

民航意外調查機構

AAIA

Air Accident Investigation Authority



Aerodrome (ADRM)

**Incident Investigation
Preliminary Report and
Public Notice**

**Boeing 737-800BCF,
VP-BEN**

**Hong Kong International Airport
14 October 2021**

03-2021

1. General Details

1.1. Occurrence Details

Date and time:	14 October 2021 at 0003 hours (Note)
Occurrence category:	Incident
Primary occurrence type:	Aerodrome
Location:	Hong Kong International Airport (VHHH)
Position:	22° 18' 56.18" N, 113° 54' 52.78" E

1.2. Pilot in Command Details

Licence details:	Airline Transport Pilot
Medical certificate:	Class 1
Type ratings:	B737NG
Aeronautical experience:	12,315 hours
Command time on type (B737)	6,955 hours

1.3. Aircraft Details

Manufacturer and model:	Boeing 737-800BCF	
Registration:	The United Kingdom (Bermuda), VP-BEN	
Serial number:	33545	
Year of Manufacture:	2002	
Number and type of engines:	Two CFM International S.A.(CFM) CFM56-7B26	
Operator:	Siberia Airlines	
Type of Operation:	Scheduled Public Transport of Cargo	
Certificate of Airworthiness	Issued on 18 March 2021 by the Bermuda CAA, Standard Certificate of Airworthiness	
Departure:	Irkutsk International Airport, Russia (UIII)	
Destination:	Hong Kong International Airport (VHHH)	
Persons on board:	Crew – 4	Passengers – 0
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	Nil.	

Note: All times are in Hong Kong Local Time, which is Coordinated Universal Time (UTC) plus eight hours.

2. Synopsis

- (1) On 14 October 2021 at 0003 hours, a Siberian Airlines (S7) Boeing 737-800 Boeing Converted Freighter (BCF), registration mark VP-BEN, flight number SBI8817, from Irkutsk International Airport, Russia (UIII) to Hong Kong International Airport (VHHH) landed on Runway (RWY) 07L.
- (2) While following Air Traffic Control (ATC) instructions to vacate the runway via Taxiway (TWY) A7, the subject aircraft taxied onto a pavement area between TWY A6 and TWY A7. The pavement area is a section of a twin-taxiway system being built for future aircraft operation. The aircraft stopped in front of marker boards on the pavement area and was instructed by ATC to shut down all engines.
- (3) After inspection by ground engineer, the Airport Authority Hong Kong (AAHK) advised that there was no damage to both the aircraft and runway facilities. No one was injured in the occurrence.

3. Order of Investigation

- (1) AAIA received an Aircraft Accident / Incident Report from the operator on 15 October 2021. An on-site inspection / examination was carried out by the investigation team on the same day.
- (2) In the occurrence the aircraft came to a stop within a taxiway construction site while vacating the runway. Since construction works near or along the runways in VHHH are in progress and would continue for a considerable period of time, safety lessons that can be drawn from the investigation of this occurrence may be beneficial in preventing future recurrence.
- (3) 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), this occurrence has been classified as an Incident and the Chief Inspector of AAIA has ordered an investigation into its circumstances and contributing factors.
- (4) The National Transportation Safety Board (NTSB) of the United States of America, being the State of Design and the State of Manufacture of the aircraft, the Air Accidents Investigation Branch (AAIB) of the United Kingdom, being delegated by the State of Registry, the Federal Air Transport Agency (FATA), being the State of the Operator, were notified and have nominated Accredited Representatives and Technical Advisors to participate in the investigation being carried out by AAIA.

4. Investigation Progress and Completion

- (1) After the on-site inspection, major observations were communicated to the Civil Aviation Department and AAHK. AAIA was informed of their corresponding safety actions on 26 and 28 October 2021 respectively.
- (2) The investigation team conducted interviews with the flight crew of the aircraft and related personnel of involved organizations. Aircraft flight documents, flight data, airport closed-circuit television (CCTV) footage, ATC and weather information were also collected.
- (3) The investigation team is conducting detailed analysis of the data and information collected in order to determine the circumstances and causes of this incident in conjunction with identifying areas that need further investigation and/or lines of investigation to pursue.
- (4) 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 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 incident. As such, no analysis or findings are included in this report.

6. Public Notice

This Report also serves as a public notice under Section 10(1) of Cap. 448B. Any person who wishes to make representation as to the circumstances or causes of the incident should do so by letter, facsimile, telephone, or email to the Chief Inspector (Address: Air Accident Investigation Authority, Level G, Facility Building, 1 Tung Fai Road, Hong Kong International Airport, Lantau, Hong Kong; Telephone: (+852) 2910 8122; Facsimile: (+852) 2910 6049 (local), (+852) 3912 4848 (international); or Email: hkchung@thb.gov.hk) within 14 days of this notice.

15 November 2021

M. F. LEUNG *Acting Chief Inspector*

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>

The Air Accident Investigation Authority 24/7 Duty Investigator Hotline:

Tel: (+852) 9518 5800

Email: ACCID@thb.gov.hk

Fax: (+852) 2910 6049 (local)
(+852) 3912 4848 (international)