

Chief Inspector of Accidents
Air Accident Investigation Authority
Level G, Facility Building
1 Tung Fai Road
Hong Kong International Airport
Lantau, Hong Kong

Serious Incident Bulletin 5/2018

Aircraft type:	Boeing 747-47UF
Registration:	N415MC
Year of manufacture:	2002
Number and type of engines:	Four General Electric CF6-80 turbo-fan engines
Date and time of incident:	30 August 2018 at 0353 hours UTC (1153 hours local time)
Place of incident:	Hong Kong International Airport (VHHH)
Nature of incident:	Shortly after touchdown at runway 25R, the aircraft veered to the left and then to the right abruptly. As it veered to the right, the aircraft rolled, so that the bottom of No.3 and No.4 engine cowlings contacted the runway. The engine cowlings and No. 4 engine were damaged.
Type of flight:	Scheduled Public Transport of Cargo
Persons on board:	Crew: 4 Passenger: 1
Fatalities:	Nil
Serious injuries:	Nil
Pilot-in-command's licence	Airline Transport Pilot (ATP) certificate
Pilot-in-command's experience	5,200 hours on type (of which 1,100 hours pilot-in-command on type, as of 30 August 2018)
Crew composition:	Four flight crew members in the flight deck
Source of information:	Investigation

Aircraft Serious Incident
Boeing 747-47UF Aircraft (Registration Mark N415MC)
on 30 August 2018

Preliminary Report

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

1. On 30 August 2018, an Atlas Air Boeing 747-47UF freighter, flight number GTI 8086, registration N415MC, operated from Al Maktoum International Airport, Dubai, the United Arab Emirates to Hong Kong International Airport (VHHH) .
2. The Pilot Flying, who occupied the left-hand seat, was undergoing a line check, while the Pilot Monitoring in the right-hand seat was the line check Captain. Behind them were two non-flying aircrew occupying the observers' stations inside the flight deck.
3. Shortly after touchdown on runway 25R, the aircraft veered to the left of the runway centreline and then reversed abruptly back to the runway centreline. As the aircraft veered to the right, the aircraft also rolled, so that the bottom of No.3 and No.4 engine cowlings contacted the runway before the aircraft was realigned with the runway centreline. The lower section of the engine cowlings and No.4 engine were damaged. There was no engine fire.
4. The meteorological aerodrome weather report for VHHH at 0330 hours indicated that the wind was from 180 degrees at 17 knots, with a temporary fluctuation from 200 degrees at 20 knots and gust at 30 knots. The visibility was 10 kilometres and the runway condition was wet.
5. The Chief Inspector of Accidents ordered an investigation into the causes and contributing factors of the serious incident, in accordance with the requirements of Annex 13 to the Convention on International Civil Aviation. The National Transportation Safety Board of the United States of America, representing the State of Registry, Design and Manufacture, was notified and has nominated an Accredited Representative to support the investigation of the Air Accident Investigation Authority.
6. Aircraft flight data recorder information, maintenance records, air traffic control communications, runway closed-circuit television footage and weather information were also collected.

7. The investigation team is conducting detailed analysis of the data and information collected in order to determine the causes and contributing factors of this serious incident. During the course of the investigation, should any safety recommendation be necessary, it will be promulgated immediately.

28 September 2018

This Bulletin contains information relating to the serious 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.