

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

**Serious Incident Bulletin 2/2017**

Aircraft Type:	Airbus A321-211
Registration:	B-6366
Year of Manufacture:	2008
Number and Type of Engines:	Two CFMI CFM56-5 turbo-fan engines
Date and Time of Incident:	24 May 2017 at 0251 hours UTC (1051 hours local time)
Place of Incident:	Runway 25R of Hong Kong International Airport (VHHH)
Nature of Incident:	During landing roll, the aircraft veered off Runway 25R and stopped with its nose landing gear and right main landing gear rested on the grass area off the right-hand side of Runway 25R.
Type of Flight:	Scheduled Public Transport
Persons on Board:	Crew: 9    Passenger: 132
Fatalities:	Nil
Serious Injuries:	Crew: Nil    Passenger: Nil
Pilot-in-Command's Licence:	Airline Transport Pilot's Licence
Pilot-in-Command's Experience:	5,992 hours (of which 5,740 hours were on type)
Crew Composition:	Flight Deck: 2 Cabin: 7
Sources of Information:	Investigation

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**Aircraft Serious Incident – 24 May 2017**  
**Airbus 321-211 Registration Mark B-6366**

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

1. On 24 May 2017, a China Eastern Airlines Corporation Limited Airbus A321 aircraft, registration mark B-6366, operated a scheduled public transport service from Nanjing to Hong Kong with flight number CES765.
2. The pilot-in-command was the 'pilot flying' in the left-hand seat while the co-pilot was the 'pilot monitoring' in the right-hand seat. CES765 conducted an instrument landing system approach for Runway 25R of the Hong Kong International Airport (VHHH). After CES765 touched down, the Air Traffic Control (ATC) cleared it to vacate Runway 25R via taxiway A4. When the aircraft was abeam taxiway A3, it deviated from the runway centerline and veered off to the grass area on right-hand side. The aircraft subsequently stopped with its nose landing gear and right main landing gear rested on the grass off the right-hand side of Runway 25R at about 0251 hours.
3. On noting CES765 had veered off the runway, the ATC immediately notified the Airport Fire Contingent (AFC). The airport rescue services and vehicles then arrived at the scene. There was no injury to any personnel nor structural damage to the aircraft. The passengers and the crew disembarked the aircraft via the ground service vehicles.
4. The latest meteorological aerodrome weather report for VHHH before the incident indicated that the runway surface was wet with wind from 350 degree at 15 to 30 knots. The visibility was 3 km in thunderstorm and heavy rain, with few cumulonimbus clouds at 1,000 feet and scattered clouds at 2,500 feet. The temperature was 25 degrees Celsius with dew point at 23 degrees Celsius. Significant wind-shear was forecasted around the time of the incident.
5. The Chief Inspector of Accidents ordered an investigation into the serious incident in accordance with Annex 13 to the Convention on International Civil Aviation. The Civil Aviation Administration of China (CAAC), representing the State of Registry and the State of the Operator, and the Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile of France (BEA), representing the State of Design and the State of Manufacture of the aircraft concerned, have appointed Accredited Representatives to take part in the investigation. China Eastern Airlines Corporation Limited and Airbus also participate in the investigation as the respective adviser of CAAC and BEA.

6. The investigation team conducted interviews with the flight crew and the cabin crew manager. The aircraft flight documents, maintenance records, ATC radar and radio recordings as well as the weather and the runway information were collected for detailed investigation. The data captured by the Digital Flight Data Recorder (DFDR) and the Cockpit Voice Recorder (CVR) were successfully downloaded for analysis.
7. The investigation team will look into different areas in order to identify the circumstances and the possible causes of the incident. During the course of the investigation, should safety recommendation be considered necessary, it will be promulgated immediately.

23 June 2017

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