

民航意外調查機構

AAIA

Air Accident Investigation Authority



Collision between Aircraft and Pushback Tractor (Ground Handling)

Serious Incident Investigation Preliminary Report

**Airbus A330-343
Hong Kong International Airport
24 January 2020**

04-2020

General Details

1.1 Occurrence details

Date and time:	24 January 2020, 1645 hrs Local (0845 UTC)
Occurrence category:	Serious Incident
Primary occurrence type:	Ground Handling
Location:	Hong Kong International Airport
Position:	22 ° 18' 54" N 113 ° 55' 29" E

1.2 Pilot in Command details

Licence details:	ATPL(A)
Medical certificate:	Class 1
Type ratings:	A330, A320/A321
Aeronautical experience:	24,376 hrs
Command time on type (A330):	7,129 hrs

1.3 Aircraft details

Manufacturer and model:	Airbus A330-343	
Serial Number:	0439	
Registration:	B-HLT	
Operator:	Hong Kong Dragon Airlines Limited (Cathay Dragon)	
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:	Kaohsiung International Airport (RCKH)	
Persons on board:	Crew – 13	Passengers – 269
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	Nose landing gear was damaged	

1.4 Ground personnel details

Ground handling crew:	Commander – 1 Guardian – 1 Tractor Driver - 1
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Note: All times are local Hong Kong time that is Coordinated Universal Time (UTC) plus eight hours.

Safety Investigation Summary

On 24 January 2020 at 1645 hrs, a Cathay Dragon Airlines Airbus A330-343, registration mark B-HLT, located at parking bay N66, departing for Kaohsiung from Hong Kong International Airport (VHHH), was under towing by a pushback tractor for positioning the aircraft onto the taxilane B7.

While the aircraft was being pushed back from the parking bay, the flight crew started both engines in sequence.

When the aircraft was aligned with the taxilane B7 centreline abeam parking bay N64, without having confirmed the aircraft's parking brake 'ON', and placing the aircraft's nose landing gear wheel chock, the ground handling crew disconnected the tow bar from the aircraft.

With both engines at idle power, the aircraft consequently moved slowly forward and collided with the left-hand side of the tractor, causing damage to the aircraft's nose landing gear.

There was no injury to the crew, the passengers, and the ground personnel.

Opening the Investigation

The AAIA received a notification of the occurrence from the Airport Authority Hong Kong (AAHK) on 24 January 2020. The AAIA investigation process is to determine risk to the travelling public, conducting serious incident investigations where the risk or the circumstances surrounding the occurrence require assessment through a formal investigative process.

The AAIA Chief Accident and Safety Investigator (CASI) 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, the State of Design and Manufacture of the aircraft, and the Civil Aviation Department (CAD) of Hong Kong, the State of Registry and the Operator of the aircraft, were notified on 14 February 2020.

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 11 April 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 Air Accident Investigation Authority (AAIA)'s understanding of the serious incident, as such, no analysis or findings are included in this report.

11 March 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:

Tel: (852) 9518 5800

Email: ACCID@thb.gov.hk

Fax: (852) 2910 6049