
Aviation and Railway Accident Investigation Board

Aviation Accident Preliminary Report

HL7763 (A321-200) of Air Busan Caught Fire on the Ground

☐ **Synopsis**

- Accident Number: ARAIB AAR 2502
- Date & Time: Tuesday, January 28, 2025, 22:13 (Local, UTC+9)
- Location: Gimhae International Airport (RKPK)
- Operator: Air Busan Co., Ltd.
- Registration: HL7763
- Aircraft: Airbus A321-200
- Serial Number: 3297
- Flight Number: BX391 (PUS → HKG)
- Damage to Aircraft: Destroyed
- Total Injuries: 3 Serious Injuries, 24 Minor Injuries

☐ **History of Flight**

On Tuesday, January 28, 2025, 176 people, including 6 crew members and 170 passengers boarded Air Busan BX391 (HL7763, A321-200). The original departure time of the aircraft was 21:55.

At 22:04, HL7763 closed its entry door and was on standby at the ramp to depart to Hong Kong International Airport; the ramp controller informed HL7763 that the expected pushback was rescheduled for 22:33 due to en-route separation.

The captain then informed a ground agent to prepare the pushback at 22:30 and announced this delay to the passengers after a cabin safety briefing.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

At 22:14, an "LAV Smoke" warning appeared in the cockpit. Shortly after, a cabin crew reported to the captain a fire in the rear of the cabin, and the captain ordered the cabin manager to proceed with emergency evacuation.

At 22:15, the captain ordered the passengers and crew to "Evacuate, Evacuate" and performed an emergency evacuation checklist with the co-pilot. He then notified the air traffic control unit about the passenger evacuation due to a fire.

The captain was the last to evacuate from the aircraft after checking all passengers had done so.

At 22:17, fire trucks arrived at the scene and confirmed that all passengers and the crew had evacuated. Fire suppression operations began at 22:20 and were completed at 23:31.

☐ Findings of Investigation

HL7763, an A321-200 model aircraft, was manufactured by Airbus on November 13, 2007. On July 25, 2022, Air Busan leased and has operated it since.

○ Aircraft / Operator Information

Aircraft Make	Airbus	Registration	HL7763
Model/Series	A321-200	Aircraft Category	Airplane
Operator	Air Busan Co., Ltd.	Operating Certificates	International/Domestic Air Carrier

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○ Wreckage and Impact Information

The fire consumed the upper fuselage (see Figure 1). The fire affected the engines and wings, but their form was intact. The aircraft was loaded with 35,900 lbs (16.3 tons) of fuel.

Crew Injuries	No	Aircraft Damage	Destroyed
Passenger Injuries	3 Serious 24 Minor	Aircraft Fire / Explosion	Cabin fire / No
Total Injuries	3 Serious 24 Minor	Latitude, Longitude	35° 10′. 6" N 128° 56′. 8" E



Top view



Cockpit

Cabin

Figure 1. Aircraft wreckage

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- Black Boxes

The flight data recorder (FDR) and cockpit voice recorder (CVR) were installed in the aircraft, and both have been recovered on the scene and are currently under analysis (see Figure 2).

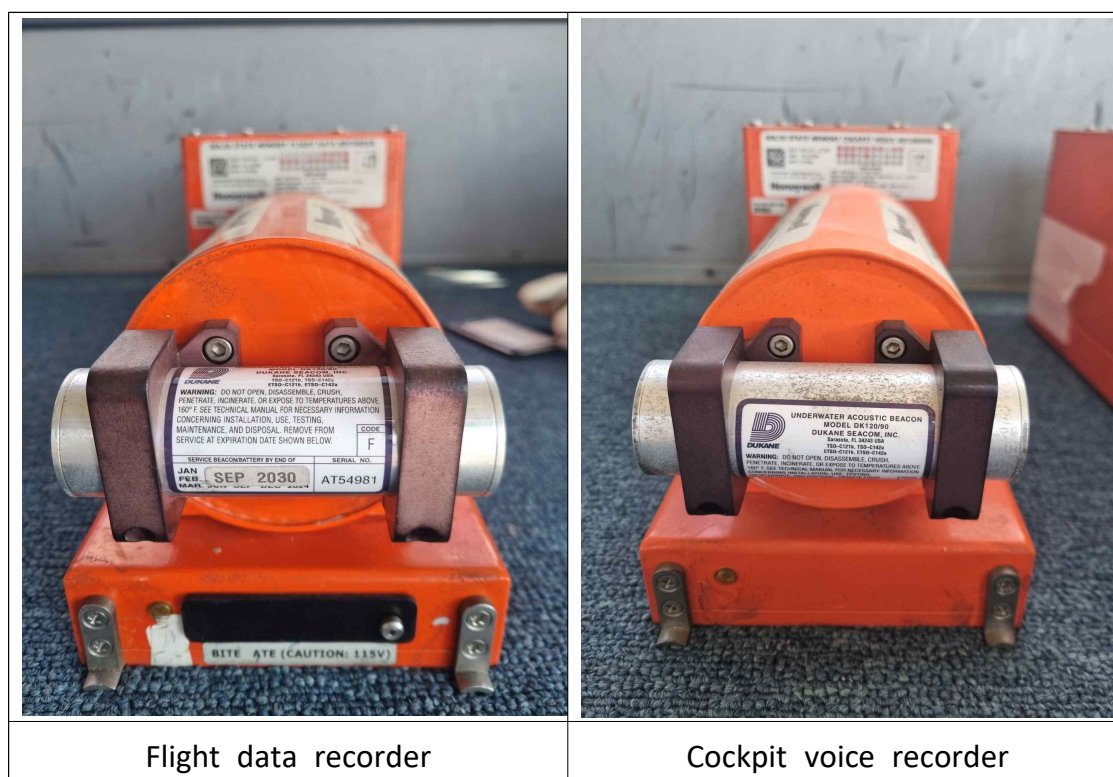


Figure 2. FDR and CVR

- Pilot Information

Flight Crew	Captain	First Officer
Total Flight Hours	6,552:24	3,278:41
In A321	5,510:34	2,859:42
A321 as Pilot in Command	2,795:04	-
In the 90 days before the accident	168:41	160:22

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- Weather Information

The following is the Meteorological Aerodrome Report (METAR), an aviation weather report issued by the Aviation Meteorological Office.

METAR RKPK 281300Z 28008KT 9999 FEW050 00/M09 Q1018
RKPK 281300Z The weather at Gimhae International Airport (ICAO code: RKPK) on January 28, 2025, at 13:00 UTC (22:00 local)
28008KT Wind: From 280° direction at 8 knots (14.8 km/h)
9999 Visibility: Greater than 9,999 meters
FEW050 Clouds: A few clouds (1/8 or 2/8 of the sky is covered with clouds) at 5,000 feet (1,524 m)
00/M09 Temperature: 0°C, Dew point: -9°C
Q1018 Sea-level pressure: 1018 hPa

- o Cabin Fire and Emergency Evacuation

A rear overhead cabin of HL7763 caught fire after passenger boarding was completed and the entry door closed. As the smoke and flame rapidly spread after the fire was first acknowledged, the crew members performed an emergency evacuation.

Emergency evacuation was performed using 7 emergency slides deployed from each door, except for the R1 door.

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☐ **Future Investigation Plan**

The Aviation and Railway Accident Investigation Board (ARAIB) will perform a comprehensive accident analysis ranging from fire identification, FDR/CVR data, air traffic control data, aircraft components to the passenger interview and witness testimonials of the ground crew to accurately determine the cause of the accident.

Additionally, issues deemed essential for safety or other enhancements will be reviewed and considered for issuing an urgent safety recommendation.

This investigation is ongoing with the help of foreign investigative authorities, including the National Transportation Safety Board (NTSB, USA), the Bureau d'Enquêtes et d'Analyses pour la Sécurité de l'Aviation Civile (BEA, France), and the Bundesstelle für Flugunfalluntersuchung (BFU, Germany). A joint investigation with any of these authorities will be conducted when necessary.