

## SYNOPSIS

Registered Owner:	Cathay Pacific Airways Limited
Operator:	Cathay Pacific Airways Limited
Aircraft Type:	Airbus A330-342
Nationality:	Hong Kong, China
Registration:	B-HLL
Place of Accident:	Hong Kong International Airport
Date and Time:	13 April 2010 at 0543 hour (1343 hour Hong Kong local time) <i>(All times in this report are in UTC. Surabaya time is UTC+7 hrs. Hong Kong time I UTC+8 hrs)</i>

Cathay Pacific Airways Limited (CPA) flight CPA780 declared “MAYDAY” when approaching Hong Kong International Airport (VHHH) with control problem on both engines. The aircraft landed at a groundspeed of 231 knots, with No. 1 engine stuck at about 70 % N1 and No. 2 stuck at about 17 % N1. Five main tyres were deflated after the aircraft came to a complete stop on Runway 07L of VHHH. After being advised by the rescue leader that there was fire and smoke on the wheels, the Commander initiated an emergency evacuation of passengers. A total of 57 passengers and six cabin crew were injured during the evacuation. Most of them sustained minor injuries and were given medical treatment immediately at the airport. Ten of them were sent to hospitals for medical treatment with one passenger suffered from bone fracture and ankle joint dislocation. Before departure for VHHH, the accident aircraft had uplifted 24,400 kg of fuel at Juanda International Airport, Surabaya, Indonesia (WARR).

The Accident Investigation Division of the Civil Aviation Department, Hong Kong, China (CAD) was immediately notified of the accident. The Chief Inspector of Accidents ordered an investigation in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations (CAP 448B) to identify the causes leading to the accident with a view to preventing recurrence in future. The investigation was carried out in accordance with the CAP 448B and Annex 13 to the Convention on International Civil Aviation.

The investigation was conducted by an investigation team consisting of investigators from the CAD, the Bureau d’Enquêtes et d’Analyses pour la sécurité de l’aviation civile (BEA) of France and the Air Accidents Investigation Branch (AAIB) of the United Kingdom. The National Transportation Safety Committee (NTSC) of Indonesia, the National Transportation Safety Board (NTSB) of the United States of America also provided assistance in the investigation and experts from Airbus (aircraft manufacturer), Rolls

Royce (engine manufacturer), CPA (aircraft operator), and Shell Global Solutions (aviation fuel expert) also assisted in the investigation.

The investigation had identified that contaminated fuel uplifted at WARR had caused restriction in the Fuel Metering Units of both engines and eventually the total seizure of these components, rendering the loss of both engine thrust control of the aircraft during approach to VHHH.

A series of causal factors had led to the uplift of contaminated fuel to the aircraft. Noting the safety actions taken by various parties throughout the investigation, the investigation team have made four safety recommendations.