



## AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

### INTERIM STATEMENT

#### HL 7525 AIRBUS A330-322

***OPERATOR: KOREAN AIR LINES CO., LTD.***

***TYPE OF OPERATION: SCHEDULED COMMERCIAL OPERATION***

***DATE OF OCCURENCE: OCTOBER 23, 2022***

***PLACE OF OCCURENCE: MACTAN-CEBU INTERNATIONAL AIRPORT,  
LAPU-LAPU CITY, CEBU, PHILIPPINES***

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In accordance with paragraph 6.6 of Annex 13 to the Convention on International Civil Aviation, if the report cannot be made publicly available within twelve months, the State/Administration conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.



## BASIC INFORMATION

Aircraft Registration No.	:	HL7525
Make and Model	:	Airbus A330--332
Operator	:	Korean Air Lines Co., Ltd.
Address of Operator	:	260, Haneul-Gil, Gangseo-Gu, Seoul, Korea
Date/Time of Accident	:	October 23, 2022/1510 UTC
Type of Operation	:	Scheduled Commercial Operation
Phase of Operation	:	Landing
Type of Occurrence	:	Runway overrun
Place of Accident	:	Mactan-Cebu International Airport, Lapu-Lapu City, Cebu, Philippines

## EXECUTIVE SUMMARY

On or about 2310H local time (1510 UTC), October 23, 2022, an Airbus 330-322 type of aircraft with registry number HL7525 experienced runway overrun during landing roll at Runway (RWY) 22 of Mactan-Cebu International Airport, Mactan, Cebu, Philippines (RPVM).

The aircraft is being operated by Korean Air, under PCAR Part 9. The two (2) flight crew, nine (9) cabin crew and 162 passengers on-board did not sustain any injuries, while the aircraft was substantially damaged. Instrument Meteorological Conditions (IMC) prevailed at the time of the accident. The flight took-off from Incheon International Airport (RKSI), Incheon, Korea.

The Pilot-In-Command (PIC) was the pilot flying (PF) when the accident happened. There was a change of runway in use from RWY 04 to RWY 22 as the variable winds shifted direction favorable to RWY 22 during the first approach for landing. On the second (2nd) approach for landing, after descending below the minima, the crew encountered heavy rain and elected to go-around as they lost runway visibility.

A third (3<sup>rd</sup>) approach was flown and a second (2nd) go-around was performed due to sudden increase of sink rate followed by an aural warning "Sink rate". While initiating the go-around, the aircraft landing gears made contact with the ground. An Electronic Centralized Aircraft Monitor (ECAM) message was noted by the crew indicating LGCIU 1 and 2 fault. After reporting the go-around to the air traffic controller (ATC), the crew requested to hold over reporting point ALMAR and performed ECAM actions. While performing ECAM action on the landing gear control interface unit (LGCIU) 1 and 2 fault, they also noticed an ECAM message of brake servo control interface unit (BSCIU) 1 and 2 fault. Another ECAM actions were performed and then they decided to make another approach.



A fourth (4<sup>th</sup>) approach for landing was then initiated, and the crew performed a normal landing gear down procedure in accordance to ECAM Actions for LGCIU 1 and 2 fault but all landing gears down lock indicator were not illuminating. The crew then performed the procedure on manual gravity extension. However, only two indicators (nose + left main landing gear) were illuminating, and the right main landing gear indicator was not illuminating. The crew requested from ATC to cancel the approach clearance and again hold over reporting point ALMAR to resolve the technical issue. After the crew carried out the QRH procedure for landing with abnormal landing gear, an indication of HYD B RSVR LO LVL message was displayed. The crew then performed another ECAM action. The flight then continues its approach to RPVM.

During landing on the fifth (5<sup>th</sup>) approach, the aircraft failed to stop and overran the end of the runway. After colliding with the localizer antenna and runway approach lighting system, the aircraft came to a complete stop at the grassy portion about 235 meters from the end of runway 22 at coordinates 10°17'41.8" N 123°57'59.9" E with a final heading of 245°.

The passengers evacuated utilizing L2 and R2 cabin door slide raft. The crew and passengers were ferried to the airport terminal by shuttle buses. Mactan Cebu International Airport Authority (MCIAA) Rescue and Firefighting Services immediately responded to help secure the aircraft. There was no fire ensued after the accident.

## **STATUS OF INVESTIGATION**

The draft Final Investigation Report has been disseminated to all concerned Accredited Representatives in accordance with ICAO Annex 13, Chapter 6.3, inviting their significant and substantiated comments on the report. Once all comments and inputs have been collated, they will be reviewed for possible incorporation into the Final Investigation Report. Afterward, the Final Investigation Report will be finalized and published on the CAAP website.

## **DATE ISSUED**

October 22, 2024.

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