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| Checklist | Remark |
| Title | ‘PAN PAN’ Call Declared Due to Minimum Fuel |
| Description | It was clear skies over RCTP airport. Observed huge, towering cumulus east of Taipei (behind the mountains). Tower reported wind was 80/28G39 knots, QNH1000    First approach for ILS Runway 05L TPE, approximately 2000ft, aircraft started to feel the wind gusts and thermal effects. Speed fluctuated up and down , auto throttle was moving in rapid movements trying to correct for the speed changes. Approximately 600 ft, disengaged the autopilot, trying to fly manual to maintain the speed due to the gusty wind. Approximately between 300-400ft, observed the speed drop below Vref and windshear warning was triggered. Windshear Go Around initiated.    Informed TPE controller go around due to windshear warning. Observed all other traffic landed, and no windshear warning reported by the other pilots.    We accepted radar vectors for ILS 05L for a second attempt. TPE ATC vectored us straight for finals due to traffic. Captured false localizer, immediately flew manually and tried to intercept back the centerline. Ask the Pilot Monitoring (PM) to switch off the Flight Director (FD), re-tune the ILS for 05L and to switch on back the FD. Due to strong and gusty winds,  I only managed to get back to the runway centerline at approximate 6nm final. But after a while on the ILS 05L, the windshear warning came on again with my speed fluctuating and being unacceptable.    Commenced go around due to windshear again. TPE radar wanted to vector us straight for the 3rd attempt. We declined and requested to hold over ‘SEDUM’. Again, all other traffic landed, and no windshear was reported by the other pilots. Clear skies over TPE but the wind was still very gusty. TPE ATC provide us info for runway 05R where the wind was weaker with gusts up to 19kts (approximate this figure, I cannot remember clearly). Our fuel available was 3800kg at this time and we decided to try another approach for Runway 05R and if still unable to land, we then needed to divert to XMN.    During our third attempt for ILS 05R, I informed the PM that I will maintain the autopilot switched on until below Decision Altitude. After established for the ILS 05R, approximately 1000ft, the windshear warning was triggered again with the speed and aircraft attitude fluctuating rapidly. We commenced another windshear go around procedure once again.    During our turn to SEDUM, we requested clearance to divert to XMN. TPE ATC asked us for our routing to XMN. The PM gave them the route as written in our flight plan.    After a while, we were radar vectored for a right turn and track to MKG and rerouted via KADLO - A1 - ANPOG - R200 - OLDID - BEBEM and to standby for the further routing.    After setting this route in the FMC and for the ILS 05 at XMN, the FMC calculation gave our estimated landing fuel at 400kgs. And this was without the full routing. Therefore, we informed TPE radar that we had minimum fuel, unable to follow the new route given. They asked us to maintain on this route. During this time, we tried to explain to them that we were on minimum fuel a few times and we require to set course to XMN. They asked us for our remaining endurance and were unable to get approval due to military area on our right (danger area).    Due to the unavailability of the full route to XMN from TPE radar and believing we did not have enough fuel to follow the route give, we declared a ‘PAN PAN‘ call and requested priority to divert to XMN due to minimum fuel. We declared the ‘PAN PAN’ call when our fuel was approximately 1900kgs (unable to remember all figures clearly due to the high workload and stress level). Only then did TPE radar clear us to turn right and set course for XMN and transferred us to Shanghai control.    Declared ‘PAN PAN’ and minimum fuel to Shanghai radar, they cleared us to XMN.    Transferred to XMN radar and we were vectored for ILS 05. Declared ‘PAN PAN’ and explained to them that we were on minimum fuel, XMN radar vectored us direct to AM103 for the ILS for Runway 05.    After declaring ‘PAN PAN’, managing to obtain the direct track and priority to land, we landed XMN with the fuel remaining  at 1100kgs. |
| State of Occurrence | Taiwan |
| Location | Airspace |
| Aerodrome of Occurrence (ICAO) | RCTP |
| Location on Aerodrome (if any) | Approach Path |
| Detecting Phase | Approach |
| Occurrence Class | Incident |
| Occurrence Category (Taxonomy) | FUEL : Fuel Related |