

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	Boeing 747-4B5F, HL-7601	
<b>No &amp; Type of Engines:</b>	4 Pratt & Whitney PW4056 turbofan engines	
<b>Year of Manufacture:</b>	2004 (Serial no: 33946/1350)	
<b>Date &amp; Time (UTC):</b>	17 January 2012 at 1630 hrs	
<b>Location:</b>	Over the Irish Sea	
<b>Type of Flight:</b>	Commercial Air Transport (Cargo)	
<b>Persons on Board:</b>	Crew - 3	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	None	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	54 years	
<b>Commander's Flying Experience:</b>	16,231 hours (of which 7,312 were on type) Last 90 days - 197 hours Last 28 days - 65 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

HL-7601 was operating a Commercial Air Transport (Cargo) flight from Chicago O'Hare Airport to Brussels National Airport carrying 390 cows on the main deck. The aircraft was cruising at FL340 over the Irish Sea when the crew received a FIRE MN DK AFT warning. A crew member went onto the main deck but saw no sign of smoke or fire. The crew suspected that the warning was false but decided to carry out the procedure in the Quick Reference Handbook for '*Main Deck Cargo Compartment Suppression*', which involved

donning oxygen masks and initiating a controlled cabin depressurisation and rapid descent. Following the descent, the crew made an uneventful landing at London Heathrow Airport where emergency services attending the aircraft found no evidence of smoke or fire.

The pilot believed that the presence of the cattle led to higher than normal levels of humidity and that this was the cause of the warning.