

Statement for NTSB Report - United Flight 1175 on 2/13/2018

Flight 1175 left San Francisco on time. The push back, taxi out, takeoff and climb to FL 340 was uneventful. We complied with all Class 2 and ETOPS requirements. After midpoint we changed altitudes to FL 300, FL 280 for a better ride. Unable to find a better ride, we climbed to FL 360 where we found smooth flight conditions. There were three pilots in the cockpit, Captain [REDACTED] as PM, First Officer [REDACTED] as PF, and the jump-seat was occupied by First Officer [REDACTED] (newly checked out 777 First Officer). We were cruising at flight level 360. It was the co-pilots leg and I was pilot monitoring. Approximately 120 miles from Honolulu International, the aircraft sustained catastrophic engine failure on the right side. First Officer [REDACTED] hands were on the control. The auto-pilot became disconnected and the aircraft began to roll to the right. I put my hand on the control and told him, "I have the aircraft." There was a positive change of control; I became pilot flying and First officer [REDACTED] became pilot monitoring. Within 15-30 seconds we got indication on the EICAS showing no EPR, no N1, and no oil quantity on the right engine. We immediately accomplished Severe Engine Damage checklist, followed by Drift Down Procedure checklist. I asked First Officer [REDACTED] to declare an emergency with HCF and then we contacted dispatch and advised them of the incident and requested that they contact NOC, Maintenance, and Honolulu Operation. We decided the most suitable airport in time, distance, and familiarity was Honolulu International Airport. We requested that they notify the airport and have the equipment standing by upon our arrival. First Officer [REDACTED] was involved and instrumental in making sure the correct checklist were complied with and completed. I then asked First officer [REDACTED] to go back and evaluate the condition of the engine while he was back there the Chief Purser had come to the cockpit and I briefed her on what was going on (that we had lost right engine and we were making an emergency landing into Honolulu International Airport). The aircraft continued to Honolulu and we made a single engine approach to runway 8R and landed safely. Aircraft was met by the Fire Marshal and escorted to the gate where the remaining engine was shut down and the aircraft was secured without further incident. Maintenance was contacted, the flight crew and the flight attendants worked extremely well together. I was extremely proud to have them on my jet, working together towards a safe, uneventful, and successful landing.

Sincerely,

[REDACTED]

Captain B-777 Fleet

[REDACTED]