

Aviation Occurrence Investigation Preliminary Report

INCID/02/2018

Aircraft Took-off from Engaged Runway

Macau International Airport

12 November 2018

14 December 2018

Foreword

The report is based on the investigation carried out by the Civil Aviation Authority, Macao, China (AACM) in accordance with Law no. 2/2013 *Civil Aviation Accident and Incident Investigation and Aviation Safety Information Protection Law*, the *Air Navigation Regulation of Macao* approved by Executive Order 62/2016, and Aeronautical Circular AC/GEN/003 *Mandatory Occurrence Reporting Scheme*.

The sole objective of the investigation of an aviation occurrence is the prevention of accidents and incidents. It is not the purpose of these activities to apportion blame or liability.

Sequence of events

On 12 November 2018, a Thai AirAsia Airbus A320-200 aircraft, (registration: HS-BBO and serial number: 6240) with flight number AIQ763/ FD763 took off from runway 34 at Macau International Airport which was engaged by a “follow-me” vehicle.

At 06:24, follow-me 5 vehicle requested to proceed to runway 34 for inspection via taxiway C1, 2 and 3.

After tower approved follow-me 5 to enter runway 34, follow-me 5 entered runway 34 for inspection at 06:30.

At 06:34, flight AIQ763 / FD763 reported ready to tower.

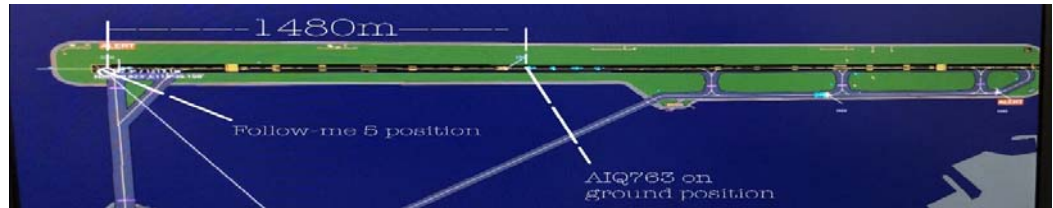
At 06:34, tower issued the departure clearance to flight AIQ763 / FD763, at this point, follow-me 5 was still in runway 34 doing inspection and visual alerts in amber for follow-me 5 was indicated on the Surface Movement Radar (SMR).



At 06:35, flight AIQ763 / FD763 was lined up on runway for departure, both visual alerts in amber for follow-me 5 and AIQ763 / FD763 were indicated on the SMR.

At 06:36, flight AIQ763 / FD763 was rolling for departure and triggered the SMR audio alarm. Tower realized that follow-me 5 was occupying the runway and informed follow-me 5 to vacate runway at 06:36.

Follow-me 5 vacated runway at 06:36 and flight AIQ763 / FD763 airborne at around 06:37. According to the positions of aircraft and vehicle indicated on the SMR, the estimated nearest distance between both moving objects was about 1480 metres or 0.8 nautical miles.



Injuries to persons

No fatal, serious or minor injury was reported as a result of this occurrence.

Damage to aircraft

No damage to the aircraft occurred as a result of this occurrence.

Weather and environment information

According to METAR published at 06:30, the weather for the approach into Macau International Airport runway 34 included 8 knot of wind in direction 040, visibility 4200 metres, Few (1 - 2 oktas) clouds at a height of 2,500 feet. The temperature on the ground was 28 °C.

Continuing investigation

The investigation is continuing and will consider the followings:

- Airport facilities and equipment
- Air traffic controllers training and qualifications
- ATC procedures
- ATC flight handling
- Human factors
- Weather and environment influences