

Question on aviation security

(Paper T&TC 44/2016)

Written reply from Civil Aviation Department

When the aircraft concerned was on final approach into the north runway of Hong Kong International Airport at 9.56am on June 26, the flight crew informed air traffic control (ATC) that they were conducting a missed approach. However, the standard missed approach track was not followed. Immediately ATC instructed and guided the aircraft back to the right track. Subsequently, the aircraft landed safely and no one was injured in the incident.

The International Civil Aviation Organization (ICAO) has promulgated very stringent standards on aviation safety (including the mechanism in handling aircraft incidents). In this connection, the Administration has set out the details of the Mandatory Occurrence Reporting mechanism in the Air Navigation (Hong Kong) Order 1995 (Cap 448, sub. leg. C), which requires that all holders of Air Operator's Certificate, ATC or the licensee or manager of a licensed aerodrome shall make a report on any reportable occurrence to the CAD within 96 hours of the occurrence. Under the Mandatory Occurrence Reporting mechanism, reportable occurrences include damage to aircraft, injury of person, multiple systems or equipment malfunction, false fire alarm, and communication system malfunction, etc.

With regard to this incident, ATC notified the safety management division of the CAD according to the aforesaid Mandatory Occurrence Reporting mechanism. The CAD has immediately requested the airline concerned to look into the incident, submit a detailed report to the CAD and take necessary actions to safeguard flight safety for its flights operating to and from Hong Kong. Furthermore, the CAD has informed the relevant department under the Civil Aviation Administration of China for necessary follow-up action in parallel.

The CAD has been closely following up on the incident. Subsequent to a meeting with representatives of Shenzhen Airlines stationed in Hong Kong on June 30, the CAD met with the management of the company on July 12 in Hong Kong. Having carefully examined relevant records and information, Shenzhen Airlines confirmed at the meeting that it was the flight crew of the subject aircraft who had initiated the missed approach on that day. During the process, the aircraft deviated from the standard missed approach track as a result of that the flight crew mistaking an ATC

instruction not intended for CSZ9041. According to record, ATC has strictly complied with established procedure and relevant rules in handling the flight concerned. Besides, both Shenzhen Airlines and the CAD confirmed that there was no risk of collision between the aircraft concerned and other buildings (including the Giant Buddha) or other traffic. After the incident, Shenzhen Airlines has suspended the concerned flight crew from flying according to the airlines' standing procedures. Experience drawn from the incident will be shared among all the crew members of the airlines. Shenzhen Airlines has also committed to enhance staff training to safeguard safety of its flights operating to and from Hong Kong.

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