

民航意外調查機構

AAIA

Air Accident Investigation Authority



Cabin Crew Injury

Accident Investigation Preliminary Report

Airbus A330-243

**Nansha District, Guangzhou City,
Guangdong Province, China**

18 June 2019

05-2019

General Details

1.1. Occurrence details

Date and time:	18 June 2019, 1218 hrs Local (0418 UTC)
Occurrence category:	Accident
Primary occurrence type:	Cabin crew - injuries sustained
Location:	Above Nansha District, Guangzhou City, Guangdong Province, China
Position:	22° 44' 41.3"N, 113° 30' 17.1"E

1.2. Pilot in Command details

Licence details:	ATPL
Medical certificate:	Class 1
Type ratings:	A330, A320
Aeronautical experience:	5,001 hours
Command time on type (A330) :	1,707 hours

1.3. Aircraft details

Manufacturer and model:	Airbus A330-243	
Serial Number:	396	
Registration:	B-LHA	
Operator:	Hong Kong Airlines Limited	
Number of engines:	Two	
Type of engine:	RR Trent 772B-60	
Type of operation:	Commercial	
Departure:	Beijing Capital International Airport (ZBAA)	
Destination:	Hong Kong International Airport (VHHH)	
Persons on board:	Crew – 11	Passengers – 230
Injuries:	Crew – 01	Passengers – 0
Aircraft damage:	No damage sustained	

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

Safety Investigation Summary

On 18 June 2019 1218 hrs, a Hong Kong Airlines Airbus A330, registration B-LHA, enroute from Beijing to Hong Kong encountered turbulence.

The aircraft was in turbulence thirty minutes prior to the estimated time of arrival (ETA) when the Captain informed the cabin crew manager that the weather in Hong Kong was bad and to prepare the cabin for an early arrival.

During the cabin crew pre-landing checks, while the seat belt sign for turbulence was illuminated, the aircraft encountered turbulence and the Captain made a public announcement 'Cabin crew please take your seats'.

During the turbulence encountered, one of the cabin crew sustained a lower leg injury.

The aircraft landed at Hong Kong International Airport (HKIA).

The injured cabin crew was immediately sent to airport clinic for medical treatment after landing, and subsequently transferred to North Lantau Hospital where the injury was diagnosed as closed fracture of the right foot.

Opening the Investigation

On receipt of a notification from the operator on 21 June 2019 of the extended hospitalisation of a crew member exceeding 48 hours and subsequent validation of required information, the Chief Accident and Safety Investigator ordered an investigation into the circumstances and contributing factors that resulted in this accident, 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).

Notification of the accident was sent on 4 July 2019.

The Bureau of Enquiry and Analysis for Civil Aviation Safety (BEA), France, the State of Design and Manufacture of the aircraft, the Air Accidents Investigation Branch (AAIB), UK, the State of Manufacture of the engine, German Federal Bureau of Aircraft Accident Investigation (BFU), the State of Design of the engine and the Civil Aviation Department (CAD) of Hong Kong, were notified.

Any persons who desire to make representations concerning the circumstances or causes of the accident are invited to do so in writing to the Chief Accident and Safety Investigator by 30 September 2019.

Investigation Progress and Completion

The investigation team is conducting detailed analysis of the data and information collected in order to determine the circumstances and causes of this Accident in conjunction with identifying areas that need further investigation and/or lines of investigation to pursue.

The anticipated duration of this accident investigation is up to twelve months.

Preliminary Report Advisory Information

This preliminary report is published to communicate the information obtained during the initial phase of the ongoing investigation.

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 advisory issues identified at this early stage of the investigation.

During the further course of the investigation, should any safety recommendations be necessary, they will be promulgated immediately.

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.

Readers are cautioned that new evidence will become available as the investigation progresses that will enhance the Air Accident Investigation Authority (AAIA)'s understanding of the accident, as such, no analysis or findings are included in this report.

19 August 2019

Air Accident Investigation Authority Information

Check the Air Accident Authority Investigation 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:

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