

NTSB Statement Flight 1175, February 13, 2018

[REDACTED]

United 1175 from San Francisco (KSFO) to Honolulu (PHNL)

All preflight, ground operations, taxi, takeoff, departure, and cruise prior to the event were normal and uneventful. I conducted the exterior inspection including both engines and did not see anything of concern. I was the pilot flying (PF), Captain [REDACTED] was the pilot monitoring (PM), and FO [REDACTED], a United Airlines 777 Copilot, was OMC (Observer Member of Crew).

At approximately 120 NM from Honolulu, we were at FL360, autopilot and auto throttles engaged. There was a violent jolt followed by extreme vibration and high noise level. The autopilot disengaged so I grabbed the controls to fly the aircraft and silence the EICAS Warning for Autopilot Disconnect. The aircraft was rolling right. I saw Captain [REDACTED] on the controls so we confirmed a change of aircraft control and he became the PF and I became PM. I looked to the EICAS and engine instruments to analyze what was happening. It seemed like a delay of 15-30 seconds (I may have experienced temporal distortion) and noted the right oil quantity at zero and announced "Severe Engine Damage Right" and recommended I run that unannounced checklist. I ran the checklist with backup from FO [REDACTED] and confirmation when required from Captain [REDACTED]. We secured the engine IAW the checklist. The vibration reduced somewhat but the controllability was still not normal. Captain [REDACTED] directed FO [REDACTED] to declare MAYDAY with HCF Center and I ran the Driftdown checklist. We started a descent to FL230 at 231 KTS. The TAC (Thrust Asymmetry Compensator) was off so I ran the reset checklist but it wouldn't reset. Captain [REDACTED] directed FO [REDACTED] to go to the cabin to visually inspect the right engine. Captain [REDACTED] briefed the flight attendants on the type of emergency, evacuation plan, special instructions, and time until landing. He coordinated with dispatch on SATCOM. We decided on Honolulu as the nearest suitable airport and I requested further descent to get to VMC conditions. I briefed a visual approach to RWY 8R with the RNAV GPS 8R as a backup and briefed the engine failure on go around procedure. Captain [REDACTED] flew a flaps 20 approach and landing IAW our flight manual. I confirmed crash/rescue responders were standing by and we landed uneventfully. The crash/rescue responders visually inspected the aircraft and we determined it was safe the taxi to the gate. We parked at gate 6 and deplaned the passengers normally.

[REDACTED]