

Fatal accidents:

Scheduled passenger flights

Date: 21 Mar ● **Carrier:** China Eastern Airlines ● **Aircraft type/registration:** Boeing 737-800 (B-1791) ● **Location:** Tengxian, Guangxi Province, China
Fatalities (crew/pax): 9/123 ● **Total occupants (crew/pax):** 9/123 ● **Phase:** En route

En route from Kunming to Guangzhou on a domestic scheduled flight, the aircraft was cruising normally and without incident at about 29,000ft until close to the point at which it might normally have begun the descent towards its destination airport. At that point it did indeed begin a descent, but without any communication with air traffic control (ATC), and the descent profile was very steep and at high speed. During the descent there was little deviation from the heading maintained during the cruise, and questioning calls from ATC went unanswered. A winglet from the aircraft was found some 5.4nm (10km) from the main wreckage. When the flight-data recorder and cockpit

voice recorder were recovered they were found to be damaged, and were sent to Washington DC, for downloading by the US National Transportation Safety Board (NTSB), which was co-operating with the Civil Aviation Administration of China (CAAC) in the investigation process. An NTSB source has been quoted by the *Wall Street Journal* as saying the descent was initiated and maintained by inputs to the flight controls in the cockpit, but the agency has refused to confirm this and there has been no relevant comment from the CAAC. All China-registered Boeing 737-800s were grounded by the CAAC for inspection, but no faults were found and the fleet was cleared to fly again.

Fatal accidents:

Non-scheduled flights

Date: 11 May ● **Carrier:** Caverton Helicopters ● **Aircraft type/registration:** De Havilland Canada Twin Otter 400 (TJ-TIM) ● **Location:** Near Nanga Eboko, Cameroon ● **Fatalities (crew/pax):** 2/9 ● **Total occupants (crew/pax):** 2/9 ● **Phase:** En route

The De Havilland Canada Twin Otter was chartered to carry oil company employees to the Domta airstrip in northeastern Cameroon. It

crashed into jungle near Nanga Eboko, about 1h into the flight, with the loss of all 11 people on board.

Fatal accidents:

Regional and commuter flights

Date: 26 Feb ● **Carrier:** AB Aviation ● **Aircraft type/registration:** Cessna 208B Grand Caravan (5H-MZA) ● **Location:** Offshore Moheli, Comoros Islands ● **Fatalities (crew/pax):** 2/14 ● **Total occupants (crew/pax):** 2/14 ● **Phase:** Runway approach

On a domestic scheduled flight from Moroni airport to Moheli, a distance of about 50nm (92km), the Cessna Grand Caravan crashed

into the sea in daylight while on approach to the runway. There is no report of a distress call.

Date: 29 May ● **Carrier:** Tara Air ● **Aircraft type/registration:** De Havilland Canada Twin Otter (9N-AET) ● **Location:** Jomsom, Nepal
Fatalities (crew/pax): 3/19 ● **Total occupants (crew/pax):** 3/19 ● **Phase:** En route

The aircraft went missing towards the end of a flight from Pokhara to Jomsom, Nepal, and was later found to have crashed on high ground close to the Lete Pass, about 7nm (13km) south of Jomsom. The aircraft had been flying on a northwesterly heading along the Kali Gandaki River valley while climbing towards 12,800ft. It then turned right onto

a northerly heading to fly through the Lete Pass before descending into Jomsom. The accident happened in daylight (10:10 local time) and in instrument meteorological conditions. The Civil Aviation Authority of Nepal is preparing stricter guidance on operations in adverse weather following this accident.

Fatal accidents:

Non-passenger flights

Date: 13 Apr ● **Carrier:** Gem Air ● **Aircraft type/registration:** Cessna 208B Grand Caravan (N928JP) ● **Location:** Heyburn, Idaho, USA
Fatalities (crew/pax): 1 ● **Total occupants (crew/pax):** 1 ● **Phase:** Runway approach

The Cessna Grand Caravan, inbound from Salt Lake City, began an approach to runway 20 at Burley Municipal airport, Idaho, in light snow, but abandoned the approach and set up a return for a second attempt.

This time the aircraft crashed into the roof of a factory about 700m (2,300ft) from the runway 20 threshold on the extended centreline, killing the pilot.

Date: 22 Apr ● **Carrier:** Constanta Airlines ● **Aircraft type/registration:** Antonov An-26-100 (UR-UZB) ● **Location:** Mikheilivka, Ukraine
Fatalities (crew/pax): 1/3 ● **Total occupants (crew/pax):** 1/3 ● **Phase:** Cruise

Soon after take-off from Zaporozhye airport the Antonov An-26-100 hit power lines and crashed. The incident took place in daylight about

5.9nm (11km) northwest of Zaporozhye. One of the occupants was killed and the aircraft was damaged beyond repair.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 3 Jan ● **Carrier:** SA Airlink ● **Aircraft type/registration:** BAE Systems Jetstream 41 (ZS-NRJ) ● **Location:** Venetia Mine airport, South Africa
Fatalities (crew/pax): 0/0 ● **Total occupants (crew/pax):** 3/4 ● **Phase:** Landing

During the landing run on runway 08 a bird flew into the starboard propeller that had already been selected to reverse thrust. Almost all of one blade broke off and parts penetrated the fuselage. The crew shut down

the engine and stopped on the runway. The captain checked that no passengers or crew were hurt and taxied to the apron, where the passengers disembarked normally. The aircraft suffered substantial damage.

Date: 4 Jan ● **Carrier:** Lanhsa Airlines ● **Aircraft type/registration:** BAE Systems Jetstream 31 (HR-AYY) ● **Location:** Roatan airport, Honduras
Fatalities (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The aircraft's right-hand main gear leg collapsed while landing on runway 07 at Roatan's Juan Manuel Galvez airport.



The CAAC has not commented on cause of 737-800 crash

Chine Nouvelle/SIPA/Shutterstock

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 5 Jan ● **Carrier:** Caspian Airlines ● **Aircraft type/registration:** Boeing 737-400 (EP-CAP) ● **Location:** Isfahan airport, Iran
Injuries (crew/pax): 0/2 ● **Total occupants (crew/pax):** 6/110 ● **Phase:** Landing

The aircraft, inbound from Mashhad, Iran, landed on runway 07R with its left main undercarriage malfunctioning, although it was not clear

whether it had collapsed or failed to extend/lock down. It came to a halt on the runway, which was closed until the aircraft was cleared.

Date: 8 Jan ● **Carrier:** AviaStar ● **Aircraft type/registration:** Tupolev Tu-204-100 (RA-64032) ● **Location:** Hangzhou airport, China
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 8 ● **Phase:** On ground

A fire broke out in the aircraft's forward cabin/cockpit area shortly before it was due to depart from Xiaoshan International airport, in Hangzhou, Zhejiang, China. The fire and rescue service responded but were unable to prevent the fire spreading and it eventually destroyed

the aircraft. Early reports suggested that the fire may have been associated in some way with the crew oxygen system. The accident happened in darkness (04:50 local time). The aircraft was to operate a cargo flight to Novosibirsk, Russia.

Date: 22 Jan ● **Carrier:** JetBlue Airways ● **Aircraft type/registration:** Airbus A320 (N760JB) ● **Location:** Hayden-Yampa Valley airport, Colorado, USA ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 6/102 ● **Phase:** Take-off

There was very little wind at this non-towered airport when the Airbus A320 crew elected to take off on runway 10. The crew noticed that a Beechcraft Super King Air was approaching the runway from the reciprocal end (runway 28), about 2.5nm (4.6km) from the threshold. The A320 crew rotated the aircraft and banked to the right, causing a tail-strike, then climbed to 31,000ft and made a decision to divert

to Denver International airport instead of continuing to their intended destination of Fort Lauderdale. ADS-B data suggests that the two aircraft were about 800m (2,620ft) horizontally separated when they passed. Operators using Hayden communicate on a common traffic advisory frequency, and instrument approaches can be provided by Denver Center.

Date: 28 Jan ● **Carrier:** China Airlines ● **Aircraft type/registration:** Boeing 747-400F (B-18715) ● **Location:** Chicago O'Hare airport, USA
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** On ground

The aircraft had arrived at Chicago O'Hare on a cargo flight from Anchorage, Alaska, and was turning into the southeast cargo ramp

when its two inbound engines hit a number of baggage trolleys causing major damage. It was dark and the ground was snow-covered.

Date: 4 Feb ● **Carrier:** Sun Country Airlines ● **Aircraft type/registration:** Boeing 737-800 (N817SY) ● **Location:** Las Vegas airport, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/50 ● **Phase:** Landing

Shortly after take-off from Las Vegas, when the undercarriage was selected up, there was an unsafe indication for the right main undercarriage. The crew elected to return, but the right main gear collapsed during the landing roll on runway 26R. The accident

happened at night, in visual meteorological conditions. An examination of the right undercarriage found that the outer cylinder was fractured at the upper end, between the forward and aft trunnions, and a portion of the gear had punctured the upper wing skin.

Date: 8 Feb ● **Carrier:** KLM Royal Dutch Airlines ● **Aircraft type/registration:** Airbus A330-300 (PH-AKE) ● **Location:** Calgary, Canada
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 12/216 ● **Phase:** Take-off

The aircraft suffered a tail strike during take-off from runway 29 at Calgary International airport, but despite checking the cause the crew misidentified the symptoms and elected to continue to their destination at Amsterdam, the Netherlands, where the damage was recognised. The flightcrew had detected a burning odour immediately after lift-off and suspected the auxiliary power unit (APU); it had been a 'bleeds off' take-off and the APU had been supplying conditioned air at the time. The flightcrew consulted the electronic centralised aircraft

monitor 'wheel page' and 'APU page' and observed no abnormalities. The crew queried air traffic control, which suggested a possible tail strike. The flightcrew then asked the cabin crew, but they had not noticed anything unusual, so the flight continued to its destination with no further indications of a problem. When the aircraft arrived at the gate in Amsterdam, ground servicing crew noticed damage to the underside of its empennage. The accident happened in daylight (15:40 local time).

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 14 Feb ● **Carrier:** Doren Air Congo ● **Aircraft type/registration:** Aircraft Industries L410 UVP (9S-GFA) ● **Location:** Bukavu-Kavumu airport, Democratic Republic of Congo ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** On ground

While taxiing for take-off, a fire developed on board. The crew evacuated, but the aircraft burned out before the fire services could extinguish the blaze.

Date: 15 Feb ● **Carrier:** Delta Air Lines ● **Aircraft type/registration:** Airbus A319 (N354NB) ● **Location:** Benito Juarez airport, Mexico City ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Take-off

The crew abandoned the take-off from runway 05L at just less than 100kt (185km/h) following an engine failure. The aircraft came to rest

with its right main gear on the runway edge and one tyre deflated. The aircraft suffered substantial damage.

Date: 15 Feb ● **Carrier:** American Airlines ● **Aircraft type/registration:** Boeing 737-800 (N344PP) ● **Location:** New York John F Kennedy airport, USA ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Take-off

During the take-off roll on runway 31L at New York John F Kennedy airport both tyres on the Boeing 737-800's left main gear failed, causing damage to the aircraft's wing and fuselage underside.

The crew were able to bring the aircraft to a halt safely on the runway, and the crew and passengers were subsequently disembarked using mobile steps.

Date: 28 Feb ● **Carrier:** American Eagle ● **Aircraft type/registration:** Embraer 175 (N402YX) ● **Location:** Washington Reagan airport, USA ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 4/71 ● **Phase:** Landing

At about touchdown during the Embraer 175's landing at Washington Reagan a loud noise was heard, and there was later

found to be a hole in the aircraft's belly. The cause of the damage continues to be under investigation.

Date: 8 Mar ● **Carrier:** Cebgo ● **Aircraft type/registration:** ATR 72-600 (RP-C7283) ● **Location:** Manila International airport, the Philippines ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 4/42 ● **Phase:** Landing

Following a reportedly hard, bounced landing on runway 24 at Ninoy Aquino International airport, in Manila, the Philippines, the aircraft began to veer to the right after the second touchdown. Directional control was

not regained and the aircraft ran off the right side of the runway onto the grass. The accident happened in daylight (11:27 local time), in visual meteorological conditions at the end of a flight from Naga, the Philippines.

Date: 12 Mar ● **Carrier:** Bocas Air ● **Aircraft type/registration:** Beech 1900 (HP-1948BT) ● **Location:** Panama City airport, Panama ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/6 ● **Phase:** Cruise

The aircraft's aft entry door opened and separated some 20min into the flight. The crew elected to return to Panama. There were no injuries.

Date: 12 Mar ● **Carrier:** Alliance Air ● **Aircraft type/registration:** ATR 72-600 (VT-AIW) ● **Location:** Jabalpur, India ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 5/55 ● **Phase:** Landing

Landing on runway 24 at Jabalpur, India, the aircraft reportedly 'floated' and 'landed long', then overran the runway and eventually came to rest on gravel off the left side of the overrun area, about 60m (197ft) beyond

the end of the runway. The accident happened in daylight, and visual meteorological conditions. Runway 24 at Jabalpur is 1,990m long. The aircraft was operating a flight from Delhi.

Date: 6 Apr ● **Carrier:** Mwant Jet ● **Aircraft type/registration:** Embraer ERJ-145 (9S-AMG) ● **Location:** Kolwesi, Democratic Republic of Congo ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 5/24 ● **Phase:** Landing

Inbound from Lubumbashi, the aircraft landed on runway 11 and overran into scrub, causing minor damage.

Date: 7 Apr ● **Carrier:** DHL Aero Expreso ● **Aircraft type/registration:** Boeing 757-200SF (HP-2010DAE) ● **Location:** San Jose International airport, Costa Rica ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** 0 ● **Phase:** Landing

Having taken off from runway 07 at San Jose and flown about 60nm (111km) north in the direction of its intended destination at Guatemala City, the crew of the Boeing 757 initiated a return to San Jose, reportedly with hydraulic problems. After setting up a holding pattern for multiple circuits, the crew began a straight-in approach to runway 07. The touchdown appeared normal, but not far into the landing

run smoke appeared to be emanating from the main wheels, and the aircraft made a turn to the right that took it off the runway in what looked like a skid, the fuselage swinging rapidly to the right through more than 180°. The 757 came to rest in a ditch with its fuselage broken just forward of its tail. The visibility was good at the time of the incident, with light wind.

Date: 8 Apr ● **Carrier:** Aerolineas Andinas ● **Aircraft type/registration:** Douglas C-47TP (HK-5016) ● **Location:** San Felipe, Colombia ● **Injuries (crew/pax):** 0 ● **Total occupants (crew/pax):** 3 ● **Phase:** Landing

The turbine-powered C-47TP (DC-3) swung off the runway left side on landing and ground-looped. Its right main undercarriage collapsed.



Fuselage of DHL 757 broke in 7 April incident at San Jose



Red Air MD-82's landing gear collapsed at Miami on 21 June

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 8 Apr ● **Carrier:** TAP Air Portugal ● **Aircraft type/registration:** Airbus A320 (CS-TNV) ● **Location:** Copenhagen, Denmark
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/103 ● **Phase:** Runway approach

Inbound from Lisbon to Copenhagen's runway 30, the crew of the Airbus A320 carried out a go-around from the flare, but during the climb the aircraft veered left and they struggled to maintain the expected climb rate. The crew noticed an alert indicating the left

engine thrust reverser doors were unlocked, declared an emergency and were provided with radar vectors to runway 22L. After landing three of the four reverser doors on the CFM International CFM56 engine were found to be fully deployed.

Date: 11 Apr ● **Carrier:** Thunder Airlines ● **Aircraft type/registration:** Beechcraft King Air 100 (C-GYQK) ● **Location:** Timmins airport, Ontario, Canada
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 2/8 ● **Phase:** Runway approach

The aircraft took off from Moonsonsee, Ontario, for a short flight to Fort Albany, Ontario. On approach the landing gear refused to extend, so the crew lowered it manually and obtained "three greens", suggesting the gear was locked down. They decided to return to Moonsonsee, but at touchdown on runway 24 there was an unexpected noise from the left side, the left green light extinguished, and the left wing began to

drop. The captain immediately began a go-around and managed to complete it without damage. The crew decided to divert to Timmins because it was a main base for the carrier. During the landing on runway 21, the aircraft touched down on the right and nose landing gear, and finally slid to a halt supported partly on its belly baggage pod. There were no injuries.

Date: 14 Apr ● **Carrier:** Denver Air Connection ● **Aircraft type/registration:** Swearingen Metro 23 (N820DC) ● **Location:** Denver International airport, USA ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/5 ● **Phase:** Take-off

Shortly after take-off from Denver's runway 34L the crew of the Swearingen Metro 23 reported a problem with hydraulic pressure, and returned to land on runway 16R after advising air traffic control that they might have no nosewheel steering. The landing was completed

safely and the aircraft was towed to the pan. Later it was cleared for another flight to Alliance, Nebraska, but abandoned the take-off on runway 34L at high speed, and when turning off the runway the nose gear collapsed.

Date: 15 Apr ● **Carrier:** South African Airways ● **Aircraft type/registration:** Airbus A330-300 (ZS-SXM) ● **Location:** En route near Gaborone, Botswana ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 25/184 ● **Phase:** En route

The aircraft was flying from Accra, Ghana, to Johannesburg, South Africa. At 41,000ft about 310nm (570km) northwest of Johannesburg the crew of the Airbus A330 reported surging on both engines and requested descent to 19,000ft. When at that level the captain decided to continue the flight to Johannesburg despite further surges from both the Rolls-Royce Trent 772 engines, including during approach to the destination airport. The aircraft landed safely on runway 21R. The flight had originally been scheduled to depart on 14 April, but after pushback the engines failed to start, and after the aircraft had

been towed back to the stand this was found to have been caused by water contamination of the fuel. Water was drained from the tanks and the flight took place the following day. After landing at Johannesburg, the fuel tanks, fuel lines and engines were all found still to have water in them. The fuel pumps on the A330 were all changed and the aircraft remained at Johannesburg until 18 May. Ghana's accident investigation unit, monitored by South Africa's Civil Aviation Authority, is investigating the incident, but so far no preliminary information has been forthcoming.

Date: 3 May ● **Carrier:** Air Cargo Carriers ● **Aircraft type/registration:** Short 360 (N744LG) ● **Location:** San Juan airport, Puerto Rico
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** Landing

Shortly after take-off from San Juan Luis Munoz Marin airport for Aguadilla the captain reported a problem with the aircraft's undercarriage and stopped the climb at 1,500ft. After several failed

attempts to get the gear to lock down - including high-g manoeuvres - the crew decided to return to the airport and landed on runway 08 with the gear retracted.

Date: 6 May ● **Carrier:** Blue Air ● **Aircraft type/registration:** Boeing 737-800 (YR-BMM) ● **Location:** Naples Capodicino airport, Italy
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Inbound from Bucharest, Romania, the aircraft suffered such a hard landing that its rear fuselage was structurally damaged.

Date: 12 May ● **Carrier:** Tibet Airlines ● **Aircraft type/registration:** Airbus A319 (B-6425) ● **Location:** Chongqing-Jianbei airport, China
Injuries (crew/pax): 0/36 ● **Total occupants (crew/pax):** 9/113 ● **Phase:** Take-off

The crew of the Airbus A319 abandoned the take-off on runway 03 and swerved off the left side, causing the undercarriage to collapse and both engines to detach. A fire began in the left wing root, and

caused considerable damage to the fuselage aft of the wing, but the passengers and crew managed to evacuate safely despite some injuries. The aircraft was unrepairable.

Date: 20 May ● **Carrier:** Sales Taxi Aereo ● **Aircraft type/registration:** Embraer EMB-110 Bandeirante (PT-SHN) ● **Location:** Near Aeroclub Eldorado do Sul, Brazil ● **Injuries (crew/pax):** 2 ● **Total occupants (crew/pax):** 2 ● **Phase:** En route

The aircraft, which was operating a short cargo flight from Porto Alegre International airport, carried out a forced landing on soft

ground close to its destination airfield. The undercarriage collapsed and the left wing separated.

Date: 5 Jun ● **Carrier:** NXT Air ● **Aircraft type/registration:** ATR 42-300F (S2-AHI) ● **Location:** Chittagong airport, Bangladesh
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 2 ● **Phase:** Take-off

The outboard wheel of the ATR 42-300's left main gear detached during the take-off run, and air traffic controllers at Chittagong tower advised the crew of what they had seen. The aircraft continued to its

planned destination at Cox's Bazaar where the crew carried out two low passes near the tower so that a visual inspection could be made, and the aircraft then landed safely.

Date: 21-Jun ● **Carrier:** Red Air ● **Aircraft type/registration:** Boeing MD-82 (HI1064) ● **Location:** Miami International airport, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 10/130 ● **Phase:** Landing

Inbound from Santo Domingo, the Dominican Republic, the Boeing MD-82 suffered a left main gear collapse while landing on Miami International's runway 09. The aircraft slid off the left side of the

runway and a fire subsequently broke out in the left wing. The crew and passengers managed to complete an evacuation of the aircraft without injuries.

Date: 22 Jun ● **Carrier:** NPP Mir ● **Aircraft type/registration:** Antonov An-30 (RA30001) ● **Location:** Near Olenyok, Russia
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 7 ● **Phase:** En route

Having taken off from Yakutsk for Olenyok with a cargo of food, the crew of the Antonov An-30 had to carry out a forced landing in

woodland when the aircraft ran out of fuel about 45nm (83km) from its destination airport.