

Chief Inspector of Accidents
Accident Investigation Division
Civil Aviation Department
1 Tung Fai Road
Hong Kong International Airport, Lantau
Hong Kong

Serious Incident Bulletin 1/2015

Aircraft Type:	Gulfstream Aerospace G550
Registration:	B-8256
Year of Manufacture:	2013
Number and Type of Engines:	Two Rolls-Royce BR710 turbo-fan engines
Date and Time of Incident:	13 January 2015 at 0237 hours UTC (1037 hours local time)
Place of Incident:	About 11 nautical miles south-west of Hong Kong International Airport (VHHH)
Nature of Incident:	When approaching VHHH Runway 07L for landing, the aircraft deviated from its intended vertical flight path and lost altitude significantly. The aircraft later carried out a missed approach and landed safely after the second approach.
Type of Flight:	Private
Persons on Board:	Crew: 5 Passenger: 1
Fatalities:	Nil
Serious Injuries:	Crew: Nil Passenger: Nil
Captain's Licence:	Airline Transport Pilot's Licence
Captain's Experience:	18,410 hours (of which 408 hours were on type)
Other Crew:	Flight Deck: 2 Cabin: 2
Sources of Information:	Investigation

Aircraft Serious Incident - 13 Jan 2015
Gulfstream Aerospace G550 Registration Mark B-8256

(All times are in UTC. Hong Kong time is UTC+8 hours.)

1. On 13 January 2015, a Hanergy Jet Company Limited G550 aircraft, registration mark B-8256, operated from Beijing to Hong Kong with flight number HHG305. The flight was a company ferry flight.
2. The captain was the 'pilot flying' in the left hand seat while the co-pilot was the 'pilot monitoring' in the right hand seat. Another company captain was at the cockpit observer seat during the approach. When HHG305 was about 11 nautical miles southwest of the Hong Kong International Airport (VHHH), the Air Traffic Control (ATC) issued a clearance for it to descend to 2,000 feet above ground level (AGL) and to intercept the instrument landing system (ILS) of Runway 07L. At 0237 hours, when the aircraft was about one nautical mile to intercept the localizer of ILS Runway 07L, it began to lose height quickly from around 2,000 feet AGL to about 500 feet AGL at its lowest when it was about seven nautical miles to Runway 07L. The ground proximity warning system (GPWS) warning on board the aircraft was triggered in the process. The aircraft then carried out a missed approach and landed uneventfully on its second approach. There was no injury or damage to the aircraft involved, and the surrounding air traffic was not affected.
3. The meteorological aerodrome weather report for VHHH at 0230 hours indicated that the wind was from 340 degree at 11 knots. The visibility was 6 km in light rain, with few clouds at 800 feet and scattered clouds at 1,800 feet. The temperature was 13 degrees Celsius and the dew point at 11 degrees Celsius. Neither low level windshear nor turbulence warning was reported around the time of the incident.
4. The incident has been classified as a serious incident and was reported to International Civil Aviation Organization (ICAO) in accordance with Annex 13 requirements. The Chief Inspector of Accidents ordered an investigation to determine the cause of the incident. The Civil Aviation Administration of China (CAAC), representing the State of Registry and the State of the Operator, and the National Transportation Safety Board (NTSB) of the United States, representing the State of Design and the State of Manufacture of the aircraft involved, have appointed Accredited Representatives to take part in the investigation. Hanergy Jet Company Limited and Gulfstream

Aerospace Corporation also participate in the investigation as the corresponding advisers of CAAC and NTSB respectively.

5. The investigation team, with the assistance from CAAC, conducted interviews with the flight crew and all the persons on board the aircraft. The aircraft flight documents, maintenance records, ATC radar and radio recordings as well as weather information were also collected for investigation purpose. The data captured by the Digital Flight Data Recorder (DFDR) and Quick Access Recorder (QAR) were successfully downloaded for analysis.
6. The investigation team is conducting detailed analysis of all the data and information received. During the course of the investigation, should safety recommendation be considered necessary, it will be promulgated to the parties concerned before the final report is published.

2 March 2015

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