

ATR 42-500 came down in Lake Victoria in November, resulting in 19 fatalities

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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. They 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 aircraft had been chartered to carry a number of 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 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 aircraft crashed into the sea in daylight

while on its approach to the runway at its destination airport. 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 Kall Gandaki River valley while climbing towards 12,800ft. It then turned right on to

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:

Regional and commuter flights

Date: 4 Sep • **Carrier:** Friday Harbor Seaplane Tours • **Aircraft type/registration:** De Havilland Canada DHC-3T Turbine Otter (N725TH) • **Location:** Mutiny Bay, Washington, USA • **Fatalities (crew/pax):** 1/9 • **Total occupants (crew/pax):** 1/9 • **Phase:** En route

The 55-year-old float-equipped aircraft took off from Friday Harbor Seaplane Base, Washington at about 14:50 local time to fly to Renton Municipal airport. Flight tracking data from Flightradar24 shows the aircraft flying for about 23min at a height varying between 650ft and 975ft above mean sea level with ground speed between 115kt and 125kt (212-231km/h). Approaching 15:09, the height and ground speed began to vary rather more, and the last tracking data capture showed a height

of 700ft and ground speed of 55kt. Witnesses say the aircraft pitched up briefly, then pitched steeply down and spiralled into the water. Most of the aircraft wreckage has been recovered, and the US National Transportation Safety Board (NTSB) has advised Otter operators to inspect a control actuator in the horizontal tail, which may have suffered mechanical failure leading to this accident. At the time of writing the NTSB was still investigating that possibility but had not confirmed it.

Date: 20 Sep • **Carrier:** SAETA Peru • **Aircraft type/registration:** BAE Systems Jetstream 31 (OB-2152) • **Location:** San Antonio del Estrecho airport, Peru • **Fatalities (crew/pax):** 0/1 • **Total occupants (crew/pax):** 2/15 • **Phase:** Take-off

The aircraft overran following an aborted take-off from the airport's runway 31. It continued through the airport perimeter fence, across a road and collided with a low embankment. The accident happened

in daylight (08:45 local time) and in visual meteorological conditions. Runway 31 is 1,200m (3,950ft) long. The aircraft was operating a flight to Iquitos.

Date: 6 Nov • **Carrier:** Precision Air • **Aircraft type/registration:** ATR 42-500 (5H-PWF) • **Location:** Near Bukoba airport, Tanzania • **Fatalities (crew/pax):** 2/17 • **Total occupants (crew/pax):** 4/39 • **Phase:** Final approach

On its final approach to runway 31 at Bukoba airport, at the end of a flight from Dar es Salaam, the aircraft came down in Lake Victoria at a distance of about 500m (1,640ft) from the runway threshold, which is

very close to the shore of the lake. The accident happened in daylight (08:45 local time) but in poor weather, with reduced visibility as a result of heavy rain.

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):** 2 • **Phase:** Runway approach

The Cessna Grand Caravan, on an inbound flight 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. During the second approach the aircraft crashed into a factory about 700m (2,300ft) from the runway 20 threshold on the extended centreline.

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 aircraft hit power lines and crashed in daylight about 5.9nm (11km) northwest of Zaporozhye.

Date: 16 Jul • **Carrier:** Meridian • **Aircraft type/registration:** Antonov An-12 (UR-CIC) • **Location:** West of Kavala airport, Greece • **Fatalities:** 8 • **Total occupants:** 8 • **Phase:** En route

On a cargo flight from Nis, Serbia to Amman, Jordan cruising at 21,000ft, the aircraft began losing height just after it coasted out over the Aegean Sea at night. The crew began a left turn through 180° back toward the coast, but the descent rate was increasing. About five minutes later the crew declared a Mayday and reported a fire on their number 4 engine.

The flight diverted towards Kavala but crashed in fields about 5.4nm (10km) to the west of the airport. The accident happened at 22:47, and in visual meteorological conditions. The aircraft was transporting a cargo of munitions to Dhaka, Bangladesh via technical stops at Amman, Riyadh, Saudi Arabia and Ahmedabad, India.

Date: 9 Sep • **Carrier:** Air Kasai • **Aircraft type/registration:** Antonov An-28 (9S-GAX) • **Location:** Near Bukavu-Kavumu airport, Democratic Republic of Congo • **Fatalities:** 3 • **Total occupants:** 3 • **Phase:** Climb

The accident appears to be a classic case of controlled flight into terrain. The crew of the cargo flight took off from runway 35 and turned left, heading directly toward their destination of Kasese, which is about 108nm (200km) to the northwest. The normal procedure for departures

in that direction was to turn right and then circuit around and return overhead the airfield, gaining height to avoid high ground to the west, which that day was wreathed in cloud. The wreckage was found in the hills to the west of the airport nine days later.

Date: 3 Nov • **Carrier:** Goma Express • **Aircraft type/registration:** Aircraft Industries L410 (9S-GPK) • **Location:** Democratic Republic of Congo • **Fatalities:** 2 • **Total occupants:** 2 • **Phase:** En route

The domestic cargo flight from Kasese to Bukavu-Kavumu airport went missing and its crash site was not located for two days. The en route weather was poor, with low cloud and rain. The wreckage was found in jungle a little more than half way to its intended destination.

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 • **Injuries (crew/pax):** 0/0 • **Total occupants (crew/pax):** 3/4 • **Phase:** Landing

During the landing run on runway 08 a large 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-one had been hurt, then 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 • **Injuries (crew/pax):** 0/0 • **Total occupants (crew/pax):** ?/? • **Phase:** Landing

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

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: 0 ● **Total occupants:** 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 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. They rotated the aircraft and banked to the right, causing a tail-strike, then climbed to 31,000ft. The crew then made a decision to divert to Denver

International airport instead of continuing on to their intended destination of Fort Lauderdale. ADS-B data suggests 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 inboard 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 that the cause was 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 had then consulted the electronic centralised aircraft monitor 'wheel page' and

'APU page' and observed no abnormalities. The crew then consulted with air traffic control, which suggested a possible tail strike as the cause of the burning odour. The flightcrew then spoke to the cabin crew, but they reported that they had not noticed anything unusual, so the flight continued to its destination and no further indications of a problem were detected. However, 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).

Date: 14 Feb ● **Carrier:** Doreen Air Congo ● **Aircraft type/registration:** Aircraft Industries L410UVP (9S-GFA) ● **Location:** Bukavu-Kavumu airport, Democratic Republic of Congo ● **Injuries:** 0 ● **Total occupants:** 2 ● **Phase:** On ground

While taxiing for take-off, a fire developed on board the aircraft, which was operating a cargo flight bound for Lulingo. The crew were able to

evacuate quickly, 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 with 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 course of the take-off roll on runway 31L at New York's John F Kennedy airport both tyres on the left main gear failed, causing some damage to the wing and fuselage underside of the

aircraft. The crew were able to bring the aircraft to a halt safely on the runway, and the crew and passengers were then 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 landing at Washington Reagan a loud noise was heard. Subsequent examination of the airframe revealed that

there was a hole in the belly of the aircraft. The cause of the damage is currently 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 following the second touchdown. The flightcrew found that they were unable to regain directional control

and the aircraft ran off the right side of the runway and on to the grass. The accident happened in daylight (11:27 local time), in visual meteorological conditions at the end of a flight from Naga, also in the Philippines.

Significant non-fatal accidents/incidents:

All commercial airline categories

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 in visual meteorological conditions. Runway 24 at Jabalpur is 1,990m (6,230ft) 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:** 0 ● **Total occupants:** 2 ● **Phase:** Landing

Having taken off from runway 07 at San Jose and flown about 60nm (111km) north in the direction of the flight's intended destination at Guatemala City, the crew 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 to be 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: 0 ● **Total occupants:** 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.

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 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. They 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.

DHL Aero Expreso 757 came to rest in a ditch at San Jose International



Jeffrey Arguedas/EPA-EFE/Shutterstock



Significant non-fatal accidents/incidents:

All commercial airline categories

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 reported that there was a problem with hydraulic pressure on the aircraft. They returned to land on runway 16R after advising air traffic control 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 the crew 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 reported surging on both engines and requested descent to 19,000ft, and when at that level the captain decided to continue 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 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 event, 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: 0 ● **Total occupants:** 2 ● **Phase:** Landing

Shortly after take-off from San Juan Luis Munoz Marin airport for Aguadilla the captain reported that there was a problem with the 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 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 forward of the wing, but the passengers and crew managed to evacuate safely despite some injuries. The aircraft was unrepairable, however.

Date: 20 May ● **Carrier:** Sales Taxi Aereo ● **Aircraft type/registration:** Embraer EMB-110 Bandeirante (PT-SHN) ● **Location:** Near Aeroclub Eldorado do Sul, Brazil ● **Injuries:** 2 ● **Total occupants:** 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: 0 ● **Total occupants:** 2 ● **Phase:** Take-off

The outboard wheel on the left main gear detached during the take-off run, and Chittagong tower advised the crew of what they had seen. The

aircraft continued to its destination at Cox's Bazaar where it carried out two low passes near the tower for a visual inspection, then landed safely.

Significant non-fatal accidents/incidents:

All commercial airline categories

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 aircraft suffered a left main gear collapse while landing on runway 09. It slid off

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

Date: 22 Jun • **Carrier:** NPP Mir • **Aircraft type/registration:** Antonov An-30 (RA30001) • **Location:** Near Olenyok, Russia
Injuries: 3 • **Total occupants:** 7 • **Phase:** En route

Having taken off from Yakutsk for Olenyok, the crew had to carry out a forced landing in woodland when the aircraft ran out of fuel about 45nm

(83km) from its destination airport. All seven crew survived the incident, but three were reported to have been injured.

Date: 26 Jun • **Carrier:** Alaska Seaplanes • **Aircraft type/registration:** Cessna Caravan (N265KP) • **Location:** Elfin Cove seaplane base, Alaska, USA
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 1/7 • **Phase:** Take-off

The float-equipped seaplane, which was attempting a take-off for a scheduled flight to Juneau, Alaska, crashed into rocks on the shore of

Elfin Cove and was substantially damaged. Neither the pilot nor the seven passengers were injured.

Date: 1 Jul • **Carrier:** Motor Sich Airlines • **Aircraft type/registration:** Antonov An-12 (UR-11316) • **Location:** Uzhhorod International airport, Ukraine
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 4/2 • **Phase:** Landing

The cargo aircraft reportedly suffered a 'hard landing' on its arrival at Uzhhorod, Ukraine, and then veered off the left side of the runway, eventually coming to rest with its left main undercarriage either dug

into the ground or collapsed. The accident happened in darkness (23:50 local time). The aircraft had been operating a flight from Istanbul, Turkey.

Date: 13 Jul • **Carrier:** Corporate Air for FedEx • **Aircraft type/registration:** Cessna Cargomaster (N877FE) • **Location:** Salt Lake City, Utah, USA
Injuries: 0 • **Total occupants:** 1 • **Phase:** Landing

Inbound from Hailey-Friedman airport to runway 34R at Salt Lake City, the aircraft ran off the side of the runway and was badly damaged.

Date: 16 Jul • **Carrier:** Jubba Airways • **Aircraft type/registration:** Fokker 50 (5Y-JSN) • **Location:** Rubkona airport, South Sudan
Injuries: 0 • **Total occupants:** 3 • **Phase:** Landing

The cargo aircraft, on a domestic flight from Juba carrying food items for UN staff stationed near Rubkona, burst a tyre when landing on

runway 17 according to one of the crew, and slewed off the runway causing the left main gear to fail.

Date: 18 Jul • **Carrier:** Jubba Airways • **Aircraft type/registration:** Fokker 50 (5Y-JXN) • **Location:** Mogadishu Aden Adde airport, Somalia
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 3/33 • **Phase:** Landing

The aircraft's rate of descent rapidly increased during the course of its final approach to runway 05 at Aden Adde International airport, Mogadishu, Somalia, apparently because of wind-shear, and it landed very hard. One of its wings failed and it rolled over, coming to rest

inverted off the left side of the runway. The accident happened in daylight (11:28 local time), visual meteorological conditions, and in wind from 200° and 18kt (33km/h). The aircraft was operating a flight from Baidoa, Somalia.

Date: 25 Jul • **Carrier:** Delta Air Lines • **Aircraft type/registration:** Airbus A321 (N332DN) • **Location:** Denver International airport, Colorado, USA
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 6/193 • **Phase:** Take-off

The aircraft suffered a bird-strike on its number 1 engine during the take-off roll on runway 08 at Denver International airport. The take-off was aborted at 110-120kt (203-222km/h) and the aircraft brought to a safe stop on a high-speed turn-off. Shortly after coming to a stop, leaking fuel

that had pooled under the engine caught fire but was quickly extinguished by the fire service. Passengers disembarked using mobile stairs. The accident happened in daylight (18:00 local time) and visual meteorological conditions. The aircraft was operating a flight to Atlanta, Georgia.

Date: 30 Jul • **Carrier:** Nok Air • **Aircraft type/registration:** Boeing 737-800 (HS-DBR) • **Location:** Chiang Rai airport, Thailand
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 6/164 • **Phase:** Landing

During the landing roll on runway 03 at Chiang Rai, Thailand, the crew lost directional control and the aircraft ran off the left side of the runway on to soft ground, becoming bogged down. The accident happened in

darkness (21:04 local time) and poor weather, with wind from 330° and 6kt (11km/h), visibility 5,000m (16,400ft) in rain associated with local thunderstorms. The aircraft was operating a flight from Bangkok.

Date: 6 Aug • **Carrier:** Delta Air Lines • **Aircraft type/registration:** Boeing 757-200 (N540US) • **Location:** Atlanta International airport, USA
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 6/197 • **Phase:** Landing

The aircraft suffered a tailstrike while carrying out a go-around on runway 09R, but landed safely about 10min later.

Date: 14 Aug • **Carrier:** Asia Cargo Airlines • **Aircraft type/registration:** Boeing 737-300 (PK-YGV) • **Location:** Banjarmasin airport, Indonesia
Injuries: 0 • **Total occupants:** 2 • **Phase:** Landing

Following a practice asymmetric flap approach to Syamsudin Noor airport, Banjarmasin, Indonesia, the aircraft rolled left on or shortly

after touchdown and dragged its left engine and wing on the runway. Otherwise, the landing was completed safely.

Date: 17 Aug • **Carrier:** Angara Airlines • **Aircraft type/registration:** Antonov An-24 (RA-47848) • **Location:** Ust-Kut airport, Russia
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 4/44 • **Phase:** Landing

While landing in bad weather, the aircraft struck its left wing on the runway, pitched down and landed hard at Ust-Kut, Irkutsk Oblast, Russia. The aircraft was brought to a stop on the runway with the outer part

of its left wing broken off and its nose-wheel collapsed. The accident happened in daylight (10:00 local time) but in 'difficult' weather conditions. The aircraft was operating a flight from Irkutsk.

Date: 20 Aug • **Carrier:** PACC Air • **Aircraft type/registration:** Beechcraft 99 (N399TS) • **Location:** Oshkosh field, Wisconsin, USA
Injuries: 0 • **Total occupants:** 1 • **Phase:** Landing

On approaching its destination at Green Bay Austin Straubel field on a cargo flight from Milwaukee General Mitchell airport, the crew reported gear problems and carried out two overflights before electing to fly

to Oshkosh. At Oshkosh the tower reported that all three gear legs appeared deployed and cleared the aircraft to land on runway 09, where the gear collapsed.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 22 Aug ● **Carrier:** Alaska Airlines ● **Aircraft type/registration:** Boeing 737-900 (N293AK) ● **Location:** Seattle-Tacoma airport, Washington, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/176 ● **Phase:** Take-off

After take-off, the crew reported an unusual vibration and elected to return. During the subsequent landing on runway 16L at Seattle the inboard and outboard fan cowls on the aircraft's left engine came open

and the inboard cowl was torn away. The landing was completed safely. The accident happened in daylight (08:00 local time) and visual meteorological conditions on a flight to San Diego, California.

Date: 2 Sep ● **Carrier:** TAP Air Portugal ● **Aircraft type/registration:** Airbus A320neo (CS-TVI) ● **Location:** Conakry International airport, Guinea
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/73 ● **Phase:** Landing

Inbound on a flight from Lisbon, Portugal, approaching midnight local time, on short final approach the pilots discussed an apparently stationary light on or near the runway, and wondered if it was an exit indicator. They landed, and when the landing lights illuminated the

object it turned out to be a motorcycle with two people on it, now moving toward the side of the runway. The pilot flying used rudder to attempt to avoid the motorcycle, but the right engine hit it, killing the two riders.

Date: 8 Sep ● **Carrier:** Air Atlanta Icelandic ● **Aircraft type/registration:** Boeing 747-400 (TF-AMC) ● **Location:** Waremmes, Belgium
Injuries: 0 ● **Total occupants:** 2 ● **Phase:** Climb

The aircraft was operating a flight from Liege, Belgium, to Malta. While climbing through about 8,000ft after take-off the aircraft lost an engine cowl (suspected to be the left core cowl) which subsequently fell on

the roof of the garage of a house in Waremmes, about 8nm (15km) west of the airport. The flight was continued and the aircraft landed safely at its destination. The accident happened in darkness (23:43 local time).

Date: 15 Sep ● **Carrier:** Aeronaves TSM ● **Aircraft type/registration:** Swearingen Metro III (XA-UMW) ● **Location:** Near Saltillo airport, Mexico
Injuries: 0 ● **Total occupants:** 2 ● **Phase:** Climb

The aircraft suffered a loss of power on its right engine immediately after take-off from Plan de Guadalupe airport, Saltillo, Mexico, and was substantially damaged in a forced landing on rough ground near the

Parque industrial Ramos Arizpe, about 1.6nm (3km) north of the airport. The accident happened in daylight (16:35 local time) and visual meteorological conditions. The aircraft was operating a flight to Leon, Mexico.

Date: 21 Sep ● **Carrier:** Jags Aviation ● **Aircraft type/registration:** Britten-Norman Islander (8R-GGT) ● **Location:** Eteringbang airstrip, Guyana
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 1/8 ● **Phase:** Landing

The aircraft, inbound from Georgetown airport on a chartered flight, ran off the strip on landing, sustaining substantial damage. The left main gear

and nose were damaged, as well as the left-hand wing. There were no injuries to the pilot or passengers.

Date: 24 Sep ● **Carrier:** Swiftair ● **Aircraft type/registration:** Boeing 737-400 (EC-NLS) ● **Location:** Montpellier airport, France
Injuries: 0 ● **Total occupants:** 3 ● **Phase:** Landing

Landing in darkness and poor weather conditions (heavy rain) on Montpellier's runway 12L, inbound from Paris Charles de Gaulle, the cargo flight overran the runway, then passed through the airport's

perimeter fence and eventually came to a halt with its nose dipped into the Etang de l'Or lake. Swiftair was operating the flight on behalf of West Atlantic.

Date: 25 Sep ● **Carrier:** Copa Airlines ● **Aircraft type/registration:** Boeing 737-800 (HP-1539) ● **Location:** Tocumen airport, Panama City, Panama
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 7/159 ● **Phase:** Landing

Directional control was lost during landing on runway 03R and the aircraft ran off the left side of the runway on to soft ground. It continued for some distance parallel to the runway before eventually

coming to rest with its nose undercarriage dug in. The accident happened in darkness (21:12 local time) and poor weather associated with local thunderstorms.

Date: 1 Oct ● **Carrier:** Transavia France ● **Aircraft type/registration:** Boeing 737-800 (F-GZHA) ● **Location:** Nantes Atlantique airport, France
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/154 ● **Phase:** Landing

Inbound from Djerba, Tunisia, the aircraft suffered substantial damage in a hard, nosewheel-first bounced landing on runway 21, including entirely shedding the nosewheel tyres. At the end of the landing run

the aircraft exited on to a taxiway where the passengers disembarked and were picked up by buses. The accident happened in daylight (13:05 local time).

Date: 3 Oct ● **Carrier:** Torres Strait Air ● **Aircraft type/registration:** Britten-Norman Islander (VH-WQA) ● **Location:** Moa Island, Torres Strait, Australia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 1/6 ● **Phase:** En route

Operating a charter from Saibai Island to Horn Island, both in the Torres Strait between Australia and Papua New Guinea, the aircraft lost power on both engines. The pilot decided to attempt a forced landing

on Moa Island, hoping to reach the airport at Kubin. The aircraft came down in scrub well short of the runway, and the tail broke away. No-one was injured.

Date: 13 Oct ● **Carrier:** SAETA Peru ● **Aircraft type/registration:** Cessna Caravan (OB-2228) ● **Location:** Near Jeberos, Peru
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 2/10 ● **Phase:** En route

During a domestic flight from San Lorenzo in northern Peru to the commercial hub town of Tarapoto, the crew were compelled to force-

land the aircraft. It came down in a swamp and suffered major damage, but all on board survived.

Date: 17 Oct ● **Carrier:** Flamingo Air ● **Aircraft type/registration:** Beechcraft 99 (C6-OFM) ● **Location:** Black Point airport, Great Guana Cay, Bahamas ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 2/9 ● **Phase:** Landing

Inbound on a flight from Nassau, the aircraft overran the runway on landing and then came to rest with its left main undercarriage

collapsed. The accident happened in daylight, and in visual meteorological conditions.

Date: 23 Oct ● **Carrier:** Korean Air ● **Aircraft type/registration:** Airbus A330-300 (HL7525) ● **Location:** Mactan-Cebu airport, The Philippines
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 11/162 ● **Phase:** Landing

The crew of the aircraft, which was on an inbound flight from Seoul Incheon airport, carried out two go-arounds in difficult weather at Mactan-Cebu airport while attempting to land on runway 22. They held off for 30min before carrying out a third approach to runway 22, but after the aircraft had touched down it overran the runway end

by about 360m (1,180ft) and ploughed through the approach lights and instrument landing system localiser antenna array before coming to a halt with its nosewheel collapsed. At the time of the incident the weather was stormy, with extensive cumulonimbus cloud in the airport vicinity.

Korean Air A330 overran runway end by about 360m and went through approach lights



Juan Carlo de Vela/AP/Shutterstock

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 30 Oct • **Carrier:** Sunrise Airways • **Aircraft type/registration:** Embraer EMB-120 Brasília (ZS-SOC) • **Location:** Toussaint Louverture airport, Port au Prince, Haiti • **Injuries:** 0 • **Total occupants:** 2 • **Phase:** Go-around

While the crew was carrying out a base-training exercise, during a practice single-engine go-around with the right engine shut down to simulate a failure, the left engine suffered a catastrophic failure and

uncontained fire. The crew managed to re-start the right engine and returned for a safe landing. The accident happened in daylight, visual meteorological conditions.

Date: 10 Nov • **Carrier:** Link Airways • **Aircraft type/registration:** Saab 340 (VH-VEQ) • **Location:** Canberra airport, Australia
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 3/? • **Phase:** En route

The aircraft started up and took off from Canberra, with a strap still attached to its left propeller. At some point, part of the strap separated from the propeller and penetrated the forward fuselage.

The aircraft returned and landed safely. The accident happened in daylight. The aircraft was operating a flight to Sydney, New South Wales, Australia.

Date: 14 Nov • **Carrier:** Virgin Australia • **Aircraft type/registration:** Boeing 737-800 (VH-IWQ) • **Location:** Sydney International airport, Australia
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** ?/? • **Phase:** Landing

The 737 had just cleared runway 25 after landing and was continuing on the taxiway. Meanwhile, a Singapore Airlines Airbus A380 was cleared for take-off on runway 34L, which crosses 25. The 737 was then cleared

to cross runway 34L to get to the parking area, but the 737 crew questioned the clearance and it was cancelled. The 737 held well short of the 34L intersection while the A380 took off, then was re-cleared to cross.

Date: 15 Nov • **Carrier:** Ameriflight • **Aircraft type/registration:** Fairchild SA227 Merlin (N247DH) • **Location:** Western Lakes Golf Club, Wisconsin, USA
Injuries: 3 • **Total occupants:** 3 • **Phase:** Final approach

The cargo flight was carrying 56 dogs from New Orleans Lakefront airport, Louisiana, to Waukesha airport, Wisconsin, a distance of about 800nm (1,480km). The aircraft crash-landed during an instrumented landing system approach to runway 10 in snow and conditions of poor visibility, coming down on a golf course 1nm short of the runway threshold. The US National Transportation Safety Board has since reported that when the crew disconnected the autopilot during the

approach, because of anomalous indications from the flight director, the aircraft made a strong uncommanded roll to the right. The pilots increased power and managed to stop the roll, but the aircraft lost height and struck the ground in a wings-level attitude, colliding with trees that caused the wings to break away. The three crew members received minor injuries and the aircraft was damaged beyond repair. The dogs all survived.

Date: 18 Nov • **Carrier:** LATAM Chile • **Aircraft type/registration:** Airbus A320neo (CC-BHB) • **Location:** Lima Jorge Chavez airport, Peru
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 6/102 • **Phase:** Take-off

Setting off for a scheduled domestic passenger flight, the aircraft began its cleared take-off run on runway 16 but, when accelerating through about 125kt (230km/h), its right wing and engine hit an airport fire and rescue vehicle that had entered the runway. It appears that, just before the impact, the A320neo crew realised the vehicle was about to enter the runway and attempted to veer left to avoid it. The right landing

gear collapsed, and the aircraft slewed to a halt with its starboard wing on fire. An emergency evacuation of the aircraft was carried out successfully. Both the crew members in the fire vehicle were killed. It was the second of three fire trucks taking part in a planned exercise at the time, and one of them had already crossed the runway ahead of the aircraft.

Date: 19 Nov • **Carrier:** Envoy Air • **Aircraft type/registration:** Embraer 175 (N269NN) • **Location:** Chicago O'Hare International airport, USA
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 5/52 • **Phase:** Climb

Just after take-off from Chicago's runway 28R, the co-pilot declared that the captain was incapacitated and he needed to return. O'Hare provided vectors for what was basically a right-hand circuit to land back on runway 28C, climbing to a maximum altitude of 5,000ft. Weather was visual meteorological conditions and the aircraft landed safely, and turned

right on to the parallel taxiway. Air traffic control was advised that the aircraft would stop briefly for the co-pilot – a check airman – to transfer to the right-hand seat before taxiing it to the allocated stand. The airline confirmed the captain later died in hospital. The aircraft was operated by Envoy Air for American Eagle.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 20 Nov • **Carrier:** Blue Bird Aviation • **Aircraft type/registration:** Boeing 737-400 (TF-BBM) • **Location:** Paris Charles de Gaulle airport, France
Injuries: 0 • **Total occupants:** 2 • **Phase:** Taxi

During taxi for take-off, bound for Lisbon, Portugal, the cargo aircraft suffered serious damage as a result of a collision with fixed

equipment on the ground. The carrier was operating a flight for ASL Airlines Belgium.

Date: 30 Nov • **Carrier:** Virgin Australia • **Aircraft type/registration:** Boeing 737-800 (VH-YFH) • **Location:** Brisbane airport, Australia
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** ?/? • **Phase:** Take-off

The Australian Transport Safety Bureau is investigating a runway overrun incident at Brisbane airport's runway 19L, which had work in progress at the far end at the time, shortening the runway length

available for use. The aircraft entered the area under repair before getting airborne, but took off successfully and continued with its domestic flight as scheduled.

Date: 30 Nov • **Carrier:** Air Canada • **Aircraft type/registration:** Boeing 777-300ER (C-FNNU) • **Location:** Near Buenos Aires International airport, Argentina • **Injuries (crew/pax):** 0/0 • **Total occupants (crew/pax):** ?/? • **Phase:** Final approach

The aircraft was damaged by hail on final approach to runway 11 at Buenos Aires International airport. The crew carried out a go-around at about 1,200ft and the aircraft diverted to Rosario, where they made a

safe landing. The incident happened in daylight (15:05 local time) but in poor weather on a flight from Guarulhos International airport, Sao Paulo, Brazil.

Date: 1 Dec • **Carrier:** LATAM Airlines Brazil • **Aircraft type/registration:** Airbus A321 (CC-BEJ) • **Location:** Santiago International airport, Chile
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** ?/? • **Phase:** Take-off

The crew stopped the climb at 18,000ft and returned to land safely after suffering a tail strike during take-off from runway 17R.

Date: 15 Dec • **Carrier:** Irkutsk Aircraft Plant • **Aircraft type/registration:** Antonov An-12 (RA-11309) • **Location:** Tolmachevo airport, Novosibirsk, Russia • **Injuries (crew/pax):** 0/0 • **Total occupants (crew/pax):** ?/? • **Phase:** En route

The aircraft suffered a failure and uncontained fire on the number 4 engine while en route from Irkutsk to Ufa. The crew shut down the engine and diverted to Novosibirsk for an emergency landing. The aircraft

landed safely and taxied to the ramp, but the fire on the right wing in the vicinity of the affected engine continued to burn and was eventually put out by the fire service.

Date: 15 Dec • **Carrier:** Key Lime Air • **Aircraft type/registration:** Swearingen Metro (N398KL) • **Location:** Dwight D Eisenhower airport, Wichita, Kansas, USA • **Injuries:** 0 • **Total occupants:** 1 • **Phase:** Landing

During a night approach to runway 01L, the pilot forgot to extend the undercarriage. When the propellers began to impact the runway just

before touchdown, the pilot applied power and carried out a go-around. The aircraft climbed away, then returned and landed safely.

Date: 17 Dec • **Carrier:** Blue Bird Aviation • **Aircraft type/registration:** De Havilland Canada Dash 8-400 (5Y-VVY) • **Location:** Abudwak airstrip, Somalia • **Injuries:** 0 • **Total occupants:** 6 • **Phase:** Landing

The aircraft ran off the airstrip on to rough ground and the right main undercarriage leg failed.

Date: 31 Dec • **Carrier:** BAR Aviation • **Aircraft type/registration:** Cessna Caravan (5X-GBR) • **Location:** Mweya airport, Uganda
Injuries (crew/pax): 0/0 • **Total occupants (crew/pax):** 2/3 • **Phase:** Landing

The aircraft, transporting passengers to the Mweya Safari Lodge, ran off the runway and struck a building, causing extensive damage to the

aircraft. Early reports suggest there were no serious injuries, because the fuselage itself escaped major damage.



An Air Canada 777 diverted after being damaged by hail

AirTeamImages