

Significant non-fatal accidents/incidents:

## All commercial airline categories

**Date:** 11 Mar ● **Carrier:** Transcarga International Airways ● **Aircraft type/registration:** Airbus A300F (YV560T) ● **Location:** Maiquetia, Venezuela  
**Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 3 ● **Phase:** TO

The crew aborted take-off when the left GE Aviation CF6 engine suffered an uncontained failure. A disk failure, believed to be a turbine disk, detached and hit a workshop at the airport. The aircraft was delivered to Eastern Airlines in 1983 and began operating with Transcarga in 2014.

**Date:** 12 Mar ● **Carrier:** Grant Aviation ● **Aircraft type/registration:** Cessna 208B Caravan (N407GV) ● **Location:** Chevak airport, Alaska, USA  
**Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 1/3 ● **Phase:** TO

The pilot began the take-off run for a scheduled domestic service, but then elected to abandon the attempt because of a combination of an icy runway surface and crosswind. The aircraft swerved off the runway and rolled onto a wingtip, sustaining considerable damage.

**Date:** 20 Mar ● **Carrier:** Trigana Air Service ● **Aircraft type/registration:** Boeing 737-400F (PK-YSF) ● **Location:** Jakarta International airport, Indonesia ● **Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 4 ● **Phase:** L

The aircraft was operating a cargo flight from Halim Perdanakusuma International airport, Jakarta to Sultan Hasanuddin airport, Makassar. Just before lift-off or during the initial climb after take-off, the right engine failed. The crew stopped the climb at 3,000ft and elected to return to Jakarta. The aircraft subsequently landed on runway 24 at Halim airport but touched down hard (1.79g) with some lateral drift, right wheel first. Shortly after touchdown, the right main undercarriage collapsed. Directional control was lost and the aircraft ground looped off the left side of the runway; coming to rest on the grass beside the runway on its belly. Tyre marks on the runway suggest that the right main wheel may have been shimmying during the short time between touchdown and the failure of the right main undercarriage. The accident happened in daylight (11:26 local time); weather, wind 060°/6kt, visibility 3,000m in haze, cloud, few at 2,000ft and temperature 32°C (90°F).

**Date:** 16 Apr ● **Carrier:** Lake Clark Air Services ● **Aircraft type/registration:** Beechcraft C99 (N991AK) ● **Location:** Chignik Lagoon airport, Alaska, USA ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 2/9 ● **Phase:** L

The aircraft's right main undercarriage struck an obstruction on the runway, failed and collapsed during the landing roll. The occupants escaped unhurt.

**Date:** 27 Apr ● **Carrier:** ASL Airlines Belgium ● **Aircraft type/registration:** Boeing 737-400SF (OE-IAJ) ● **Location:** Porto airport, Portugal  
**Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 2 ● **Phase:** TO

The aircraft was cleared for its night take-off from runway 35 while an inspection vehicle was still on the runway close to its far end, but motoring south toward the aircraft taking off. At the aircraft's unstuck point, Portuguese investigators have established the 737 was about 300m laterally from the Follow Me car, which had been cleared onto the runway some 10min before take-off clearance was passed to the aircraft, and was carrying out its fourth runway inspection of the day. The car driver called the tower to ask about the lights he could see approaching, and was told to clear the runway to the left. The ASL flight was operating for FedEx.

**Date:** 10 May ● **Carrier:** Uni Air ● **Aircraft type/registration:** ATR 72-600 (B-17010) ● **Location:** Matsu Nangan airport, Taiwan  
**Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 4/70 ● **Phase:** L

The aircraft undershot its final approach to runway 21 at Matsu Nangan airport, Nangan Island, Taiwan and its right main undercarriage struck a concrete wall just short of the runway. A go-around was performed and the aircraft returned to Taipei where a safe landing was made some time later. The accident happened in daylight (10:07 local time), wind 170°/5kt, variable between 140° and 210°, visibility 4,000m in mist and cloud, scattered at 300ft and broken at 2,500ft. The aircraft was operating a flight from Taipei.

**Date:** 12 May ● **Carrier:** Key Lime Air ● **Aircraft type/registration:** Swearingen Metro II (N280KL) ● **Location:** Denver-Centennial airport, USA  
**Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 1 ● **Phase:** RA

The aircraft collided with a Cirrus SR22 (N416DJ) while on final approach to runway 17L at Centennial airport, Denver, Colorado. The collision occurred as the aircraft was descending through 6,400ft above mean sea level (515ft above ground level), on the extended centreline of the runway but about 3nm from its threshold. The SR22 had been cleared for a visual approach to the parallel runway 17R and its pilot had apparently been warned about the other traffic on approach to runway 17L. However, it would seem that the SR22 overshot the turn onto final approach to runway 17R and collided with the Metro. The centrelines of the two runways are only 200m apart, although their thresholds are displaced. That of runway 17R is about 600m further south than 17L. Although the aircraft was very badly damaged, the Metro pilot was able to maintain control of the aircraft and landed safely. The pilot of the SR22 used the aircraft's ballistic parachute recovery system to slow its descent and it crashed near Cherry Creek Reservoir, to the north of the airport. All on board both aircraft survived.

**Date:** 20 May ● **Carrier:** Fly Air Africa Aviation ● **Aircraft type/registration:** Antonov An-26 (3X-APL) ● **Location:** Near Bor, South Sudan  
**Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** ? ● **Phase:** ER

The aircraft's left propeller broke away in flight near Bor, South Sudan while it was en route from Juba to Paloich. The pilot maintained control and returned to Juba for a safe landing. The accident happened in daylight (14:30 local time) and in VMC.



**PW4000 engine of United Airlines 777 suffered uncontained failure in February**

## Notes on tables

Data comes from *Flight International's* research in association with Ascend by Cirium, which compiles the *World Aircraft Accident Summary*, among other safety analysis products. In many countries, details of non-fatal incidents are not made available officially, but *Flight International* continues to list known significant incidents to maximise the availability of relevant information. We accept that the non-fatal listing may be weighted against the airlines of those countries that make safety information more readily available.

### Glossary of terms and abbreviations

**AA** airfield approach/early descent ● **ATC** air traffic control  
**C** cruise ● **EGPWS** enhanced ground proximity warning system  
**ER** en route ● **G** on ground ● **ILS** instrument landing system  
**IMC** instrument meteorological conditions ● **L** landing ● **RA** runway approach ● **TO** take-off ● **VMC** visual meteorological conditions