



Preliminary Report

Boeing 777-367

B-HNP

26 January 2019

Flight Crew Incapacitation



Source © Wong Chi Lam

General details

Occurrence details

Date and time:	26 January 2019 22:00 hrs Local (14:00 hrs UTC)
Occurrence category:	Serious Incident
Occurrence type:	Flight Crew Incapacitation
Phase of flight:	Enroute
Position:	West of Taiwan on airway A1 inbound to Hong Kong 23° 23.57'N 119° 17.29' E

Pilot in Command details

Licence details:	Airline Transport Pilot's Licence (Aeroplanes)
Aeronautical experience:	27,500 hours
Command time on type:	4,000 hours
Medical certificate:	Class 1
Ratings:	B777, B747-400
Crew composition:	Captain, First Officer

Aircraft details

Manufacturer and model:	Boeing 777-367	
Serial Number:	34243	
Registration:	B-HNP	
Operator:	Cathay Pacific Airways Limited	
Number of engines:	Two	
Type of engines:	Rolls-Royce RB211-Trent 884B-17	
Type of operation:	Scheduled Passenger Service	
Departure:	New Chitose Airport, Japan - CTS/RJCC	
Destination:	Hong Kong International Airport - HKG/VHHH	
Persons on board:	Crew – 16	Passengers – 348
Injuries:	Nil	
Aircraft damage:	Nil	

Safety Investigation Summary

On 26 January 2019, a Cathay Pacific Airways Boeing 777-367 aircraft, registration B-HNP, was operating a scheduled passenger flight from New Chitose Airport, Japan, to Hong Kong International Airport (VHHH), Hong Kong.

At approximately 22:00 hrs local time, while enroute heading west in the Taipei Flight Information Region the Captain experienced a sudden loss of visual acuity, the situation lasted for about 30 minutes.

The Captain advised the First Officer (FO) of the loss of visual acuity, the FO and Inflight Service Manager (ISM) were briefed that the Captain was relinquishing control. The crew

conducted the Non-Normal Checklist (NNC) for Pilot Incapacitation with the FO assuming control of the aircraft.

The Captain remained in his seat, which was moved to fully aft. He voluntarily secured the seat harness restraints, with the shoulder harnesses locked, to prevent any possible interruption with the operation of the aircraft.

The Captain instructed the ISM to alert the medical advisory services¹ for immediate medical attention advice, and the FO to inform the operator's Integrated Operations Centre (IOC) of the incapacitation and reversion to single pilot operation.

A Senior Purser (SP) was assigned to assist the FO in the cockpit in accordance with the NNC.

The FO continued with his Pilot Flying duties for the remaining duration of the flight. As the flight entered the Hong Kong FIR, a PAN-PAN call² was declared to the Hong Kong Air Traffic Control (HKATC) requesting a priority approach. The aircraft landed at Hong Kong International Airport uneventfully.

The Captain remained conscious and in communication with the FO and the SP throughout the occurrence. Following medical advice his condition improved. On arrival he was assisted by paramedics.

Opening the Investigation

On receipt of a notification from the operator on 30 January 2019, the Chief Accident and Safety Investigator ordered an investigation into the circumstances and contributing factors that resulted in this serious incident, in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (CAP448B) and the requirements of Annex 13 to the Convention on International Civil Aviation (ICAO Annex 13).

The National Transportation Safety Board (NTSB) of the United States of America representing the States of Design and Manufacture and of the aircraft, the Air Accident Investigation Branch (AAIB) of the United Kingdom as the State of Design and Manufacture 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 serious incident are invited to do so in writing to the Chief Accident and Safety Investigator by 30 June 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 serious incident in conjunction with identifying areas that need further investigation and/or lines of investigation to be followed up.

The anticipated duration of this serious incident investigation is twelve months.

¹ When a medical situation arises during a flight, crewmembers have ready access to an emergency department doctor for advice and assistance.

²A PAN PAN call does not pose an immediate danger to life or to the aircraft itself. It is referred to as a state of urgency requiring priority from the Air Navigation Service Provider (ANSP).

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 CAP448B 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 serious incident, as such, no analysis or findings are included in this report.

23 April 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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