

民航意外調查機構

AAIA

Air Accident Investigation Authority



Loss of Control - Inflight

Serious Incident Investigation Preliminary Report

Boeing B787-8

**Waypoint RIVER, abeam Tai Mo Shan,
Hong Kong**

18 July 2019

06-2019

General Details

1.1. Occurrence details

Date and time:	18 July 2019, 2352 hrs Local (1552 UTC)
Occurrence category:	Serious Incident
Primary occurrence type:	Loss of control - inflight
Location:	Waypoint RIVER, abeam Tai Mo Shan, Hong Kong,
Position:	22° 24.38' N, 114° 7.77' E

1.2. Pilot in Command details

Licence details:	ATPL
Medical certificate:	Class 1
Type ratings:	B777, B787
Aeronautical experience:	5,302 hrs
Command time on type (B787) :	3,082 hrs

1.3. Aircraft details

Manufacturer and model:	Boeing B787-8	
Serial Number:	36111	
Registration:	ET-ASG	
Operator:	Ethiopian Airlines	
Number of engines:	Two	
Type of engine:	General Electric GENx-1B	
Type of operation:	Scheduled Passenger Service	
Departure:	Manila Ninoy Aquino International Airport (RPLL)	
Destination:	Hong Kong International Airport (VHHH)	
Persons on board:	Crew – 10	Passengers – 225
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 July 2019 at 2352 hrs, an Ethiopian Airlines Boeing 787-8, registration ET-ASG, while conducting an Instrument Landing System (ILS) approach to Hong Kong International Airport (HKIA) deviated from the localiser course.

The aircraft was cleared for the Runway 25R ILS approach to HKIA.

Shortly after passing waypoint RIVER, the aircraft kept diverging to approximately 1NM north from the approach track and descending to a lowest altitude of 3,700 ft AMSL, where the horizontal clearance between the aircraft and a spot height of 3,277 ft was 570 m.

Air Traffic Control warned the pilots and instructed the aircraft to climb to 4,500 ft AMSL.

The aircraft was repositioned for another ILS approach and landed uneventfully. There was no damage to the aircraft.

Opening the Investigation

On receipt of a correspondence, regarding an occurrence of the aircraft's deviations on the Runway 25R ILS approach of 18 July 2019, from the Hong Kong Civil Aviation Department on 28 August 2019, and subsequent validation of 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 National Transportation Safety Board (NTSB) of the United States of America and the Ethiopia Accident Investigation Bureau (EAIB) of Ethiopia, representing the State of Design and Manufacture and State of Registry and Operation of the aircraft respectively, were notified on 27 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 6 January 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 December 2019

Air Accident Investigation Authority Information

Check the Air Accident Authority Investigation 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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