

# MJI ASR FORM

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EVENT TITLE: \*

Non compliance of altitude constraint on approach HKG Rwy 25R

DATE/TIME OF EVENT (UTC): \*

MM DD YYYY Time

07 / 07 / 2023 06 : 20 AM ▼

FLIGHT NO: \*

WW861

AIRCRAFT REGISTRATION: \*

9M-KXB

DEPARTURE STATION (IATA CODE): \*

BKI

ARRIVAL STATION (IATA CODE): \*

HKG

DIVERSION (IF APPLICABLE):

AJL REF:

RANK &amp; NAME OF PILOT FLYING \*

First Officer Mazliana Mohd Ali

## REPORTER DETAILS

REPORTER NAME: \*

Note: Signature is not required as digital submission of this form is verified via the reporter's email address.

Hadi Rahimi Bin Hamdan

EMAIL: \*

hadi.rahimi@kargoxpress.com

STAFF ID: \*

0216

**CONTACT NUMBER: \***

0162598550

**DESIGNATION: \***

Captain

**LOCATION**

Please indicate 'N/A' if not available or not applicable.

**RUNWAY:**

N/A

**TAXIWAY:**

N/A

**PARKING STAND:**

N/A

**SID/STAR/WPT:**

RNAV TRANSITION TO ILS Rwy 25R (11-10)

**AIRCRAFT OPERATION, CONFIGURATION & WEATHER CONDITION**

**OPERATIONAL DETAILS****AIRSPACE/SPECIFIC OPERATION:**

VHHH

**FLIGHT PHASE:**

APPROACH

**TYPE OF APPROACH:**

RNAV ILS

**RUNWAY CONDITION:**

DRY

**AIRCRAFT LANDING LIGHTS:**

ON



OFF



Other:

**TAKE OFF WEIGHT:**

55258

**LANDING WEIGHT:**48525 (loadsheet)  
.....**RECORDING REQUESTED:**☐ FDR☐ CVR☐ ATC☐ Other: .....**ATC ADVISED:**☐ YES☐ NO☐ Other: .....**CONFIGURATION DETAILS****SPEED/MACH:**180  
.....

AUTO PILOT:

☒ ON☐ OFF☐ Other: .....

ALT AMSL:

3400 .....

ALT AGL/FLIGHT LEVEL:

.....

AUTO THRUST:

ON .....

TCAS:

☐ RA☐ TA☐ Other: .....

RVR/VIS:

.....

**FLAP STATUS:**

5

**SPECIFIC FLAP SETTING:****DECELERATION STATUS:**

decelerating to FMC flaps 5 speed

**WEATHER CONDITIONS****WIND DIRECTION:**

220

**WIND SPEED:**

14

**TEMPERATURE:**

32

**VISIBILITY:**

&gt;10KM

QNH:

1009

ICING

CLOUD COVER TYPE:

Few 2000' Scattered 3000'

TURBULENCE:

BIRD/WILDLIFE HAZARD INFORMATION

Please indicate 'N/A' if not available or not applicable.

STRIKE/NEAR STRIKE:

NUMBER SEEN:

SPECIES:



NUMBER HIT:

.....

AIRCRAFT PART STRUCK:

.....

**DANGEROUS GOODS DETAILS**

Please indicate 'N/A' if not available or not applicable.

ACCEPTANCE LOCATION:

.....

CLASS / DIVISION:

.....

AIRWAY BILL #:

.....

**EVENT DESCRIPTION**

Kindly write in as much information as possible clearly

**EVENT DESCRIPTION: \***

At around 0620z, flight WW861(B737-800) from BKK to HKG was cleared for the RNAV TRANSITION TO ILS Rwy 25R(chart 11-10). FO Mazliana was Pilot Flying(PF). As aircraft was descending on VNAV mode, altitude window was set on the MCP panel to 1700'(lowest altitude on chart). On passing position TEDAP(180kts/4500') PF configured aircraft for the approach selecting flaps 5. Aircraft was considerably light(approximately 49100kg) with FMC Flaps 5 speed less than 160kts and aircraft was slowing down to that speed. As per chart, speed of 180kts with altitude constraint was to be met during approach(step descend). To meet the speed restriction, I directed PF to select LVL CHG on the MCP panel to increase the speed to 180kts as other aircrafts were also radar vectored by HKG App ATC behind us and would probably be following the same restrictions and constraints. Both pilots did not realize the aircraft was descending below the published altitude as LVL CHG does not provide altitude protection as altitude window on the MCP panel was set at 1700' earlier. At approximately 3400' and 14nm from runway(was later informed by HKG ATC), HKG App ATC directed WW861 to immediately climb to 6000' to be radar vectored for another approach. On the same Arrival and Approach for Rwy 25R, aircraft landed safely at 0637z with no further events. At bay X1R during transit around 0720z, a HKG airport authority personnel came to the cockpit and informed me to contact HKG ATC(+852 29106819). A call was made and I spoke to a personnel name Ms. Lam to explained to her events that transpired and what happened during the first approach that lead to the non compliance of altitude constraint. Aircraft would later depart for KUL WW862.

**ACTION TAKEN: \***

Followed all published speed and altitude restrictions/constraints for the second approach HKG Rwy 25R with correct manipulation on the MCP panel (speed, altitude, descend mode).

**OTHER INFORMATION / SUGGESTION:**

To monitor and follow all speed and altitude restrictions/constraints as per published chart

**ATTACHMENT**

Upload any files, records, pictures or documents related to the event.



Photo Jul 07 202...



Photo Jul 07 202...



Photo Jul 07 202...

## EVENT CONSEQUENCES

## OPERATIONAL IMPACT

DAMAGE: \*

- ☒ No
- ☐ Yes

INJURY: \*

- ☒ No
- ☐ Yes

Do you wish this report to be treated as CONFIDENTIAL? \*

- ☒ No
- ☐ Yes

FOR CSSQ USE ONLY

Leave this section empty and click 'Submit'

Is an investigation required?

☐ No☒ Yes**Remarks by Safety Department**

An ASR (CSSQ/ASR/2023/15) was raised on 8<sup>th</sup> July 2023 titled 'Non compliance of altitude constraint on approach HKG Rwy 25R'. The event occurred on 7<sup>th</sup> July 2023 (0620hrs UTC). An initial notification was sent to CAAM via the CArES system within 48 hours. Further investigation is in progress. As an immediate corrective action, both crew were temporarily removed from operations, pending investigation. A follow-up report will be required upon completion of investigation.

<b>Date</b>	9 <sup>th</sup> July 2023
<b>Name</b>	DESHVIN SINGH
<b>Designation</b>	Head, CSSQ
<b>Signature</b>	