

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

Serious Incident Bulletin 1/2018

Aircraft types:	Aircraft 1: Airbus A330-343 Aircraft 2: Boeing B747-867F
Registration:	Aircraft 1: B-LNU Aircraft 2: B-LJK
Years of manufacture:	Aircraft 1: 2010 Aircraft 2: 2013
Number and types of engines:	Aircraft 1: Two Rolls-Royce Trent 772B-60 turbo-fan engines Aircraft 2: Four General Electric GEnx 2B67 turbo-fan engines
Date and time of incident:	23 December 2017 at 2107 hours local time (1307 UTC)
Place of incident:	Runway 07R, Hong Kong International Airport (VHHH)
Nature of incident:	Aircraft 1 aborted takeoff on an engaged runway
Types of flights:	Aircraft 1: Scheduled public transport Aircraft 2: Scheduled cargo transport
Persons on board:	Aircraft 1: Crew: 12 Passenger: 255 Aircraft 2: Crew: 3 Passenger: Nil
Fatalities:	Nil
Serious injuries:	Nil
Licences of the Pilots-in-command and First Officers of both aircraft	Valid Hong Kong Airline Transport Pilot's Licence (Aeroplanes)
Licence of the Air Movements Controller:	Valid Hong Kong Air Traffic Controller's Licence
Source of information:	Investigation

Aircraft Serious Incident
Airbus A330-343 Aircraft (Registration Mark B-LNU) and
Boeing B747-867F Aircraft (Registration Mark B-LJK)
on 23 December 2017

Preliminary Report

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

1. At approximately 1305 hours on 23 December 2017, Air Movements Controller (AMC) cleared an Airbus A330-343 aircraft (Aircraft 1), registration mark B-LNU, operated by Hong Kong Airlines Limited (CRK) for Bali to line up and wait behind a departing aircraft at Runway 07R of the Hong Kong International Airport (VHHH).
2. The first officer of Aircraft 1 was the “pilot flying” and the pilot-in-command was the “pilot monitoring”.
3. About 15 seconds later (13:05:19), a Boeing B747-867F aircraft (Aircraft 2), registration mark B-LJK, operated by Cathay Pacific Airways Limited (CPA) arriving from Alaska on Runway 07L reported to AMC that it was approaching Taxiway J11 holding point. Taxiway J11 was located at the departure end of Runway 07R, which can be used for runway crossing to the cargo apron on the south side of Runway 07R. On receiving Aircraft 2’s report, AMC instructed Aircraft 2 to hold at Taxiway J11 holding point, as there was another aircraft departing Runway 07R at that time. At 13:06:30, AMC cleared Aircraft 2 to cross Runway 07R which was read back by Aircraft 2.
4. About 30 seconds later (13:07:01), AMC cleared Aircraft 1 for takeoff on Runway 07R. After Aircraft 1 had read back the takeoff clearance, Aircraft 2 informed AMC that it was still crossing the runway. AMC immediately instructed Aircraft 1 to stop. Aircraft 1 aborted the takeoff roll and reported that it was stopping abeam Taxiway J2.
5. Aircraft 2 continued to cross Runway 07R and taxi to the cargo apron while Aircraft 1 followed AMC instructions to vacate the runway. Aircraft 1 took off and departed Hong Kong uneventfully seven minutes after the incident (13:14). There was no damage to the involved aircraft and no one was injured in the incident.
6. The meteorological aerodrome weather report for VHHH at 1300 hours indicated that the wind was from 310 degree at 3 knots. The visibility was 8 kilometres and the runway condition was dry.

7. The Chief Inspector of Accidents ordered an investigation into the circumstances and causes of the serious incident in accordance with the requirements of Annex 13 to the Convention on International Civil Aviation. The Bureau d'Enquêtes et d'Analys (BEA) of France and the National Transportation Safety Board (NTSB) of the United States of America, representing the State of Design and the State of Manufacture of Aircraft 1 and Aircraft 2 respectively, were notified.
8. The investigation team conducted interviews with the flight crew of both aircraft and the relevant air traffic control (ATC) personnel. Aircraft flight documents, maintenance records, flight data, ATC radar and weather information, etc., were also collected for investigation purpose. The investigation team is conducting detailed analysis of all the data and information collected in order to determine the circumstances and causes of the incident.
9. While the investigation is in progress, the Air Traffic Management Division of CAD has initiated a review and issued an instruction to remind all AMCs of the enhanced runway safety procedures in place at VHHH. To raise the situation awareness of all parties on the same radio frequency, AMC shall pass crossing traffic information to departing aircraft which has lined up on the runway awaiting takeoff clearance.
10. During the course of the investigation, should any safety recommendation be necessary, it will be promulgated before the publication of investigation report.

23 January 2018

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