system (ILS) approach for Runway 07R. During the approach, the aircraft descended rapidly, triggering a Ground Proximity Warning System (GPWS) alert on board the aircraft. The crew recovered the aircraft at about 200 feet above mean sea level, approximately 2.6 nautical miles from Runway 07R before performing a go around. The aircraft landed uneventfully on Runway 07R on the second approach.
4. The meteorological aerodrome weather report for VHHH at 06:07 hours indicated that the wind was from 080 degrees at 12 knots. The visibility was 10 kilometres.
5. The Chief Inspector ordered an investigation into the circumstances and causes of the serious incident in accordance with the requirements of the Hong Kong Civil Aviation (Investigation of Accidents) Regulations and Annex 13 to the Convention on International Civil Aviation. The National Transportation Safety Board (NTSB) of the United States of America and the Aircraft Accident Investigation Bureau (AAIB) of India, representing the State of Design and Manufacture and State of Registry of the aircraft respectively, were notified.
6. The investigation team received the flight crew statements, aircraft flight documents, maintenance records, flight data and the weather information. The relevant recordings of

the Air Traffic Management System (ATMS) surveillance, Advance Surface Movement Guidance Control System and ATC/Pilot radio communication were also collected.

7. 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. During the course of the investigation, should any safety recommendation be necessary, it will be promulgated immediately.

#### **4 December 2018**

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This Bulletin contains information relating to the incident collected up to the time of issue. The information must be regarded as tentative and subject to alteration or correction if additional evidence becomes available.