

[Translation]

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Clerk to Panel on Economic Development
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27 July 2018

Dear Ms Chan,

Regarding Hon. Holden Chow's letter on 3 July 2018

Thank you for your letter to the Transport and Housing Bureau (THB) dated 4 July 2018. You requested for a reply from THB in response to Hon Holden CHOW's letter to the Chairman of the Panel on Economic Development dated 3 July 2018 concerning a go-around incident at the Hong Kong International Airport (HKIA) on 28 June 2018.

According to information provided by the Civil Aviation Department (CAD), details of the standard missed approach (i.e. go-around) incident concerned are provided as follows. At 5:50 pm on 28 June 2018, prior to giving a landing clearance by an Air Traffic Control Officer (ATCO) for a passenger flight which was already on approach to HKIA, a preceding business jet which landed on the same runway at HKIA was not able to vacate the runway completely within the expected time. In line with the standard procedure, the ATCO instructed the passenger flight to carry out a standard missed approach and instructed the business jet to vacate the runway as soon as possible. After the go-around, the passenger flight landed as usual at the HKIA. During the incident, the Air Traffic Management System of CAD was operating normally.

Throughout the whole process, the ATCO maintained full control of the situation and operations of the runway were being closely monitored. When the passenger flight was at about five nautical miles from HKIA, the ATCO informed the

pilot of the passenger flight about the business jet's position and related information. The ATCO also instructed the pilot to reduce speed and be prepared for a possible go-around. As circumstances developed and after re-assessing the situation, the ATCO followed the standard procedures and issued a standard missed approach instruction to the passenger flight when the aircraft was around 300 feet above the ground. According to CAD's Aeronautical Information Publication, which published information related to standard missed approach procedures, and the weather and flight conditions on the day of the incident, the required standard missed approach procedure shall be initiated by the pilot before the aircraft was 200 feet above ground. Throughout the incident, the involved passenger flight and the business jet had complied with the required spacing requirements of the International Civil Aviation Organization (ICAO) and the abovementioned missed approach procedure. Aviation safety was in no way compromised.

The design of instrument approach procedure at the HKIA strictly followed the ICAO standards and complied with all related regulations. In fact, the missed approach procedure is an integral part of the standard instrument approach procedure. Flights are required to carry out missed approaches in various situations (including the situation in which the preceding aircraft is unable to vacate the runway in time), and these occur occasionally at HKIA and other airports around the world. All pilots and ATCOs are required to undergo stringent and professional training for handling various operational scenarios, including compliance with the published standard missed approach procedure of the related runway. According to CAD's records, the ATCO had closely monitored the situation of both aircraft throughout the incident concerned, and had instructed the passenger flight to carry out the standard missed approach as per established procedure. The passenger flight subsequently landed safely at the HKIA after the go-around. This was not "by luck", but a result of professional handling of both the ATCO and the pilot in compliance with the established procedures.

HKIA is one of the busiest airports in the world, handling an average of over 1,100 daily flight movements. Since the time occupied by a landed aircraft on the runway has significant impact on the overall operational efficiency of the airport, CAD has been constantly reminding operators and airline pilots about the need to vacate the runway expeditiously after landing via the Aeronautical Information Publication and the Aeronautical Information Circular. After the occurrence on 28 June, CAD immediately contacted the pilot of the business jet concerned for follow-up. Through the relevant association representing the business jet/private jet community, CAD reiterated the importance for aircraft to vacate runway as soon as possible after landing.

THB and CAD would continue to strive on maintaining the highest level of aviation safety, while safeguarding Hong Kong's position and reputation as an international and regional aviation hub.

(Ms Joyce Chan)
for Secretary for Transport and Housing

c.c.

Hon Jeffrey LAM Kin-fung, GBS, JP

(Chairman, Panel on Economic Development)

Civil Aviation Department

(Attn. Mr. LI Kwok Chu, Raymond, Assistant Director-General of Civil Aviation (Air Traffic Management))