

Chief Inspector of Accidents  
Accident Investigation Division  
Civil Aviation Department  
Civil Aviation Department Headquarters  
1 Tung Fai Road  
Hong Kong International Airport,  
Lantau, Hong Kong

**Serious Incident Bulletin 3/2017**

Aircraft Types:	Aircraft 1: Boeing 747-400 SF Aircraft 2: Airbus A330-300
Registrations:	Aircraft 1: OM-ACB Aircraft 2: B-LNS
Year of Manufacture:	Aircraft 1: 1991 Aircraft 2: 2010
Number and Types of Engines:	Aircraft 1: Four Pratt & Whitney PW4056 turbo-fan engines Aircraft 2: Two Rolls-Royce Trent 772B-60 turbo-fan engines
Date and Time of Incident:	22 September 2017 at approximately 0855 hours local time (0055 UTC).
Place of Incident:	Runway 07R at Hong Kong International Airport (VHHH).
Nature of Incident:	Runway Incursion of Aircraft 1.
Types of Flight:	Aircraft 1: Scheduled Cargo Transport Aircraft 2: Scheduled Public Transport
Persons on Board:	Aircraft 1: Crew: 4      Passenger: Nil Aircraft 2: Crew: 13      Passenger: 174
Fatalities:	Nil
Serious injuries:	Nil
Pilot-in-command's licence:	Aircraft 1: Airline Transport Pilot's Licence (Aeroplanes) Aircraft 2: Airline Transport Pilot's Licence (Aeroplanes)
Pilot-in-command's flying experience:	Aircraft 1: Total 10,408 hours (of which approximately 4,296 hours were on type) Aircraft 2: Total 10,212 hours (of which approximately 1,308 hours were on type)
Source of information:	Investigation

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**Aircraft Serious Incident – 22 September 2017**  
**Boeing 747-400 SF Aircraft (Registration Mark OM-ACB) and**  
**Airbus A330-300 Aircraft (Registration Mark B-LNS)**

(All times are in UTC, Hong Kong local time is UTC+8 hours.)

1. At approximately 0048 hours on 22 September 2017, an Air Cargo Global Boeing 747-400 SF (Special Freighter) aircraft (Aircraft 1), registration mark OM-ACB, arrived from Turkmenbashi and landed on Runway 07L at VHHH.
2. The pilot-in-command of Aircraft 1 was the “pilot flying” in the left hand seat and the co-pilot was the “pilot monitoring” in the right hand seat.
3. After Aircraft 1 vacated Runway 07L, Ground Movement Controller (GMC) cleared Aircraft 1 to taxi and hold at Taxiway J6 holding point which was one of the Runway 07R runway holding points normally for runway crossing.
4. At approximately 0054 hours, Air Movement Controller (AMC) issued the take-off clearance to a Hong Kong Airlines Limited Airbus A330-300 aircraft (Aircraft 2), registration mark B-LNS, which was a scheduled public transport flight intending to depart from Hong Kong to Shanghai (Pudong) on Runway 07R.
5. The co-pilot of Aircraft 2 was the “pilot flying” in the right hand seat and the pilot-in-command was the “pilot monitoring” in the left hand seat.
6. At the same time, Aircraft 1 was approaching Taxiway J6 holding point and contacted GMC for further taxi instructions to the cargo apron which was on the other side of Runway 07R. GMC then issued taxi instructions to Aircraft 1 to taxi from Taxiway K to the assigned parking bay at the cargo apron. No clearance was issued to Aircraft 1 to cross Runway 07R.
7. At approximately 0055 hours, Aircraft 2 was commencing take off roll on Runway 07R.
8. When the pilots of Aircraft 2 noticed that Aircraft 1 was entering Runway 07R, the pilot-in-command aborted the take-off roll immediately and Aircraft 2 finally stopped on Runway 07R abeam Taxiway K2. Aircraft 1 continued to cross Runway 07R.

9. At the same time, AMC instructed Aircraft 2 to stop immediately and provided traffic information of Aircraft 1 to Aircraft 2.
10. According to the preliminary information, the closest distance of two involved aircraft in the incident was about 1,100m. There was no structural damage to the involved aircraft and no one was injured in the incident.
11. Subsequently, Aircraft 1 continued the taxiing to the assigned parking bay and Aircraft 2 departed Hong Kong uneventfully a few minutes after the incident.
12. The meteorological aerodrome weather report for VHHH at 0100 hours indicated that the wind was from 090 degree at 5 knots. The visibility was more than 10 kilometres and the runway condition was dry.
13. The Chief Inspector of Accidents ordered an investigation into the circumstances and causes of the serious incident in accordance with the requirements of Annex 13 to the International Civil Aviation Organization (ICAO). The Aviation and Maritime Investigation Authority of the Slovak Republic, representing the State of Registry and the State of the Operator of Aircraft 1, the National Transportation Safety Board (NTSB) of the United States representing the State of Design and the State of Manufacture of Aircraft 1 and the Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BEA) of France representing the State of Design and the State of Manufacture of Aircraft 2, have appointed Accredited Representatives to take part in the investigation.
14. The investigation team conducted interviews with the AMC, GMC and flight crew of both involved aircraft. Aircraft flight documents, maintenance records, flight data, ATC radar and weather information were also collected for investigation purpose.
15. The investigation team is conducting detailed analysis of all the data and information collected in order to determine the circumstances and causes of the incident. During the course of the investigation, should any safety recommendation be necessary, it will be promulgated immediately before the publication of investigation report.

This Bulletin contains facts relating to the incident as determined up to the time of issue. The information must be regarded as tentative and subject to alteration or correction if additional evidence becomes available.