

民航意外調查機構

**AAIA**

Air Accident Investigation Authority



# **Dual Hydraulic Failure (SCF-NP)**

## **Serious Incident Investigation Preliminary Report**

**Airbus A330-243 B-LHA  
Hong Kong International Airport  
29 September 2019**

**05-2020**

# General Details

## 1.1. Occurrence details

Date and time:	29 September 2019, 1225 hrs Local (0425 hrs UTC)
Occurrence category:	Serious Incident
Primary occurrence type:	Dual hydraulic failure
Location:	Hong Kong International Airport
Position:	22° 18.53' N    113° 54.88' E

## 1.2. Pilot in Command details

Licence details:	ATPL(A)
Medical certificate:	Class 1
Type ratings:	A330
Aeronautical experience:	14,900 hours
Command time on type (A330):	3,783 hours

## 1.3. Aircraft details

Manufacturer and model:	Airbus A330-243	
Serial Number:	0396	
Registration:	B-LHA	
Operator:	Hong Kong Airlines Limited	
Number of engines:	Two	
Type of engine:	Rolls-Royce Trent 772B-60	
Type of operation:	Scheduled Passenger Service	
Departure:	Hong Kong International Airport (VHHH)	
Destination:	Ngurah Rai International Airport (WADD)	
Persons on board:	Crew – 12	Passengers – 280
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	Minor damage sustained	

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

# Safety Investigation Summary

On 29 September 2019 at about 1223 hrs, a Hong Kong Airlines Limited Airbus A330-243 aircraft, flight HX707 took off from Runway 25L at the Hong Kong International Airport (VHHH). Upon reaching 1500 ft on climb out at about 1225 hrs, the Electronic Centralized Aircraft Monitoring (ECAM) warnings and the associated messages indicated that the pressures in the Green and Blue hydraulic systems were low.

The flight crew carried out the emergency procedures accordingly, subsequently declared MAYDAY and decided to return to VHHH for a full emergency landing.

The aircraft landed and stopped safely on Runway 25L with the No. 5 tyre burst. The runway was subsequently closed for about an hour and forty-five minutes.

The inspection of the left landing gear wheel well revealed that a manual valve had detached from the Green hydraulic system Ground-Service Manifold and a Blue hydraulic system return pipe was punctured.

## **Opening the Investigation**

On receipt of an Aircraft Accident / Incident Reporting Form from the operator on 4 October 2019 and validating of the required information, the Chief Inspector (CI) of the Air Accident Investigation Authority (AAIA) 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 (Cap. 448B) and the requirements of Annex 13 to the Convention on International Civil Aviation (ICAO Annex 13).

The Bureau of Enquiry and Analysis for Civil Aviation Safety (BEA), France, representing the State of Design and Manufacture of the aircraft, and the Civil Aviation Department (CAD) of Hong Kong were notified on 4 October 2019.

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 CI by 30 June 2020.

## **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 pursue.

The anticipated duration of this Serious Incident 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 AAIA's understanding of the Serious Incident, as such, no analysis or findings are included in this report.

15 June 2020

## 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:**

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