

民航意外調查機構

AAIA

Air Accident Investigation Authority



Fire/Smoke (Non-impact)

**Serious Incident Investigation
Preliminary Report**

Boeing 747-8F

N624UP

Hong Kong International Airport

20 July 2021

01-2021

1. General Details

1.1. Occurrence details

Date and time:	20 July 2021 at 1250 hours (Note)
Occurrence category:	Serious Incident
Primary occurrence type:	Fire/Smoke (Non-impact)
Location:	Hong Kong International Airport (VHHH)
Position:	22° 19' 5" N, 113° 55' 14" E

1.2. Pilot in Command details

Licence details:	Airline Transport Pilot
Medical certificate:	Class 1
Type ratings:	B747, MD11, L-382
Aeronautical experience:	9,648 hours
Command time on type (B747)	1,488 hours

1.3. Aircraft details

Manufacturer and model:	Boeing 747-8F	
Registration:	The United States of America, N624UP	
Serial number:	63784	
Year of Manufacture:	2020	
Number and type of engines:	Four General Electric GEnx-2B67/P turbo-fan engines	
Engine Serial Number:	959767	
Operator:	United Parcel Service Company (UPS)	
Type of Operation:	Scheduled Public Transport of Cargo	
Certificate of Airworthiness	Issued on 5 November 2020 by the FAA, Standard Airworthiness Certificate	
Departure:	Hong Kong International Airport (VHHH)	
Destination:	Dubai International Airport (OMDB)	
Persons on board:	Crew – 3	Passengers – 0
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	The Number One Engine was damaged.	

Note: All times are local Hong Kong time that is Coordinated Universal Time (UTC) plus eight hours.

2. Synopsis

- (1) On 20 July 2021 at 1216 hours, a United Parcel Service Company (UPS) Boeing 747-8 freighter, registration mark N624UP, departed from Hong Kong International Airport (VHHH) to Dubai International Airport (OMDB) with flight number UPS3.
- (2) The aircraft returned to Hong Kong due to shutdown of the Number One Engine by the flight crew per operating procedures about four minutes after take-off. After landing on Runway 07L, the Number One Engine caught fire. There was no other damage to the aircraft apart from the engine damage. No one was injured.

3. Order of Investigation

- (1) The Air Accident Investigation Authority (AAIA) received an Aircraft Accident / Incident Reporting Form from the operator on 21 July 2021. After validating the collected information, the Chief Inspector (CI) of AAIA classified this as a Serious Incident, and ordered an investigation into its circumstances and contributing factors, in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) and the requirements of Annex 13 to the Convention on International Civil Aviation (ICAO Annex 13).
- (2) The National Transportation Safety Board (NTSB) of the United States of America, being the State of Registry, the State of the Operator, the State of Design and the State of Manufacture of the aircraft, was notified and has nominated an Accredited Representative to participate in the investigation of AAIA.

4. Investigation Progress and Completion

- (1) The investigation team conducted interviews with the flight crew of the aircraft. Aircraft flight documents, flight data, airport closed-circuit television (CCTV) footage and weather information were also collected. The Number One engine was removed and sent to the engine manufacturer, General Electric (GE), for further examination under the supervision of the NTSB.
- (2) The investigation team is conducting a detailed analysis of the data and information collected in order to determine the circumstances and causes of this serious incident in conjunction with identifying areas that need further investigation and/or lines of investigation to pursue.
- (3) The anticipated duration of this investigation is up to twelve months.

5. Preliminary Report

- (1) This preliminary report is published to communicate the information obtained during the initial phase of the ongoing investigation.
- (2) The purpose is to provide a brief update on how the investigation is progressing as well as a preliminary description of the sequence of events and if necessary disseminate safety issues identified at this early stage of the investigation.
- (3) During the further course of the investigation, should any safety recommendations be necessary, they will be promulgated immediately.
- (4) The information contained in this preliminary report is released in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (Cap. 448B) and the requirements of ICAO Annex 13, and is derived from the initial investigation of the occurrence.
- (5) Readers are cautioned that new evidence will become available, as the investigation progresses that will enhance AAIA's understanding of the serious incident, as such, no analysis or findings are included in this report.

19 August 2021

Air Accident Investigation Authority Information

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

<https://www.thb.gov.hk/aaia/eng/index.htm>

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