



Multiple Hydraulic System Failure (SCF-NP-MISC-HYDFL)

Interim Statement

Serious Incident Investigation

Boeing 747-400F Freighter

N406KZ

Hong Kong International Airport

17 June 2024

ITR-2025-03

In accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B), an investigation is in progress to determine the circumstances and causes relating to the serious incident involving an Atlas Air Boeing 747-400F freighter, registration mark N406KZ, at Hong Kong International Airport (VHHH) on 17 June 2024 (Hong Kong local time).

The aircraft took off from runway 25L at VHHH at 04:09 a.m. About 26 minutes into the flight, the pilot in command (PIC) made the operational decision to return to Hong Kong due to the loss of the hydraulic #1 system. After fuel jettison to meet landing weight limits, the aircraft landed on runway 25R at 07:12 a.m. The landing was normal with no reported loss of directional control. However, the fluid in hydraulic systems #2 and #4 was quickly depleting to zero during the landing roll, accompanied by corresponding warning messages on the Engine Caution and Crew Alert System (EICAS) onboard the aircraft. Evacuation was not considered necessary.

Post-flight inspection indicated that #9 and #10 tires were shredded. Parts of #9 and #10 wheels were missing and significant damage was observed on #9 wheel. Several hydraulic lines located in the right-hand wing landing gear (RH WLG) wheel well were found fractured and punctured, and the fluid in hydraulic systems #1, #2 and #4 was completely lost. In addition, some damage was sustained by the lower forward fuselage, lower right wing sections and components/systems inside the wheel well.

As the investigation progresses, the investigation team has reviewed the factors that led to the failure of the tires and multiple hydraulic systems; studied all relevant operational safety risks subsequent to the tire failure and the loss of multiple hydraulic systems; conducted an in-depth examination of the retained aircraft components, with some components dispatched to overseas testing facilities which have completed detailed examination and testing; and reviewed the operator's procedures and crew actions.

Based on all collected evidence and information, and the results of the above reviews, examinations and studies, the investigation report is being compiled and processed in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B).

In accordance with paragraph 6.6 of Annex 13 to the Convention on International Civil Aviation, if the report cannot be made publicly available within twelve months, the State/Administration conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

17 June 2025

Air Accident Investigation Authority Information

Check the Air Accident Investigation Authority website for information, reports and updates:

<https://www.tlb.gov.hk/aaia/eng/index.html>

The AAIA 24/7 Duty Investigator Hotline:

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