

民航意外調查機構

AAIA

Air Accident Investigation Authority



Abnormal Runway Contact (ARC)

Preliminary Report and Public Notice

**Incident Investigation
Bombardier BD-700-2A12, N899ST,
Hong Kong International Airport
27 October 2022**

02-2022

1. General Details

1.1. Occurrence details

Date and time:	27 October 2022, 2122 hours
Occurrence category:	Incident
Primary occurrence type:	Abnormal Runway Contact (ARC)
Location:	Hong Kong International Airport
Position:	22°18'41.14" N, 113°53'58.32" E

1.2. Pilot in Command details

Licence details:	Airline Transport Pilot Certificate, FAA
Medical certificate:	First Class
Type ratings:	BBD-700, G7500
Aeronautical experience:	15 465 hours
Command time on type (G7500)	285 hours

1.3. Aircraft details

Manufacturer and model:	Bombardier BD-700-2A12 (Global 7500)	
Registration:	USA, N899ST	
Serial number:	70078	
Year of Manufacture:	2021	
Number and type of engines:	Two General Electric Passport 20-19 turbo-fan	
Engine Serial Number:	LH: 904273	RH: 904272
Operator:	Forindo Pte Ltd	
Type of Operation:	Private	
Certificate of Airworthiness	Standard Airworthiness Certificate in Transport Category, Issued on 16 September 2021	
Departure:	Nanjing Lukou International Airport (ZSNJ)	
Destination:	Hong Kong International Airport (VHHH)	
Persons on board:	Crew – 3	Passengers – 2
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	The lower reverser doors of both engine were damaged.	

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

2. Synopsis

- (1) The flight was from Nanjing (NKG) to Hong Kong (HKG) on 27 October 2022. During the landing on Runway 07R at about 2122 hours, the lower reverser doors of both engines touched the runway and were damaged. It was not noticed until the Pilot in Command did a post-flight walkaround check at the apron of Hong Kong Business Aviation Centre (HKBAC).
- (2) The Airport Authority Hong Kong (AAHK) conducted two runway inspections and confirmed the runway condition was normal and no damaged aircraft parts were found.
- (3) Extensive inspections were conducted by a local Maintenance and Repair Organisation (MRO) in accordance with the instructions from the aircraft and the engine manufacturers. It was confirmed that the only aircraft damage was on the front part of both lower reverser doors.

3. Order of Investigation

- (1) The HKBAC notified the Civil Aviation Department (CAD) via the AAHK. The Air Accident Investigation Authority (AAIA) was subsequently informed by CAD on 28 October 2022.
- (2) 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. Safety lessons that can be drawn from the investigation of this occurrence may be beneficial in preventing future recurrence.
- (3) The Transportation Safety Board of Canada (TSB), being the investigation authority representing the State of Design and State of Manufacture, and the National Transportation Safety Board of the United States of America (NTSB), being the investigation authority representing the State of Registry, were notified and have nominated an Accredited Representative to participate in the investigation of AAIA. Since the registered address of the operator is in Singapore, the Transport Safety Investigation Bureau (TSIB) of Singapore was also notified and will provide assistance to AAIA on request.

4. Investigation Progress and Completion

- (1) The investigation team conducted interviews with the flight crew of the aircraft. Aircraft flight documents, flight data, cockpit voice recording, airport closed-circuit television (CCTV) footage, ATC and weather information were also collected.
- (2) 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.
- (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 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 & 2, Facility Building, 1 Tung Fai Road, Hong Kong International Airport, Lantau, Hong Kong; Telephone: (+852) 2910 6150; Facsimile: (+852) 2910 6049; or Email: mfleung@tlb.gov.hk) within 14 days of this notice.

28 November 2022

K. C. MAN *Chief Inspector*

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 Air Accident Investigation Authority 24/7 Duty Investigator Hotline:

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