



STATEMENT

General

File number: HCLJ300-2017-75
UTC date: 30-9-2017
UTC time: 13:50
Occurrence class: Accident
Location: Overhead the southern part of Greenland
Injury level: None

Aircraft

Aircraft registration: F-HPJE
Make/model: AIRBUS A380-800-861
Current flight rules: Instrument Flight Rules (IFR)
Operation type: Commercial Air Transport Passenger Airline
Flight phase: En route
Aircraft category: Fixed Wing Aeroplane Large Aeroplane
Last departure point: France LFPG (CDG): Paris Charles-De-Gaulle
Planned destination: United States of America KLAX (LAX): Los Angeles Intl
Aircraft damage: Substantial
Engine type: Engine Alliance GP7270

Notification

All times in this statement are UTC.

The French Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BEA) notified the Aviation Unit of the Danish Accident Investigation Board (AIB) of the accident on 1-10-2017 at 09:25 hours.

On 3-10-2017 and in accordance with the International Civil Aviation Organization (ICAO) annex 13 chapter 5.1.2, the AIB delegated the whole safety investigation to the BEA.

The justification for the AIB delegation of the whole safety investigation to the BEA was that France was the state of registry, the state of operator, the state of design, and the state of manufacture, and it would be more

practical and beneficial for the result of the safety investigation if delegated to the BEA.

In addition, the aircraft was neither located in Greenland nor in Denmark.

The AIB accredited a representative to the BEA safety investigation. The AIB accreditation mainly concerned the search and recovery of engine debris on the Icecap in Greenland.

History of the flight

The accident occurred during an international passenger flight from Paris (LFPG) to Los Angeles (KLAX).

The aircraft took off from LFPG on 30-9-2017 around 09:30 hours with 497 passengers and 24 crew members on board.

Following a failure of engine number 4, while the aircraft overflew the southern part of Greenland, the aircraft diverted to Goose Bay (CYJR) and landed at 15:42 hours without any further occurrences.

Damage to aircraft

Damage to the aircraft seemed to be confined to engine number 4 and its immediate surroundings.

A visual inspection of the engine revealed that the fan, the rotating part at the front end of the engine, separated in flight, taking with it the whole air inlet cowling.



Safety investigation process

The BEA continues the safety investigation.

For further information, please contact the BEA.

Website: <https://www.bea.aero/en/>