

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 2/2018

Aircraft type:	Boeing 747-8KZF
Registration:	JA18KZ
Year of manufacture:	2014
Number and type of engines:	Four General Electric GEnx-2B67/P turbo-fan engines
Date and time of incident:	29 March 2018 at 0435 UTC (1235 hours local time)
Place of incident:	Hong Kong International Airport (VHHH)
Nature of incident:	Fire indication and warning at about 50 feet above ground during landing on Runway 07L at Hong Kong International Airport.
Type of flight:	Scheduled Public Transport of Cargo
Persons on board:	Crew: 3 Passenger: 2
Fatalities:	Nil
Serious injuries:	Nil
Pilot-in-command's licence	Airline Transport Pilot's Licence
Pilot-in-command's experience	11,064 hours (of which 1,587 hours were on type) (as at 29 March 2018)
Crew composition:	Three flight crew members in the flight deck
Source of information:	Investigation

Aircraft Serious Incident
Boeing 747-8KZF Aircraft (Registration Mark JA18KZ)
on 29 March 2018

Preliminary Report

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

1. On 29 March 2018, a Nippon Cargo Airlines Co. LTD (NCA) Boeing 747-8KZF aircraft, registration mark JA18KZ, operated from the Narita International Airport (RJAA), Japan to the Hong Kong International Airport (VHHH) with flight number NCA5207.
2. The captain was the “pilot flying” in the left-hand seat while the first officer was the “pilot monitoring” in the right-hand seat. Another company pilot was in the jump seat inside the flight deck.
3. During the approach, JA18KZ was cleared to land on Runway 07L of VHHH by the Air Traffic Control (ATC). At approximately 0435 hours when the aircraft was at about 50 feet above ground during landing, a “FIRE ENG 3” warning message was displayed on the Engine Indication and Crew Alerting System (EICAS). The captain landed the aircraft on Runway 07L at 0436 hours, and slowed down the aircraft using thrust reversers. The aircraft then vacated Runway 07L to the intersection of Taxiway A8 and Taxiway A. The first officer shut down the No. 3 engine and discharged a fire extinguisher on that engine. The “FIRE ENG 3” warning message went off afterwards. The crew informed ATC that “we have a fire and we have to stop here”. ATC immediately activated the crash alarm to notify the Airport Fire Contingent (AFC) and initiated a ground incident at 0437 hours.
4. AFC arrived at the scene at 0438 hours. Upon arrival, AFC found that “a little white smoke was emitting from the No. 3 engine of the aircraft”.
5. On request by AFC, the No. 4 engine was shut down to allow them to get to the starboard side of the aircraft for inspection, including temperature check on the No. 3 engine.
6. After the inspection, the aircraft then taxied to cargo bay C22 under the escort of AFC. After the aircraft was parked in the bay, the Ground Incident was stood down at 0518 hours. Subsequent engineering inspection identified fire damage at the exterior top section of the No. 3 engine core.

7. The meteorological aerodrome weather report for VHHH at 0500 hours indicated that the wind was from 280 degrees at 10 knots. The visibility was 10 kilometres and the runway condition was dry.
8. 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 Convention on International Civil Aviation. The National Transportation Safety Board (NTSB) of the United States of America and the Japan Transport Safety Board (JTSB), representing the State of Design and Manufacture and State of Registry respectively, were notified.
9. The investigation team conducted interviews with the flight crew of the aircraft. Aircraft flight documents, maintenance records, flight data, runway closed-circuit television (CCTV) footage and weather information were also collected. The No. 3 engine was removed and sent to workshop for further examination.
10. 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. During the course of the investigation, should any safety recommendation be necessary, it will be promulgated immediately.

27 April 2018

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