

# Accidents/incidents in 2005

## Notes on tables

Accident data come from *Flight International's* own research, sister online publication *Air Transport Intelligence* and from AvSoft/AON daily occurrence information.

Although details of non-fatal incidents are not made available officially by the authorities in many countries, *Flight International* continues to list as many of these incidents as possible, in the interests of maximising the availability of relevant information. As a consequence, we accept the non-fatal listing may be weighted against the airlines of those countries that make safety information more readily available.

### CONVERSION FACTORS

1nm = 1.85km  
1ft = 0.3m  
1kt = 1.85km/h

### GLOSSARY OF TERMS AND ABBREVIATIONS

**AA** airfield approach/early descent; **AAL** above airfield level; **ADC** air-data computer; **ADF** automatic direction finder; **AF** air force; **AGL** above ground level; **AMSL** above mean sea level; **AOA** angle of attack; **Apt** airport; **ASB** alert service bulletin; **ASI** airspeed indicator; **ATC** air traffic control; **C** climb; **CB** circuit breaker; **CFIT** controlled flight into terrain; **CNK** cause not known; **CVR** cockpit voice recorder; **DFDR** digital flight data recorder; **DME** distance-measuring equipment; **ECAM** electronic centralised aircraft monitor; **EFIS** electronic flight-instrument system; **EGPWS** enhanced ground proximity warning system; **EGT** exhaust gas temperature; **EICAS** engine indicating and crew

alerting system; **ER** en route **ETOPS** extended-range twin operations; **FAA** US Federal Aviation Administration; **FDR** flight data recorder; **FL** flight level = altitude, in hundreds of feet, with international standard pressure-setting (ISA) of 1013.2mb set on altimeter (eg: FL100 = altimeter reading of 10,000ft with ISA set); **FMS** flight-management system; **G** on ground; **GPU** ground power unit **GPWS** ground proximity warning system; **HP** high pressure; **IFR** instrument flight rules; **IMC**; instrument meteorological conditions; **ILS** instrument-landing system; **ISA** international standard atmosphere = sea level pressure of 1013.2mb and standard temperature/pressure lapse rate with altitude; **L** landing;

**LP** low pressure; **MEL** minimum equipment list **MDC** McDonnell Douglas; **MTOW** maximum take-off weight; **NDB** non-directional beacon; **NTSB** US National Transportation ; Safety Board; **PAPI** precision approach path indicator; **PAX** passengers; **PF** pilot flying; **PNF** pilot not flying; **RA** runway/final approach; **RNAV** area navigation; **SB** service bulletin; **SID** standard instrument departure; **TAWS** terrain awareness and warning system; **TO** take-off; **TOGA** press-button selected take-off/go-around thrust; **VASI** visual approach slope indicator; **VFR** visual flight rules; **VHF** very high frequency; **VMC** visual meteorological conditions; **VOR** VHF omni-range navigation beacon; **V<sub>1</sub>** take-off decision speed

Date	Carrier	Aircraft type/registration	Location	Fatalities crew/pax	Total occupants crew/pax	Phase
<b>FATAL ACCIDENTS SCHEDULED PASSENGER FLIGHTS</b>						
3 February	Kam Air	Boeing 737-200 (EX-037)	South of Kabul, Afghanistan	8/96	8/96	C
The crew abandoned an approach to Kabul on a flight from Herat, and was climbing away to divert when the aircraft hit high ground at 11,000ft about 30km south of Kabul.						
20 April	Saha Air	Boeing 707-300 (EP-SHE)	Tehran Mehrabad airport, Iran	-/3	12/157	L
There was gear and/or tyre failure after touchdown and the aircraft veered off the runway into a waterway. The passengers who died lost their lives during the evacuation.						
2 August	TANS	Boeing 737-200Adv (OB-1809-P)	Pucallpa, Peru	4/36	6/92	RA
The flight was inbound from Lima where the crew had received a forecast of good weather, but in fact conditions were marginal for the non-precision VOR/DME approach to runway 02 with strong winds and storm clouds in the vicinity. The aircraft hit the ground in swampy land on the approach.						
5 September	Mandala Airlines	Boeing 737-200 (PK-RIM)	Medan airport, Sumatra, Indonesia	5/96	5/112	C
Eyewitnesses say the aircraft climbed to about 100ft after take-off before losing height, hitting approach lights, and crashing into a residential area 500m beyond runway end. Fifty people on the ground were killed. Early reports say that one engine was developing less power than the other. The flap setting and flap-jacks are also under investigation.						
22 October	Bellview Airlines	Boeing 737-200Adv (5N-BFN)	30km N of Lagos, Nigeria	6/111	6/111	C
The aircraft had taken off from Lagos for Abuja and was cleared to climb to FL130. At impact with the ground the 737 had a high vertical speed, shattering the aircraft and creating a crater 12m deep. Thunderstorm activity was reported in the area, but it is not clear whether this has any relevance to the accident.						
10 December	Sosoliso Airlines	MDC DC-9-30 (5N-BFD)	Port Harcourt, Nigeria	7/101	7/102	L
After a hard touchdown in stormy weather, the aircraft left the runway and broke up.						
<b>FATAL ACCIDENTS NON-SCHEDULED PASSENGER FLIGHTS</b>						
15 March	Loganair	B-N Islander (G-BOMG)	Sea nr Mull of Kintyre, Scotland	1/1	1/1	AA
The aircraft crashed into the sea while descending toward Machrihanish airfield, western Scotland. The conditions were light wind and showers with a cloudbase of 400ft.						
16 March	Regional Airlines	Antonov An-24 (RA-46489)	Varandei airport, Archangel, Russia	2/26	7/45	RA
The aircraft, carrying gas industry workers, hit the ground 5km short of the runway and caught fire. Russian investigators say the aircraft's airspeed had slowed to less than the approach speed for an extended time, and eventually to less than the stalling speed. The investigation concedes that flight instrument inaccuracy may have played a part.						
25 May	Victoria Air	Antonov An-12	Nr Biega, DR Congo	5/27	5/27	ER
Crashed in a mountainous region in the eastern part of the Democratic Republic of Congo.						
6 August	Tuninter	ATR 72-200 (TS-LBB)	In sea off Palermo, Sicily	2/15	4/35	ER
The aircraft, en route from Bari, Italy to Djerba, Tunisia, suffered loss of power from both engines when the aircraft ran out of fuel over the Mediterranean sea to the north of Palermo. The pilot was forced to ditch the aircraft. Investigation has found that the fuel quantity indicator was the wrong part, being an ATR 42 fuel gauge, which looks the same but works on a different algorithm in processing the signals from the fuel tank probes. Tests have shown that this type of gauge in an ATR 72 would indicate that there is up to four times more fuel on board than the real quantity. This led the crew to depart Bari having uplifted very little fuel there after its inbound flight from Tunisia.						
14 August	Helios Airways	Boeing 737-300 (5B-DBY)	Grammatikos, Greece	6/115	6/115	C
Engineers had carried out a hull pressurisation check on the ground, which requires the pressurisation control to be set to manual. It was not reset to "automatic" after the tests, and the pilots failed to correct this during pre-flight checks at Larnaca, Cyprus before departing for Athens, Greece. The aircraft did not pressurise during the climb, and when the cabin altitude alert sounded at about 10,000ft the crew mistook it for a take-off configuration warning because the sound is the same. During the confusion, they radioed base about it but meanwhile continued to climb and eventually passing out from hypoxia. The pre-programmed FMS/autopilot levelled the aircraft at its cruising altitude and flew it all the way to the final holding fix, where it circled until it ran out of fuel, then descended and crashed in hills north east of Athens airport.						
16 August	West Caribbean Airways	Boeing MD-82 (HK-4374X)	Nr Machiques, Venezuela	8/152	8/152	ER
The aircraft left Panama City for a charter flight to Martinique in the Caribbean, climbed out of FL330 and accelerated to its Mach 0.76 cruising speed but, an interim report reveals, within 90s it began to lose speed and, at MO.60 the autopilot was disconnected and the pilots requested descent in several steps, the last of them to FL140. One minute later in the descent the crew reported both engines had failed. The FDR has no data for the port engine, but the starboard engine pressure ratio (EPR) never reduced below idle EPR, and several times during the descent – including just before impact – it increased. The CVR reveals that a sound like the stall warning stick-shaker began 2min 40s before the crash and continued until impact. At impact the aircraft was slightly nose up with both engines turning at high speed, the horizontal stabiliser was trimmed to its maximum nose-up pitch setting, and the wreckage pattern shows vertical speed was high but forward speed was not.						

# Safety review

Date	Carrier	Aircraft type/registration	Location	Fatalities crew/pax	Total occupants crew/pax	Phase
4 October	Wimbi Dira Airways	Antonov An-12 (9Q-CWC)	Aru airfield, DR Congo	-/2	?/98	L
The aircraft, on a troop charter for the Congolese army, landed heavily, damaging the gear. The passengers killed were hit by the still-turning propellers upon evacuation.						
<b>FATAL ACCIDENTS, REGIONAL AND COMMUTER FLIGHTS</b>						
22 February	Mission Aviation Fellowship	DHC Twin Otter (P2-MFQ)	Tabubil, Papua New Guinea	2/0	3/10	AA
Crashed in the circuit area of Wobegon airstrip near Tabubil in the mountains of Papua New Guinea. Landing can be made only on runway 29 and take off on the reciprocal of runway 11 because the airfield is on a mountainside and has a steep slope.						
26 March	West Caribbean Airways	Let L-410 (HK-4146)	Providencia, Old Providence Island	2/6	2/12	C
The aircraft failed to climb and hit hills close to the runway end. Initial reports suggest a technical fault.						
12 April	GT Air	DHC Twin Otter (PK-LTZ)	Nr Enarotali, Irian Jaya, Indonesia	3/14	3/14	AA
The aircraft went missing on a flight from Timika to Enarotali, and the wreckage was found five days later about 8km from Enarotali.						
7 May	Aero-Tropics Air Service	Fairchild Metro III (VH-TFU)	Nr Lockhart River, Queensland, Australia	2/13	2/13	AA
The aircraft was carrying out an RNAV approach to Lockhart River aerodrome when it hit the 1,300ft Pap Ridge 90ft below its highest point in low cloud and squally rain. The Australian Transport Safety Bureau's initial factual report says the aircraft's power settings at impact appeared normal for an approach, but that the aircraft was about 1,000ft below the minimum obstacle clearance height for that position.						
2 June	Marsland Aviation	Antonov An-24B (ST-WAL)	Khartoum airport, Sudan	3	42	TO
Engine failure and fire in the left engine during take-off caused severe damage to the aircraft.						
16 July	Equatorial Express Airlines	Antonov An-24B (3C-VQR)	Nr Malabo, Equatorial Guinea	6/49	6/49	C
Shortly after take-off the aircraft began to lose height gradually and it crashed in a wooded area. Witness reports of fire on one side of the aircraft before the impact might be consistent with an engine failure.						
5 September	Kavastshi Airlines	Antonov An-26	Isiro airport, DR Congo	4/7	4/7	RA
The aircraft, inbound from Beni, hit trees on approach to Isiro in marginal visibility and crashed.						
9 September	Air Kasai	Antonov An-26	50km N of Brazzaville, Congo	4/9	4/9	ER
Crashed en route from Boende to Kinshasa.						
19 November	Ivolga Avia	Cessna Caravan (P4-OIN)	?	2/6	2/6	?
Crashed en route Voronnehz to Moscow Domodedovo.						
19 December	Chalks Ocean Airways	Grumman Turbo Mallard (N2969)	Nr Miami Seaplane Base, Florida, USA	2/18	2/18	C
The right wing detached as the aircraft was climbing away from the seaplane base, bound for Bimini, and the aircraft plunged into the sea. The NTSB found the right wing spar had a fatigue crack at its root.						
23 December	Azerbaijan Airlines	Antonov An-140 (4K-AZ48)	Nr Baku, Azerbaijan	5/18	5/18	C
The pilots reported problems with instrument displays soon after a night take-off from Baku during the climb into low cloud. They asked ATC for information on the aircraft's heading and height. Ukraine's Kharkov State Aircraft Manufacturing Co, which produces the An-140, has said that the three gyroscopic sensors that provide the artificial horizon and compass with stabilisation appear to have failed, and the aircraft entered a descending, tightening spiral until it hit the ground.						
<b>FATAL ACCIDENTS, NON-PASSENGER FLIGHTS</b>						
8 January	Service Air	Antonov An-12B (9Q-CIH)	Entebbe, Uganda	6	6	TO
The crew reported that one of the starboard engines had failed 2min after take-off. The aircraft could not maintain height and crashed about 10km away, hitting trees. Service Air is Ugandan, but the aircraft was registered in the Democratic Republic of Congo. The Ugandan authorities say the airline had no air operator's certificate, the aircraft was uninsured and had no maintenance records, there were no records of crew qualification or training, and the aircraft was loaded 6.5t above its MTOW. The government has ordered checks on all foreign-registered aircraft. Inattention to detail and the lack of a safety culture in Ugandan aviation are reported as contributory causes of the accident.						
13 January	AirNow	Embraer Bandeirante (N449BA)	Keene-Dillant-Hopkins airport, New Hampshire, USA	1	1	L
The cargo flight had left Bangor, Maine for Manchester, New Hampshire, but had to divert because of marginal weather. Dillant-Hopkins was eventually chosen rather than the planned alternate of Burlington. Having been cleared for an ILS to runway 02 at Dillant-Hopkins, the aircraft crashed on the runway and burned. The NTSB has not yet found any cause, and notes that the weather was not below minimums for the approach. The left engine showed evidence of being at high power at the time of impact.						
27 January	Farnair Hungary	Let L-410 (HA-LAR)	Iasi airport, Romania	2	2	AA
The aircraft was carrying out an NDB let-down with radar assistance, but when the crew notified ATC of their position over the airport beacon and their intention to turn right outbound they were seen to turn left. Then the aircraft spiralled down to crash on the airfield. There was light snow and a temperature of -4°C (24.8°F).						
3 February	Air West	Ilyushin II-76 (ST-EWB)	Nr Khartoum, Sudan	7	7	AA
The aircraft, owned by Sharjah-based East-West Airlines, left Sharjah with a load of humanitarian cargo for Dharfur province in Sudan, with Khartoum a planned en-route stop. When the crew first contacted Khartoum they advised ATC they had fuel problems. The aircraft crashed about 15km from Khartoum.						
23 March	Air Transport	Ilyushin II-76 (ER-IBR)	Lake Victoria, nr Mwanza, Tanzania	8	8	C
The aircraft came down in Lake Victoria about 10km after lifting off the runway at Mwanza.						
2 May	Airpost	Fairchild Metro III (ZK-POA)	Nr Stratford, North Island, New Zealand	2	2	ER
The aircraft appears to have suffered structural failure during a postal flight from Auckland in North Island to Blenheim in South Island. The wreckage was widely scattered.						
6 October	FedEx	Cessna Caravan (C-FEXS)	Nr Winnipeg apt, Canada	1	1	RA
Within about 5min of take-off from Winnipeg the pilot reported icing and the need to return immediately, but she did not make it back. The aircraft, operated by Morningstar Air Express, crashed on railway tracks about 3km short of runway 31.						
30 October	Trade Air	Let L-412 UVP-E (9A-BTA)	Nr Bergamo apt, Italy	3	3	C
The aircraft took off in fog with visibility of 350m. Witnesses say just after take-off it began to bank left, with its bank angle increasing until it lost height and hit the ground at an angle of about 45°.						
11 November	Royal Airlines	Ilyushin II-76 (4L-ZIL)	Nr Kabul, Afghanistan	8	8	AA
The Pakistan-based aircraft, carrying supplies from Bahrain via Kabul to Bagram AB, took off from Kabul and crashed into high ground 30km to the north-west.						
24 December	African Union	Antonov An-28 (ER-AJE)	Nr Zalingei, Sudan	2	2	C
The aircraft crashed soon after take-off.						
<b>NON-FATAL ACCIDENTS AND INCIDENTS, SCHEDULED PASSENGER FLIGHTS</b>						
8 January	Aero Republica	Boeing MD-83 (VP-BGI)	Cali airport, Colombia	-/	6/164	L
Gear separated when the aircraft overran the runway by about 250m.						
20 January	Jetsgo	Boeing MD-83	Calgary airport, Canada	-/	?/78	L
On landing in poor weather and low visibility, the aircraft veered left off runway 34 and hit a runway hold sign, damaging gear and flaps. The captain elected to go-around. When airborne he declared an emergency because, he said, being put in the hold would have taken more fuel than he had, and landed safely from the second approach.						
22 January	Japan Airlines	Boeing 777-200	Sapporo airport, Japan	-/	211	TO
Aircraft began its take-off run without being cleared, and was told by ATC to abort, which it did. The captain failed to report the event, for which the airline was reprimanded.						
7 February	Atlasjet	Airbus A320	Istanbul airport, Turkey	-/	6/164	L
The aircraft left the runway in snowy conditions.						

# Safety review

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8 February	Virgin Atlantic	Airbus A340-600 (G-VATL)	ER Hong Kong-London	-/-	18/293	ER
The fuel control computer system had a design logic fault that caused it not to transfer fuel automatically between tanks as it should. The crew did not notice until the left outboard engine lost power, and shortly after the right outboard also began to falter until the crew began crossfeeding fuel manually. The crew elected to divert to Amsterdam, where they landed safely.						
19 February	British Airways	Boeing 747-400 (G-BNLG)	ER Los Angeles-London	-/-	16/351	ER
The aircraft's No 2 engine surged and suffered internal damage just after take-off from Los Angeles for London Heathrow, and the crew shut it down. The crew continued the climb and, having checked the performance figures, decided that continuing to London was possible. Because it was cleared for a lower transatlantic flight level than requested, the aircraft suffered a fuel shortage and had to divert into Manchester. The US FAA has been critical of the crew's decision, but there was no breach of regulations and BA has supported its crew's decision. On 25 February a crew flying the same aircraft also had to shut an engine down, this time in the cruise from Singapore to London, and the crew again elected to continue. This time they landed without further incident at their destination.						
27 February	Aeroflot	Tupolev Tu-154M (RA-88644)	Barcelona airport, Spain	-/-	??	L
The aircraft landed on a taxiway 250m to the right of its cleared runway 25R. The reasons are not yet clear.						
1 March	Pakistan Int Airlines	Boeing 777	Manchester airport, UK	-/-	12/323	G
After the aircraft landed, the fire services attended the 777 to check a reported undercarriage fire as it was approaching its stand. The aircraft stopped and passengers disembarked via emergency chutes. The fire crew reported the brakes were hot, but there were no signs of fire.						
2 March	Continental Airlines	Boeing 777-200 (N78008)	New York Newark airport, USA	-/-	14/198	TO
At rotation the aircraft lifted off the runway and settled back on again before taking off properly. But the crew was aware a tailscrape had taken place so they landed back uneventfully. The rear pressure bulkhead was found to have been damaged in the tailscrape.						
6 March	Air Transat	Airbus A310-300 (C-GPAT)	ER Cuba-Quebec	-/-	9/261	ER
Most of the rudder separated during the cruise. The crew were aware something was wrong and returned to Varadero, Cuba, where they made a safe landing. At this point the reason for the rudder structural failure is still under investigation. It has been established that no unusual rudder inputs had been used by the crew during the flight, they were not manipulating the rudder when it failed, and there is no obvious fault in the rudder or yaw-damper system.						
7 March	Mahan Air	Airbus A310-300 (F-OJHH)	Teheran airport, Iran	-/-	14/77	L
The aircraft veered off runway 29L to the left.						
13 March	Air China	Boeing 747-400 (B-2443)	Los Angeles Int airport, USA	-/-	??	G
The right main gear wheels sank deeply into asphalt at the edge of the taxiway as it turned onto runway 25R for take-off, and it was immobilised. The runway had to be closed for 13h before the aircraft could be pulled free.						
27 March	LAN and Avianca	2 x Boeing 767	Bogota airport, Colombia	-/-	see text	G
The LAN 767 was waiting for take-off clearance when the No 2 for take-off, an Avianca 767, hit its right wingtip. The LAN 767 was carrying 109 passengers, the Avianca aircraft 163 passengers.						
7 April	China Eastern	Airbus A340-300 (BB-2383)	London Heathrow airport, UK	-/-	??	TO
The aircraft suffered a significant tailscrape at take-off and the crew, although informed by the tower, elected to continue to Shanghai, China.						
8 April	Midwest Airlines	Boeing MD-88 (MEP801)	Los Angeles airport, USA	-/-	??	ER
Take-off was aborted because of a sudden contained engine failure.						
19 April	Thai Int Airways	Airbus A330-300	Bangkok airport, Thailand	-/-	??/183	G
The wingtip of the A330 and that of a Singapore Airlines Boeing 777-200 hit each other and both were severely damaged. The accounts from each airline as to how it occurred differ considerably. A Thai report suggests that the 777 might have been stationary at the gate at the time of the collision. An investigation is under way.						
8 May	Japan Airlines	Boeing 747-400 (JA-8072)	ER nr Hokkaido	-/-	??/355	ER
The aircraft suffered decompression while inbound to Japan and the crew elected to divert to Sapporo, Hokkaido, northern Japan.						
10 May	Northwest Airlines	McDonnell Douglas DC-9-51	Minneapolis/St Paul airport, USA	2/-	??	G
The aircraft had reported a hydraulic leak on departure from Columbus, Ohio for Minneapolis/St Paul, but continued to its destination, landed safely and taxied near to its stand, where it stopped to await a tow to the gate. As they did so a Northwest Airbus A319 was being pushed back from its stand. The DC-9 began to move forward, despite braking, and the cockpit area hit the A319's right wing, substantially damaging both aircraft and badly injuring the DC-9 captain. The NTSB found the DC-9's right hydraulic reservoir was empty even though the cockpit gauge did not show it.						
12 May	Midwest Airlines	Boeing 717 (N910ME)	Nr Kirksville, USA	-/-	??	ER
The aircraft was climbing through 23,000ft out of Kansas City bound for Washington Reagan airport when the crew received control system warnings and the aircraft went into an uncommanded pitching descent that took them down to 13,000ft where they regained control. The crew diverted to Kirksville airport, Missouri, where the aircraft landed safely. The investigation into what happened is ongoing, but a lightning strike is thought to have played a part.						
13 May	Delta Air Lines	Boeing MD-88	Denver, USA	-/-	??	ER
The crew returned to Denver after suffering cabin depressurisation during the climb.						
20 May	Continental Airlines	Boeing 757 (N34131)	Over the Atlantic	-/-	8/159	C
The aircraft suffered engine failure having ingested a bird 20min after take-off from Shannon, Ireland and returned to land safely.						
24 May	Delta Air Lines	Boeing MD-90 (N910DN)	Salt Lake City, USA	1/-	??	C
A slide deployed just after take-off from Salt Lake City and the aircraft made an emergency return to land.						
28 May	American Airlines	Boeing MD-82 (N911TW)	Denver airport, USA	-/-	111	L
The aircraft ran off the side of the runway and then re-entered it. The passengers disembarked via the rear stairs and the aircraft was towed to the hangar.						
3 June	Armavia	Airbus A320	Moscow Vnukovo airport, Russia	-/-	??/132	L
Exited the runway during landing run.						
6 June	United Airlines	Boeing 777-200 (N794UA)	Taipei airport, Taiwan	-/-	??	G
The left No 2 cabin door was reported to have been torn off by the boarding bridge during pushback.						
9 June	Aer Lingus	Airbus A330-300 (EI-ORD)	Boston Logan airport, USA	-/-	12/260	TO
See related item below. Under the control of Boston tower's local control west controller, the A330 was cleared for take-off on runway 15R, which is just over 3,000m long, and it began its take-off run unaware that a US Airways Boeing 737-300 was, at about the same time, cleared for take-off from runway 09 by the tower's local controller east. The Aer Lingus flight rotated just before reaching the runway intersection with 09, apparently just before the US Airways flight rotated, and climbed away safely, but the crew was aware of the near-collision and filed a report on it. The NTSB is conducting an investigation into the incident.						
9 June	US Airways	Boeing 737-300 (N394US)	Boston Logan airport, USA	-/-	6/103	TO
See related item above. Under the control of Boston tower's local control east controller, the 737 was cleared for take-off on runway 09, and it began its take-off run, unaware that an Aer Lingus Airbus A330 was, at about the same time, cleared for take-off from intersecting runway 15R by the tower's local controller west. The Aer Lingus flight rotated, apparently just before the US Airways flight and climbed away. Just after calling V <sub>1</sub> , the co-pilot of the 737 saw what was happening and told the captain – the 737's PF – to "stay low", and pushed the control column forward to keep the aircraft on the runway. The co-pilot told the NTSB: "The Airbus passed overhead with very little separation, and once clear of the intersection the [737] captain rotated and we lifted off toward the end of the [2,130m] runway". The NTSB is conducting an investigation into the incident.						
12 June	Chanchangi Airlines	Boeing 737-200 (5N-BCF)	Lagos Int airport, Nigeria	-/?	129	L
Landed on a wet runway and overran into a ditch.						
1 July	Biman Bangladesh Airlines	MDC DC-10-30ER (S2-ADN)	Chittagong airport, Bangladesh	-/-	15/201	L
Skidded off the runway to the right where its undercarriage sank in mud. The right wing and engine were severely damaged.						

# Safety review

Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
23 July	Lufthansa	Airbus A330	Lagos International airport, Nigeria	-/-	?/?	L
When applying reverse thrust during the landing run, runway debris entered both engines causing considerable damage. The airline reports that the debris consisted of concrete pieces from the runway surface. International airlines have been complaining about the state of the airport runways for years, but yields on the route are so good they will not apply the sanction of stopping operations there. Lufthansa started using A340s on the route because their engines are higher from the ground.						
1 August	Malaysia Airlines	Boeing 777-200ER (9M-MRG)	Nr Perth, W. Australia	-/-	?/177	C
Near top of climb out of Perth heading for Kuala Lumpur, the 777's autopilot/FMS and autothrottle began to malfunction, providing conflicting information about flight performance while causing a sudden pitch-up. Having tried and failed to settle the aircraft, the crew disconnected the autopilot and autothrottle and flew it manually back to Perth, landing safely. Since then the US FAA has issued an emergency airworthiness directive requiring modifications to the operational programme software of 777s' air data inertial reference units to prevent the FMS acting on data from failed sensors.						
2 August	Air France	Airbus A340-300 (F-GLZQ)	Toronto Pearson apt, Canada	-/-	12/297	L
On a stormy night the aircraft touched down almost half-way down the 2,750m wet runway (24L) and overran the end, coming to a stop in a shallow ravine. The aircraft caught fire but all on board the A340, which was full, was evacuated safely. Interim reports indicate that the aircraft did not suffer any technical malfunction.						
19 August	Northwest Airlines	Boeing 747-200 (N627US)	Guam air base, Guam	-/3	16/318	L
Nose gear failed during landing roll and three passengers were injured in the evacuation.						
5 September	Wings Air	Boeing MD-80	Tabing AB, Padang, Indonesia	-/-	?/?	L
The crew landed by mistake at Padang's military air base when they had received clearance to land at their intended destination, the city's civil airport Minangkabau. The aircraft took off a few minutes later and flew to the correct airport.						
21 September	JetBlue Airways	Airbus A320-200 (N536JB)	Los Angeles int airport, USA	-/-	6/140	L
A caution light upon gear retraction during climb out of Burbank led crew to discover the nose-wheel was turned 90° to direction of travel. The situation could not be corrected, so the crew decided to divert to Los Angeles International, where they landed safely after 3h burning off fuel. There have been 13 other incidents of this type involving, A320 family aircraft, almost always related to some form of misassembly of the gear after maintenance.						
22 October	British Airways	Airbus A320 (G-EUOB)	Southern UK	-/-	6/76	ER
All cockpit lights, the flight instrument displays and one of the ECAM screens failed at about 19:30 local time, about 8min into the flight from London Heathrow to Budapest, Hungary. The crew flew in darkness for about 2min using the natural horizon before restoring most of the services, including radio communications. Having held for 40min to investigate the problem, they continued to Budapest, had the aircraft checked on the ground, and flew the schedule back to Heathrow. About six days later, when the UK Air Accident Investigation Branch saw the airline's mandatory occurrence report, it decided to carry out a full investigation, grounded the aircraft and removed the relevant components for examination, and returned the aircraft to the airline.						
9 November	Virgin Blue	Boeing 737-700 (VH-VBI)	Nr Canberra, Australia	-/-	6/133	ER
The aircraft, out of Sydney heading for Melbourne, suffered sudden decompression in the cruise close to 40,000ft. After an emergency descent to 10,000ft the crew continued to their destination. The Australian Transport Safety Board is investigating.						
21 November	Southwest Airlines	Boeing 737	Spokane airport, Washington, USA	?	?	TO
The aircraft lost its outboard left main gear tyre on take-off from Spokane but landed without incident at Portland, Oregon.						
7 December	Wimbi Dira	McDonnell Douglas DC-9-30	Kinshasa airport, DR Congo	-/-	?/43	L
Slewed off the side of the runway causing the nose gear to collapse.						
8 December	Southwest Airlines	Boeing 737-700 (N471WN)	Chicago Midway airport, USA	-/-	5/98	L
Landed in snow on runway 31C with a 10kt tailwind. The approach minima for 13C (the reciprocal) may have had a headwind, but the decision height minima were more restrictive and might have prevented a landing. The crew took 18s to apply reverse thrust. The aircraft overran the runway, crashed through the perimeter fence and on to a road where it hit two cars, killing a child.						
26 December	Alaska Airlines	Boeing MD-83 (N797AS)	S of Seattle/Tacoma airport, USA	-/-	?/140	C
The aircraft had taken off from Sea/Tac airport for Burbank, California, but suffered sudden decompression climbing through FL260. A subsequent inspection on return to Sea/Tac found a 300x10mm gash in the fuselage between the forward and middle cargo holds, which the NTSB says was the result of a collision by a Menzies Aviation ground service vehicle. The employee did not report the incident, and Menzies says it has dismissed him and briefed staff on the importance of reporting collisions.						
<b>NON-FATAL ACCIDENTS AND INCIDENTS, NON-SCHEDULED PASSENGER FLIGHTS</b>						
3 February	Lion Air	Boeing MD-82 (PK-LMJ)	Makassar, Indonesia	-/-	?/146	L
The aircraft arrived at Makassar from Ambon, landed in rain and overran the runway by 100-200m.						
22 February	TAM	Convair 580 (FAB-73)	Trinidad airport, Bolivia	29	4/45	TO
Immediately after take-off the aircraft had engine problems, and the crew force-landed it ahead.						
28 Mar	Aerocaribbean	Ilyushin II-18D (CU-T1539)	Caracas airport, Venezuela	-/-	10/87	TO
The aircraft failed to get airborne and overran the 2,840m-long runway 09. The gear was destroyed.						
18 May	LTE International Airways	Airbus A320 (JY-JAR)	Leeds/Bradford airport, UK	-/-	7/171	L
The aircraft, which had arrived from Fuerteventura, Spain, overran the runway. The flight was operated by Royal Jordanian Airlines.						
6 July	Israir Airlines	Boeing 767-300ER	New York Kennedy airport, USA	-/-	12/250	G
Taxiing in heavy rain, the crew took the wrong taxiway and crossed runway 22R inadvertently and without clearance. An ABX MDC DC-8-63 freighter crew already cleared for take-off on the runway saw the 767 when the crew had passed V <sub>1</sub> , and rotated vigorously, missing the Israir aircraft by an estimated 14m vertically. The freighter pilots reported that a collision had been avoided only because the DC-8 was empty and the crew had decided to use full power for take-off because of the weather. An investigation reports that the heavy rain prevented the airport surface detection system from spotting the conflict and the airport movement area safety system failed to provide an alert.						
<b>NON-FATAL ACCIDENTS AND INCIDENTS, REGIONAL AND COMMUTER FLIGHTS</b>						
26 January	Montenegro Airlines	Fokker 100	Podgorica airport, Serbia & Montenegro	5/-	5/78	L
The aircraft, inbound from Belgrade at night in poor weather, overran the runway by about 700m.						
6 February	Air Senegal	DHC Dash 8-300 (6V-AHL)	Tambacounda airport, Senegal	-/-	5/39	L
Inbound from Dakar on a domestic flight, the aircraft slewed left during the landing run and came to rest at the end of the runway with its left landing gear off the runway. The aircraft suffered considerable damage.						
23 February	GT Air	DHC Twin Otter 300 (PK-LTY)	Enarotali airport, Indonesia	-/-	17	L
Aircraft left the runway and hit the boundary fence.						
9 March	Tropic Air	Cessna 208B (V3-HFW)	Belize City, Belize	?/?	1/13	TO
The aircraft hardly climbed before coming down in the sea. It seems likely that windshear from an advancing storm was a factor.						
11 March	Pinnacle Airlines	Bombardier CRJ200LR (N8932C)	Milwaukee airport, USA	-/1	3/7	L
The aircraft, inbound from New York LaGuardia, veered off runway 01L after landing at about 23:00 local time in IMC, according to the NTSB's initial statement.						
6 April	LAB Flying Service	BN Islander BN-2A (N29884)	Klawock, Alaska, USA	-/-	1/2	L
Landing gear failure caused aircraft to veer off the runway, according to NTSB.						
7 April	ICARO	Fokker F28-4000 (HC-CDA)	Coca airport, Ecuador	-/5	5/60	L
Aircraft touched down 10m short of the runway. The gear collapsed when it hit the edge of the tarmac surface, the aircraft swerved left and collided with the perimeter wall. The initial report says the crew were trying to land close to the approach end of the runway because they believed the runway to be shorter than it was.						
20 April	Tobago Express	Bombardier Dash 8-300	Piarco, Trinidad	?/?	3/46	L
On an inter-island flight from Piarco the crew noticed landing-gear problems on approach to Tobago and returned to Piarco, where they landed with the gear retracted.						

# Safety review

Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
1 May	Widerøe	Bombardier Dash 8-100 (LN-WIK)	Hammerfest, Norway	-/-	3/27	L
The aircraft touched down very hard following windshear and the PF attempted a go-around, but the right main gear failed and the aircraft slewed to a halt.						
19 May	Trans States Airlines	Embraer ERJ-145 (N814HK)	ER over Kansas City, USA	-/-	2/49	ER
Uncontained failure of the left Rolls-Royce AS3007A1-2 engine. The aircraft returned and landed safely at its departure airport, St Louis, Missouri. The flight was operated for American Connection.						
10 June	Mesaba Airlines	BAE Avro RJ85 (N530XJ)	Oklahoma City Airport, USA	-/2	4/56	G
Hydraulic fluid began spraying into the cabin as the aircraft was taxiing toward the gate on arrival from Memphis. The crew conducted an emergency evacuation, and two passengers who were sprayed with fluid were taken to hospital for medical checks. The aircraft was operating a Northwest Airlink flight.						
12 June	SkyWest Airlines	Bombardier CRJ200LR (N960SW)	Los Angeles airport, USA	-/-	3/14	L
The crew reported problems with the nose gear after take-off from Los Angeles, and requested a return. The aircraft was cleared to land on runway 25L, and came to a halt with its nose having been in contact with the ground for about 30m.						
28 June	Independence Air	Bombardier CRJ200 (N623BR)	Greensboro, North Carolina, USA	-/1	3/33	G
The aircraft's nose gear collapsed while the passengers were about to disembark.						
19 July	Interisland Airways	Yakovlev Yak-40 (RP-C2803)	Caticlan airport, Philippines	-/-	3/20	L
Landed just short of runway 06, causing a tyre to burst. The aircraft veered off the runway and the gear collapsed.						
12 August	Safiran Airlines	HESA 140 (EP-SFD)	Arak airport, Iran	-/-	8/19	L
The crew decided to divert to Arak because of an engine failure, but on landing it ran off the side of the runway and suffered serious damage.						
14 August	British Airways CitiExpress	Embraer ERJ-145 (G-EMBD)	Hanover airport, Germany	-/-	4/45	L
Overran the runway by 150-200m in rain.						
8 September	TMK Air Commuter	DHC Twin Otter 300 (9Q-CBO)	Nr Goma, DR Congo	-/-	?/?	C
One or both engines lost power just after take-off and the crew carried out a forced landing.						
11 September	Phuket Air	NAMC YS-11	Mae Sot airport, N Thailand	-/-	28	L
Skidded off runway on landing.						
19 September	Dynamic Air	Swearingen Metro III (PH-DYM)	Rotterdam airport, Netherlands	-/-	3/17	TO
Ran off the side of runway 24 severely damaging the landing gear.						
17 October	PSA Airlines	Bombardier CRJ200LR (RJ-7912)	Nr Philadelphia, USA	-/-	?/?	C
The left engine exhaust nozzle and some of its cowling detached during flight. The event caused no adverse problems and the nozzle's absence was not noticed until arrival at Dayton, Ohio. The NTSB noted that if the airline had complied with a current manufacturer's service bulletin the event would probably not have occurred.						
30 November	Sabang Merauke Raya	IPTN 212-100 (PK-ZAI)	Sinabang-Lasikin airport, Indonesia	-/-	3/12	L
Overran runway 25 by about 50m, receiving significant damage.						
16 December	Conviasa	DHC Dash 7-100	Porlamar airport, Margarita Is, Venezuela	-/-	?/?	L
Crew diverted with an undercarriage problem and burned off fuel. When the aircraft landed the gear collapsed and the Dash 7 skidded off the runway.						
<b>NON-FATAL ACCIDENTS AND INCIDENTS, NON-PASSENGER FLIGHTS</b>						
24 January	Atlas Air	Boeing 747-200	Düsseldorf Int airport, Germany	-	3	L
Inbound from Dubai operating a flight for Emirates SkyCargo, the aircraft overran the southern of the two parallel runways. Emergency services extinguished fire in two of its engines, but it is not clear what started the fire.						
31 January	NTD Air Cargo	Cessna 208B (SE-KYH)	Helsinki Vantaa airport, Finland	?	?	C
Came down hard just after take-off from runway 22L, suffering severe damage. Weather was good, with temperature -4°C (24.8°F) and dew point -5°C.						
15 March	Aero Transporte	Antonov An-26B (OB-1778P)	Lima airport, Peru	-	4	L
The aircraft slid, wheels up, about 300m along the runway.						
19 March	Cargo Plus Aviation	Boeing 707-300C (9G-IRL)	Lake Victoria, Uganda	-	5	RA
The aircraft was on its second attempt to land at Entebbe, having attempted runway 17 first and changed to the reciprocal runway 35. Visibility was given as 8,000m in rain, but the crew had abandoned the first approach because of poor visibility. On final approach the aircraft hit a rock outcrop in the lake and crashed into the shallows about 400m short of the runway. The aircraft was on wet lease to Ethiopian Airlines.						
30 March	IBC Airways	Fairchild Metro III (N811BC)	Miami Int airport, USA	-	2	L
While moving at about 50kt with its propellers in reverse, the aircraft's left propeller hit a deer. The propeller broke and blades pierced the fuselage.						
31 March	RPS Air Freight	Antonov An-12B (UN-11007)	Mukalla al Rayyan airport, Yemen	-	8	TO
The crew aborted the take-off, but the aircraft overran the runway by about 400m.						
25 April	ATMA	Antonov An-12 (UN-11003)	Kabul airport, Afghanistan	5	6	L
A tyre burst on landing and the aircraft skidded off the runway.						
10 June	748 Air Services	BAe HS748 (5Y-SFE)	Lokichoggio airport, Sudan	-	3	L
Gear failed on landing and the aircraft ended up on its belly blocking the runway for several hours.						
10 June	Transafrik	Lockheed L-100-30 (S9-BAS)	Lokichoggio airport, Sudan	?	?	L
The aircraft tried to land on what remained of the runway on which a BAe 748 had stopped with gear failure (see above). The L-100 landed hard and the fuselage broke aft of the wing. The aircraft was operating for the UN World Food Programme.						
13 June	Air Pony Express	Douglas DC-3 Super (N3906J)	Fort Lauderdale exec airport, USA	3	3	C
The aircraft came down 5km east of the airport having failed to climb. The NTSB says the propeller pitch control mechanism failed, and the crew could not feather it. The aircraft crashed on to a road in a residential neighbourhood, injuring those on board and two people on the ground.						
13 June	Frontier Flying Service	Beech 1900C (N575G)	Fairbanks, Alaska, USA	-	2	TO
The left outboard wheel fell off the port main gear leg as the aircraft took off from Kotzebue for Fairbanks. The aircraft landed without incident.						
18 October	FedEx	Cessna Caravan (N987FE)	Nr Round Rock, Texas, USA	-	1	ER
The aircraft took off from Austin and was at about 7,000ft when the engine lost power. The pilot made a forced landing in a field but the aircraft hit a pole with its wing.						
24 October	Bering Air	Cessna Caravan (N1263Y)	Nr Unakaleet, Alaska, USA	-	2	ER
The pilot elected to fly low on a positioning flight to Unakaleet from Stebbings. A sound in the cabin distracted the pilot, and the aircraft hit low undergrowth, and slid to a halt.						
31 October	MIBA Aviation	Boeing 727-200F (9Q-CPJ)	Kindu airport, DR Congo	-	10	L
Slid off a rain-soaked runway into soft ground.						
5 November	EVA Air	Boeing MD-11F	Anchorage airport, Alaska, USA	-	?	TO
Having been cleared to take off from runway 32, the crew instead took off from its parallel taxiway. The NTSB is investigating the incident, which mirrors a similar event at Anchorage when an Airbus A340-300 operated by Taiwan's other major carrier China Airlines took off from a taxiway in January 2002.						
8 November	AirNow	Embraer Bandeirante (N7801Q)	Nr Manchester airport, New H'shire, USA	1	1	C
Shortly after take-off the aircraft crashed into a Wal-Mart garden centre just over 1km north of the airfield.						
9 December	AirNow	Embraer Bandeirante (N790RA)	Nr Orange burg airport, USA	-	1	RA
The pilot had radioed that she was short of fuel and was diverting to Orangeburg. The aircraft came down in woods 3.5km south of the airport.						