

Accidents/incidents for 2006

Notes on tables

Accident data comes from *Flight International's* own research, sister online publication *Air Transport Intelligence* and from *Flight's* database service *Acas's* daily occurrence information. Details of non-fatal incidents are not made available officially by the authorities in many countries, but *Flight*

International continues to list as many incidents as possible, in the interests of maximising the availability of relevant information. Consequently, we accept 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	system	HP high pressure	RA runway/final approach
AAIB UK Air Accidents Investigation Branch	EGPWS enhanced ground proximity warning system	IFR instrument flight rules	RNAV area navigation
AAL above airfield level	EGT exhaust gas temperature	IMC instrument meteorological conditions	SB service bulletin
ADC air-data computer	EICAS engine indicating and crew alerting system	ILS instrument-landing system	SID standard instrument departure
ADF automatic direction finder	ER en route	ISA international standard atmosphere = sea level pressure of 1013.2mb and standard temperature/pressure lapse rate with altitude	TAWS terrain awareness and warning system
AF air force	ETOPS extended-range twin operations	L landing	TO take-off
AGL above ground level	FAA US Federal Aviation Administration	LP low pressure	TOGA press-button selected take-off/go-around thrust
AMSL above mean sea level	FDR flight data recorder	MEL minimum equipment list	VASI visual approach slope indicator
AOA angle of attack	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)	MDC McDonnell Douglas	VFR visual flight rules
ASB alert service bulletin	FMS flight-management system	MTOW maximum take-off weight	VMC visual meteorological conditions
ASI airspeed indicator	G on ground	NDB non-directional beacon	VOR VHF omni-range navigation beacon
ATC air traffic control	GPU ground power unit	NTSB US National Transportation Safety Board	V₁ take-off decision speed
C climb	GPWS ground proximity warning system	PAPI precision approach path indicator	
C-B circuit breaker		PAX passengers	
CFIT controlled flight into terrain		PF pilot flying	
CNK cause not known		PNF pilot not flying	
CVR cockpit voice recorder			
DFDR digital flight data recorder			
DME distance-measuring equipment			
ECAM electronic centralised aircraft monitor			
EFIS electronic flight-instrument			

CONVERSION FACTORS

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

Date	Carrier	Aircraft type/registration	Location	Fatalities crew/pax	Total occupants crew/pax	Phase
FATAL ACCIDENTS SCHEDULED PASSENGER FLIGHTS						
3 May	Armavia	Airbus A320-200 (EK-32009)	Black Sea off Sochi, Russia	8/105	8/105	C
The crew, inbound from Yerevan, abandoned a night ILS approach to runway 06 at Sochi because the weather was below limits. Following ATC instructions the aircraft began a climbing turn right, but this became a descending turn and the aircraft hit the sea about 6km offshore. The CIS Interstate Aviation Committee, investigating the accident, says FDR information shows the engines were working at impact, fuel was not a problem, and the aircraft was not destroyed in the air.						
9 July	S7 Airlines	Airbus A310-300 (F-OGYP)	Irkutsk airport, Russia	5/120	8/195	L
Landed on runway 30 in poor weather with local thunderstorm activity and overran the runway end at about 50kt, hit buildings and burst into flames. The left thrust reverser had been deactivated. The initial report explains the overrun: "After the touchdown, while handling thrust reversal system, the captain mistakenly moved the control lever for the port engine and inadvertently actuated it. As a result, the engine was set in motion. This gave a substantial forward thrust to the aircraft which began speeding up along the runway." The report also says the co-pilot lost control of the engine performance and failed to inform the captain of his error, commenting: "Despite having enough time at their disposal, the crew did not take proper measures to gear down the engine or switch it off." S7 is contesting the accident report's findings at the same time as the Interstate Aviation Committee's role as both regulator and accident investigator is coming under formal review.						
22 August	Pulkovo Airlines	Tupolev Tu-154M (RA-85185)	NW of Donetsk, Ukraine	10/160	10/160	ER
En route Anapa to St Petersburg, the aircraft deep-stalled and spun while trying to climb over towering storm clouds that extended vertically to 49,000ft, according to Russia's interstate aviation committee MAK. Aleksandr Neradko, head of Russia's Federal Aeronavigation Service, says the aircraft climbed from its cruise altitude of 35,100ft to a maximum height of 39,500ft, and at that point the aircraft – in severe turbulence – stalled and entered a spin with a very high angle of attack.						
29 September	Gol Transportes Aereos	Boeing 737-800(PR-GTD)	Mato Grosso, Brazil	6/148	6/148	ER
The aircraft, cruising at its cleared level of FL370 from Manaus, with its next heading-change waypoint at Brasilia, collided head-on with an ExcelAire Embraer Legacy corporate jet (N600XL) on the same airway flying the reciprocal track. The Legacy, which was flight-planned for the Brasilia-Manaus sector at FL360, is believed to have been at FL370 because it lost communication with Brasilia air traffic control, and there is no record of a clearance for the level change from the Legacy's previous cruising level of FL370 for which it was cleared between its departure point at Sao Jose dos Campos and Brasilia. In the collision the Legacy received severe damage to a winglet and one of its horizontal stabilisers, but survived and landed at a nearby military base with no injuries to its five passengers and two pilots. The Gol 737 suffered wing damage that robbed the pilots of control, and the wreckage spread implies that the aircraft suffered structural failure before impact with the ground. Communications and surveillance quality, including interruptions to the Legacy's received Mode C transponder returns, will be a major feature of the investigation.						
29 October	ADC Airlines	Boeing 737-200 (5N-BFK)	Abuja airport, Nigeria	4/92	5/100	C
The aircraft took off in gusty conditions as a storm approached. ATC warned of the wind, but the crew requested immediate take-off and clearance to do so was accompanied by a final report on the wind speed and direction. Just after take-off the aircraft crashed.						
FATAL ACCIDENTS NON-SCHEDULED PASSENGER FLIGHTS						
30 June	Southern Right Air Charter	Cessna Caravan	Vilanculos airport, Mozambique	1/-	2/1	RA
Hit trees on approach to the runway.						
10 October	Atlantic Airways	BAe 146-200 (OY-CRG)	Stord Sorstokken airport, Norway	1/3	4/12	L
Landed on the 1,460m runway 33, which was wet and has a displace threshold giving only a 1,200m landing run. None of the spoilers deployed. The aircraft overran and caught fire. The reason for the non-deployment has not been determined.						
17 November	Trigana Air Service	DHC Twin Otter 300 (PK-YPY)	Puncak Jaya, Indonesia	3/9	3/9	ER
The aircraft flew into a mountainside at about 10,500ft AMSL.						

Safety review

Date	Carrier	Aircraft type/registration	Location	Fatalities crew/pax	Total occupants crew/pax	Phase
FATAL ACCIDENTS COMMUTER AND REGIONAL FLIGHT S						
21 January	Sonicblue Airways	Cessna 208B Caravan (C-GRXZ)	Nr Port Alberni, Canada	1/2	1/7	ER
Pilot made a Mayday call and requested diversion to Port Alberni. The aircraft was en route from Tofino to Vancouver, but on its attempted approach to Port Alberni it came down about 10km from the airport. Within two days Transport Canada withdrew the operating certificate of Sonicblue's owner and another carrier, citing maintenance violations.						
24 March	ATESA	Cessna 208B Caravan (HC-BXD)	Nr Cuenca airport, Ecuador	-/5	2/12	C
Just after take-off the aircraft lost height and crashed into a factory.						
31 March	TEAM	Let L-410 (PT-FSE)	Nr Saquarema, Brazil	2/17	2/17	ER
The aircraft, en route from Macae to Rio de Janeiro Santos Dumont airport, crashed among dense forest in high ground about 20min after leaving Macae.						
16 April	TAM	Fokker F27 (FAB-91)	Guayamerin airport, Bolivia	-/1	4/27	L
During a landing in heavy rain the aircraft ran off the runway and suffered "substantial" damage. An 80-year-old passenger died of a heart attack shortly after the accident.						
21 June	Yeti Airlines	DCH Twin Otter (9N-AEQ)	Nr Jumla airport, Nepal	3/6	3/6	RA
Inbound from Surkhet, the aircraft went around from an approach to runway 09, but hit high ground to the east.						
10 July	Pakistan Int'l Airlines	Fokker F27-200 (AP-BAL)	Nr Multan airport, Pakistan	4/41	4/41	C
Just after take-off the aircraft appears to have suffered failure of one of its power units. It hit power lines before crashing, according to witnesses.						
3 August	TRACEP	Antonov An-28 (9Q-COM)	Nr Bukavu, DR Congo	3/14	3/14	AA
Hit high ground in cloud during the descent for Bukavu.						
27 August	Comair	Bombardier CRJ100ER (N431CA)	Lexington airport, KY, USA	2/47	3/47	TO
The CRJ crew acknowledged ATC clearance to take off from Lexington airport's main runway 22 while taxiing, just before the taxi route towards 22 crosses the threshold of runway 26, according to the US NTSB. In the pre-dawn darkness just after 06:00, flight 5191 to Atlanta turned on to 26, a 1,070m-long general aviation runway, and began its take-off run despite the fact that the runway lights were not lit. The FDR shows that the aircraft was still accelerating – but not airborne – when it ran over the runway end and through the boundary fence. A witness on the farm near where the CRJ200 came to rest says it was airborne, but hit trees and burst into flames						
FATAL ACCIDENTS NON-PASSENGER FLIGHTS						
5 February	Air Cargo Carriers	Shorts 360-300 (N3735W)	Milwaukee airport, WI, USA	3	3	ER
The aircraft was to undergo a post-maintenance test flight at the same time as another aircraft of the same type (see following item). It was decided that they should rendezvous so that air-to-air photographs of each aircraft could be taken. During this exercise they collided. This aircraft suffered the loss of a significant part of the left wing, went out of control and crashed.						
8 February	TriCoastal	Swearingen Metro II (N629EK)	Nr Paris, TN, USA	1	1	ER
Not long after reaching 16,000ft, bound from Dayton to Harlingen, the pilot reported an asymmetric fuel condition and requested radar vectors to the nearest airport. ATC complied and cleared the aircraft to descend to 4,000ft. Within 1min of starting his descent the pilot called Mayday six times, and the aircraft entered a steep dive to the ground.						
18 March	Ameriflight	Beech C99 (N54RP)	Nr Butte, MT, USA	2	2	ER
The aircraft, which took off with a light load from Helena bound for Butte lost contact with ATC less than 15min after take-off. It took two days to find the wreckage.						
23 April	KSAMC	Antonov An-74 (UR-74038)	Kousseri, Cameroon	6	6	RA
The aircraft had been chartered by the Libyan government from Ukrainian aircraft manufacturer Kharkov State Aircraft Manufacturing, which builds the An-74, to carry aid from Tripoli via Sabha, Libya to N'Djamena, Chad. On a pre-dawn final approach to N'Djamena, the aircraft crashed on the Cameroon side of the Chari river. Little is known about the circumstances, but although the land on which the aircraft crashed is flat and with few obstructions, the impact appears to have been violent.						
27 April	LAC SkyCongo	Convair CV-580F (ZS-SKH)	Nr Amisi airport, DR Congo	8	8	RA
The aircraft hit the ground on final approach to its destination at Amisi. It was carrying communications equipment from Goma.						
28 April	King Air Services	Cessna 206B Caravan (ZS-ADL)	Rwenzori Mts, Uganda	3	3	ER
The aircraft, chartered by the UN World Food Programme, flew into the 16,700ft Margarita Peak at about the 13,000ft level en route from Goma to Bunia, DR Congo.						
23 May	Air Sao Tome	DHC Twin Otter (S9-BAL)	3km offshore	2	2	RA
The aircraft, on a crew training flight, crashed into the sea while approaching runway 29 at Sao Tome Island airport.						
7 July	Mango Airlines	Antonov An-12	Nr Sake, DR Congo	6	6	ER
During a flight from Goma the crew declared an emergency and their intention to return because of engine problems, but the aircraft crashed into high ground.						
4 August	AirNow	Embraer Bandeirante (N59BA)	Nr Bennington, VT, USA	1	1	AA
The aircraft, positioning to base for maintenance, abandoned its first VOR approach to runway 13 at Bennington because of bad weather. On its second attempt, according to NTSB interpretations of radar information, the aircraft did not begin its descent over the Cambridge VOR as per the procedure, but overhead the airfield, and it continued outbound on the same heading until it hit rising ground.						
13 August	Air Algerie	Lockheed L-100-30 (7T-VHG)	over Piacenza, Italy	3	3	ER
The aircraft was at 24,000ft over Italy en route Algiers-Frankfurt when the autopilot fail alert was activated. Shortly afterwards the autopilot disconnected, the aircraft almost instantly departed stable flight and 75s later it hit the ground at high speed in a steep nose-down attitude.						
18 November	Aerosucre Colombia	Boeing 727-200F (HK-3667X)	Colombia	5	5	AA
The aircraft hit an antenna during its approach and crashed.						
NON-FATAL ACCIDENTS AND INCIDENTS, SCHEDULED PASSENGER FLIGHTS						
Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
5 February	Nok Air	Boeing 737-400 (HS-TDD)	Bangkok airport, Thailand	-/2	5/110	L
Overran the runway on landing. The crew made a precautionary return to Bangkok after taking off for Phuket, and the crew reported brake problems on landing.						
11 February	Adam Air	Boeing 737-300 (PK-KKE)	Tobulaka airport, Sumba, Indonesia	-/1	7/136	ER
The crew became lost en route from Jakarta to Makassar, and diverted to land on the 1,600m runway at Tobulaka airfield on Sumba island, the airline says. The airline's president says he believes the navigation equipment had nothing wrong with it.						
15 February	Air France	Airbus A340-300 (F-GLZO)	Douala airport, Cameroon	-/1	??	L
The captain decided to go around again late on final approach in a rainstorm, and the main gear touched the runway before the aircraft climbed away. After a successful second attempt to land, the landing gear was cleared by the airline's ground crew. Cameroon authorities, however, held the aircraft for some time.						
4 March	Lion Air	Boeing MD-82 (PK-LMW)	Surabaya airport Indonesia	-/1	6/138	L
After touchdown and the application of reverse thrust the aircraft slewed right and left the runway, sustaining substantial damage. Before take-off the left thrust reverser was understood not to be serviceable.						
23 March	Ryanair	Boeing 737-800 (EI-DHX)	Knock airport, Ireland	-/1	6/138	L
A Ryanair Boeing 737-800 on approach to Knock airport, Ireland, "only marginally avoided" controlled flight into terrain, according to the Irish Air Accident Investigation Unit (AAIU) report on the incident. The AAIU says the principal cause was that, during an ILS approach to runway 27 from which the crew were planning to break off to carry out a circling approach to the reciprocal runway, both pilots fixated on reprogramming the FMC while the aircraft continued its descent. When the aircraft emerged from the cloudbase it was low, fast, and unconfigured for landing. They had originally programmed it for an NDB approach for 09. A contributory cause was a "systemic failure" at the airline and at chart supplier Jeppesen, which meant the pilots did not have up-to-date information about the navigational aids at Knock.						
29 March	Eirjet	Airbus A320	Ballykelly airfield, Northern Ireland	-/1	6/39	L
The flight, operating a Ryanair service from Liverpool, England to Londonderry, Northern Ireland, landed in error at a little-used army airfield close to its destination.						

Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
18 April	Vietnam Airlines	Boeing 777	En route	-/-	??/?	ER
For about an hour, passing through Ukrainian, Polish and Czech airspace, the aircraft was out of radio contact with ATC. Contact was re-established with Czech ATC, but not before two Czech air force aircraft were sent to intercept it. Vietnam Airlines says it is working with the Czech authorities to find out what happened.						
15 May	Lufthansa	Boeing 747-400 (D-ABTK)	Frankfurt Main airport, Germany	-/-	16/242	G
While a tug was preparing to attach to the nosewheel for pushback, the nose gear began to retract until the aircraft nose was resting on the tug. The cause was unclear.						
1 June	Qatar Airways	Airbus A330-200	Nr Shanghai, China	-/-	??/?	AA
Both General Electric CF6-80E1 engines momentarily flamed out during descent through about 21,000ft towards Shanghai. GE says both engines automatically relit within "about 1min" because the continuous ignition had been selected, along with engine anti-icing, for the descent. The Chinese authorities took a week to check the aircraft before it was cleared back into service. GE says it is still working on finding out the cause, and it has been conducting ground icing tests on CF6-80 series engines at its Peebles, Ohio test site. Since its introduction in 1985 the series has suffered eight double flame-outs in icing conditions during gradual descents.						
2 June	American Airlines	Boeing 767-200ER (N330AA)	Los Angeles airport, CA, USA	-/-	-/-	G
During a ground run of the aircraft's No 1 General Electric CF-80A engine, the power unit suffered a severe uncontained failure and fire broke out, badly damaging the left wing and flaps and the rear fuselage. It appears that a high-pressure turbine disk failed at about 90% power because of an undetected crack. Debris punctured a wing fuel tank and a fuel line, and causing fuel to spill on to the apron. As a result of the fire damage the aircraft is expected to be a write-off.						
6 June	China Eastern	Boeing 737-300 (B-2979)	Wuyishan, Eastern China	-/-	10/78	L
The aircraft skidded off the runway in heavy rain, according to the civil aviation authority of China.						
15 June	Air One	Boeing 737-400 (EI-COI)	Catania airport, Sicily	-/-	??/?	TO
One of the nosewheels detached during the take-off run. The aircraft landed safely at Rome Fiumicino airport.						
20 June	American Airlines	Boeing MD-83 (N961TW)	Chicago O'Hare airport, IL, USA	-/-	5/131	L
Nose gear failed to deploy at the end of a flight from Los Angeles. This was confirmed after a tower fly-by, and the aircraft landed safely with the nose gear retracted.						
23 June	AMC Aviation	Boeing MD-83 (SU-BOZ)	Juba airport Sudan	-/-	5/9	L
The aircraft overran runway 13 and destroyed its landing gear on arrival from Khartoum.						
25 June	Kish Air	Tupolev Tu-154M (EP-LBR)	Dubai airport, Dubai, UAE	-/-	12/70	L
The aircraft landed on Dubai's runway 30L which is closed for repairs and extension, and hit debris on the runway, suffering blown tyres. If the visibility is limited, on a VOR/DME approach to the active runway 30R, the first runway that becomes visible is 30L. The runway has crosses at each threshold signifying closure.						
15 July	Thai Airways	Boeing 747-400 (HS-TGY)	Madrid Barajas airport, Spain	-/-	??/?	G
While taxiing from the terminal to depart for Rome and Bangkok, the right wing tip destroyed the tail of a stationary Embraer ERJ-135ER.						
23 July	United Airlines	Boeing 737-300	Chicago O'Hare airport, IL, USA	-/-	5/120	TO
The NTSB believes a controller error caused a runway incursion involving a United Airlines Boeing 737-300 and an Atlas Air 747. The incident occurred at about 22:00 when the Atlas freighter crossed runway 27L (after landing on 14R) after United flight 1015 was cleared for take-off on 27L. The agency says the 737 took off over the 747, estimating the aircraft came within 200-300ft of each other, although this is understood to be the distance between the fuselages as the 737 passed above the 747, not the measurement between the 747's tail and the 737's undercarriage. "The FAA has begun an investigation, but the severity level has not been determined," says the NTSB.						
8 August	TAM	Fokker 100 (PT-MQN)	São Paulo Congonhas airport, Brazil	-/-	5/79	C
The forward left passenger door opened just after take-off and was ripped off by the slipstream. The aircraft returned for a safe landing.						
1 September	Iran Air Tours	Tupolev Tu-154M (EP-MCF)	Mashhad airport, Iran	-/28	11/148	L
The aircraft swung sideways when it landed on runway 14L, skidded and ended up in flames. Early reports suggest a nosewheel problem.						
15 September	EasyJet	Airbus A319 (G-ZAC)	Nr Nantes, France	-/-	6/138	L
The primary flight instrument displays, the upper ECAM screen, the autopilot and all radio communication failed, along with lighting and announcements in the overhead panel and some of the centre console. The aircraft was en route from Alicante, Spain to Bristol, UK. It had been dispatched with one of its integrated drive generators inoperative, but with the auxiliary power unit generator online as a substitute. A faulty integrated monitoring unit misdiagnosed an electrical system fault and automatically isolated one of the two main AC busbars and others. The crew continued to Bristol and landed with no communications except the signal via the standby transponder on which they had set the emergency code. The AAIB has recommended that Airbus reconfigure the electrical system, and ensure all radios are powered from separate sources.						
24 September	Mexicana	Airbus A319 (N882MX)	Zacatecas airport Mexico	-/-	6/29	RA
Mexicana says one of its Airbus A319s struck power lines on final approach to Zacatecas airport in central Mexico. The crew aborted the approach and opted to proceed to Guadalajara "because of the better airport and maintenance infrastructure available". It is unclear whether the CFM International CFM56-powered jet suffered damage.						
26 September	Kyrgyzstan Airways	Tupolev Tu-154 (EX-85718)	Manas airport, Bishkek, Kyrgyzstan	-/-	9/52	TO
During its take-off run the Tu-154 struck a Boeing KC-135 that was vacating the runway. Despite losing a large section of its outer starboard wing, the Tu-154 became airborne, but immediately returned to land at Bishkek without further incident. All passengers and crew were safely evacuated. The KC-135's No 1 engine was hit by the Tu-154's wing and subsequently caught fire. None of the three crew on board the tanker was injured.						
3 October	Mandala Airlines	Boeing 737-200 (PK-RIE)	Tarakan Juwata airport, Indonesia	-/-	6/104	L
The aircraft landed in poor visibility caused by smoke from forest fires and veered off the side of the runway, sustaining extensive damage.						
28 October	Continental Airlines	Boeing 757	Newark airport, NJ, USA	-/-	6/157	L
Flight CO1883 had been on a circling approach half an hour after sunset to runway 29, inbound from Orlando, Florida. According to the FAA's eastern region, the aircraft landed on taxiway Z, which runs along the northern side of, and is parallel to, runway 29.						
30 October	Continental Airlines	Boeing 757	Seattle Tacoma airport, WA, USA	-/-	67	TO
The aircraft departed from the wrong runway. Flight AS61 to Juneau, Alaska was assigned runway 34C, but it took off from the parallel runway 34R.						
3 November	Malaysia Airlines	Boeing 777-200ER	Stockholm Arlanda airport, Sweden	-/-	??/?	L
The aircraft returned to Arlanda after take-off when debris emerged from the No 1 Rolls-Royce Trent 800. There were no flightdeck alerts, but the crew dumped fuel and landed safely. R-R says the incident "does not appear to have been caused by the Trent 800" and although "debris passed through the engine, it continued to operate safely".						
16 December	Gainjet	Boeing MD-83 (SX-IFA)	Midway airport, IL, USA	-	?	ER
The aircraft made an emergency landing after an electrical fire started on the flightdeck.						
21 December	Southwest Airlines	Boeing 737	Wichita, KS, USA	-	?	ER
The aircraft made an emergency landing with smoke in the flightdeck.						
22 December	EasyJet	Airbus A319	Bristol airport, UK	-	?	L
The aircraft overran the runway.						
23 December	Champion Air	Boeing 737-200	Kinston airport, NC, USA	-/-	??/140	ER
Following hydraulic system failure the crew made an emergency landing.						
24 December	Lionair	Boeing 737-400 (PK-LIJ)	Makassar, Indonesia	-/-	6/156	L
The aircraft skidded off the runway and the gear sheared off.						
26 December	Mandarin Airlines	Fokker 100	Taipei, Taiwan	-/-	?	TO
A main gear wheel fell off.						
26 December	British Airways	Boeing 747-400	Miami airport, FL, USA	-/-	?	L
The aircraft entered the paved overrun area and damaged approach lights, but was undamaged. The operator says taxiway exit markings were too worn for the pilot to see.						
26 December	JetBlue Airways	Airbus A320-200	Long Beach airport, CA, USA	-/-	??/154	TO
Several birds were ingested by one of the engines.						

Safety review

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NON-FATAL ACCIDENTS AND INCIDENTS, NON-SCHEDULED PASSENGER FLIGHTS						
23 February	Mahan Air	Airbus A310-300 (F-OJHI)	Birmingham, UK	-/-	?/?	RA
The aircraft, on a non-precision approach to runway 33, was instructed to go around when it descended well below the appropriate height while still 13km from the airport. Estimates suggest the aircraft was about 600ft AGL when it should have been more than 2,000ft. The UK AAIB is examining the incident						
5 March	SASCA	Cessna 208B Caravan (YV-1149C)	Nr Arekuna Camp, Venezuela	?/?	2/11	ER
After engine failure the crew descended from 10,000ft looking for a forced landing. Touchdown was achieved near Arekuna Camp, but the aircraft hit a ditch and overturned.						
18 March	Air Algerie	Boeing 737-600 (7T-VJQ)	Seville airport, Spain	-/45	7/101	L
After landing on runway 27 with a gusting crosswind from the left, the aircraft veered off the runway and came to a halt with the right engine touching the surface and the nose wheel off the ground. Spanish investigators say the right main gear collapsed backwards shortly after touchdown, but a reason for the failure has yet to be established.						
1 May	Trans Capital Air	DHC Dash 7-100 (C-GLPP)	Zwedru airport, Liberia	-/-	3/37	L
The aircraft landed with the gear up.						
31 July	Ward Air	DHC Twin Otter (N93356)	Berners Bay	-/-	1/6	L
The aircraft, a floatplane delivering miners to their worksite, was attempting to set down in Slate Cove at Berners Bay in misty visibility. It struck the surface and nosed over. The occupants escaped via the aft fuselage door.						
28 August	Paraguay Air Services	GAF Nomad (ZP-TDZ)	Nr Cerrillos, Argentina	-/-	2/10	RA
Engine problems during the descent toward Salta caused the captain to decide on a forced landing short of the airfield. The gear was destroyed when it landed in a field.						
30 October	Aerotucan	Cessna Caravan (XA-UBL)	Punta Parajos, Mexico	-/-	2/12	C
The aircraft was attempting a go-around at Punta Parajos airfield, but did not gain height and hit undergrowth beyond the runway. It came to rest in a shallow lagoon. There was thunderstorm activity nearby.						
9 November	Goma Air	Let L-410UVP (9Q-CBQ)	Walikale, DR Congo	-/-	2/2	L
The aircraft, which often operated from a road near Walikale, had to return with engine trouble and hit several vehicles, killing a driver, before hitting houses.						
16 November	Aboitiz Air	NAMC YS-11	Ninoy Aquino airp't, Manila, Philippines	-/-	4/5	L
The aircraft to veered off the runway to the right and the right main gear collapsed.						
NON-FATAL ACCIDENTS AND INCIDENTS, REGIONAL AND COMMUTER FLIGHTS						
2 January	American Eagle	Saab 340B	CA, USA	-/-	3/25	C
On a flight from San Luis Obispo to Los Angeles, the crew lost control and the aircraft descended 5,000ft when it entered icing conditions while climbing through 11,500ft, says the NTSB interim factual report. The NTSB notes that the de-icing system was serviceable, but the ice warning system was not. The captain was about to switch on the de-icing system when the stall warning systems operated, the autopilot tripped out, the left wing dropped, the nose pitched down and the aircraft began losing height. The captain recovered control at 6,500ft and the aircraft continued to its original destination, Los Angeles, with no further incident.						
10 January	NatureAir	DHC Twin Otter (TI-BAF)	Puerto Jimenez airport, Costa Rica	-/-	2/11	TO
Take-off abandoned, apparently because of tyre failure during the take-off run. The aircraft overran the runway and collided with obstacles.						
26 January	Swiss	Embraer ERJ-145	Stuttgart airport, Germany	-/-	3/40	L
The aircraft overran the runway by about 20m in light snow, according to Swiss. The initial assessment suggested there was no damage, so after the aircraft had been towed back on to the runway it taxied under its own power to the stand.						
2 March	Blue Airways	Antonov An-2	Lubanmanga, DR Congo	- / 3	1/5	ER
Crash or forced landing.						
11 March	Air Deccan	ATR 72-200 (VT-DKC)	Bangalore airport, India	-/-	4/40	L
The landing was so hard that the aircraft was damaged beyond economic repair.						
19 March	Pinnacle Airlines	Bombardier CRJ440 (N8783E)	Asheville airport, NC, USA	-/-	3/30	C
Shortly after take-off from Asheville for Detroit there was a fire in a windscreen de-icing unit, says the NTSB. The first officer turned off the windscreen heat, and the fire went out, but smoke persisted. The crew returned to Asheville. The aircraft was in service within 18h, says Pinnacle, but the heater unit is being examined by the NTSB.						
29 April	American Connection	Embraer ERJ-145 (N811HK)	Springfield, MO, USA	-/2	3/30	ER
The aircraft, operated by Trans States Airlines for American Connection, was en route from Austin, Texas to St Louis, Missouri. The crew diverted to Springfield, when they noticed smoke in the cockpit. The cause is still under investigation.						
1 May	United Nations	DHC Dash 7 (C-GLPP)	Zwedru airport, Liberia	-/-	3/37	L
Gear-up landing. The aircraft was leased from Trans Capital Air and was carrying UN peacekeeping troops.						
2 May	Continental Express	Embraer ERJ-145XR	Houston int airport, TX, USA	-/-	3/45	TO
Both left main gear tyres failed during take-off. The pilots of the ExpressJet-operated aircraft elected to burn off excess fuel by circling for 2h before landing back at Houston.						
21 May	Continental Connection	Beech 1900D (N69549)	Fort Lauderdale, FA, USA	-/-	3/20	L
The right main gear collapsed on landing. The flight from Andros Town in the Bahamas was being operated for Continental Connection by Gulfstream International Airlines.						
30 May	United Express	Embraer 170-100LR (N651RW)	Washington Dulles airport, VA, USA	-/3	4/56	L
The crew of the Shuttle America-operated flight from Houston announced an emergency when they found the nose gear would not extend, and landed on runway 19L with the emergency services in attendance. The passengers disembarked via the rear slides while the nose was sprayed with fire retardant foam.						
1 June	Air Panama	BAe Jetstream 31 (HP1477PS)	Bocas Del Toro airport, Panama	-/-	2/16	L
The aircraft overran the wet runway and came to rest in marshy ground.						
5 June	Merpati Nusantara	EADS Casa C-212 (PK-NCL)	Banda airport, Maluku, Indonesia	-/-	3/14	L
The aircraft, inbound from Amahai, skidded off the runway during a landing in heavy rain. Merpati says the aircraft was not seriously damaged, but local press reports said there was damage to the wings, undercarriage and fuselage.						
22 June	City Star Airlines	Dornier 328 (TF-CSB)	Aberdeen airport, Scotland, UK	-/-	3/16	L
The aircraft, inbound from Stavanger, Norway, overran runway 34. No-one was injured. UK investigators have determined that jammed throttle levers caused the overrun and have warned 328 operators to ensure pilots are trained to handle similar situations. The co-pilot and captain had attempted to move the throttle levers rearwards from the flight-idle position, but were unable to release the latches. The UK AAIB says a similar event led to a fatal Minerva Airlines Dornier 328 accident at Genoa seven years ago.						
15 July	Regional Compagnie	Embraer ERJ-135ER (F-GOHC)	Madrid Barajas airport, Spain	-/-	3/-	G
While the ERJ-135 was stationary, a Thai Airways Boeing 747-400 taxiing from the terminal to the runway destroyed the regional jet's tail by hitting it with its right wingtip.						
26 July	Mesa Airlines	Bombardier CRJ	Los Angeles airport, CA, USA	-/-	?	G
A SkyWest Airlines Embraer EMB-120 Brasilia narrowly averted a crash at Los Angeles airport when the crew of the CRJ failed to stop at a hold point after turning off runway 25L. This mistake led the regional jet – operating for America West Express – to enter runway 25R as the SkyWest aircraft was taking off. Controllers notified the SkyWest pilot of the collision risk, and the turboprop crew took-off with less than 45m between the aircraft, says the FAA. Local reports suggest the distance was closer to 15m. The FAA says Los Angeles airport's control tower-based Airport Movement Area Safety System was operating in limited mode after a false alert.						
8 November	Perimeter Airlines	Swearingen Metro II (C-FTNV)	Norway House airport, Canada	-/-	2/7	L
The aircraft swerved off the runway onto rocky terrain severely damaging the undercarriage.						
19 November	Falkland Islands Govt Air Service	B-N Islander (VP-FBI)	West Point Island, Falkland Islands	-/-	1/2	L
The touchdown was so hard the main wing spar broke.						

Date	Carrier	Aircraft type/registration	Location	Injuries crew/pax	Total occupants crew/pax	Phase
12 December	Sudan Airways	Fokker 50 (ST-ASJ)	Kenana, Sudan	-	?	L
The aircraft veered off the runway, reportedly following nose gear failure.						
13 December	Air South West	DHC Dash 8-300 (G-WOWD)	Newquay, UK	-	?	TO
One of the main gear wheels fell off during take-off.						
28 December	Island Air	BN Islander (ZK-WNZ)	Tauranga, New Zealand	-/-	??	L
The aircraft made an emergency landing on mudflats.						
NON-FATAL ACCIDENTS AND INCIDENTS, NON-PASSENGER FLIGHTS						
5 January	Buffalo Airways	Douglas C-54 (C-GXKN)	Nr Norman Wells, NT, Canada	-	4	C
Soon after take-off from Norman Wells there was a fire in the No 2 engine. The crew tried to extinguish it, but failed. When they feathered the No 2 propeller, No1 feathered as well and the crew made a forced landing. When the fire indications stopped they headed back to Norman Wells and landed, but the aircraft left the snowy runway.						
24 January	Aerolift	Antonov An-12	Mbuji Mayi airport, DR Congo	-	4	L
The landing was so hard both main wing spars fractured.						
25 January	Aero Tropics	Cessna 208B Caravan (VH-WZJ)	Caloundra airport, Australia	-	2	L
The pilot was operating a pre-delivery test flight, but overran the runway and crashed through a fence damaging the aircraft.						
25 January	Cargolux	Boeing 747-400 (LX-TCV)	Shanghai, China	-	-	G
The aircraft was due to fly out of Shanghai, but Cargolux says the nose gear was retracted while the aircraft was undergoing ground servicing. No-one was injured.						
5 February	Air Cargo Carriers	Shorts 360-300 (N372AC)	Milwaukee airport, WI, USA	-	3	ER
The aircraft was to undergo a post-maintenance test flight at the same time as another aircraft of the same type (see previous item). It was decided they should rendezvous to allow air-to-air photographs of each aircraft to be taken. During this exercise they collided. This aircraft suffered damage, a total loss of hydraulic pressure, and the crew temporarily lost control. Regaining control, the crew diverted to Juneau-Dodge County airport where they made a flapless emergency landing with the gear partially deployed.						
8 February	United Parcel Services	McDonnell Douglas DC-8-71F	Philadelphia airport, PA, USA	-	3	L
Just after clearance to land on Philadelphia's runway 27R, the crew received a smoke warning from the cargo hold and asked ATC to have fire/rescue services meet the aircraft on landing. ATC cleared the aircraft for the longer 27L, but the crew missed the change and remained lined up on 27R. When ATC queried this, the crew requested clearance to land on 27R, which was approved. The aircraft was emitting smoke on landing, and although fire crews extinguished the blaze, the aircraft was written off.						
14 February	SAS Commuter	Fokker 50 (LN-RND)	Oslo Gardemoen airport, Norway	-	-	G
During maintenance on the stand before departure, the main gear was accidentally retracted, reports SAS, damaging the aircraft. There were no injuries.						
26 February	Wimbi Dira Airways	Antonov An-12	Mbuji Mayi airport, DR Congo	-	6	L
Ran off the side of the runway and caught fire.						
1 March	Transnorthern Aviation	Douglas DC-3 (N777YA)	Beluga, AK, USA	-	2	L
The aircraft sustained leading edge damage when it hit trees on approach to Beluga. The aircraft was subsequently flown to Anchorage despite the damage, which was noted by an FAA inspector when he saw it.						
17 March	Trackmark Cargo	BAe HS748-2A (5Y-TCA)	Old Fangak, Sudan	?	?	L
Overran the runway, and right main undercarriage failed.						
28 March	Phoenix Avia	Antonov An-12 (EK-46741)	Nr Payam airport, Iran	-	12	C
Shortly after take-off for Sharjah, United Arab Emirates, the crew reported they were attempting to return with three out of four engines failed. The aircraft was forced to put down 5km from the airfield, and it broke up and caught fire. Multiple birdstrike is suspected.						
29 March	Cen-Sad	Ilyushin Il-62M (5A-DKR)	Moscow Domodedovo, Russia	-	6	L
Overran the runway in heavy rain and broke into large sections. The aircraft is configured in VIP lay-out and owned by the Community of Sahel-Saharan States (Cen-Sad).						
4 April	FedEx Express	McDonnell Douglas DC-10-10F	NE Arkansas, USA	-	3	C
As the aircraft, en route from Memphis to Seattle, climbed through FL300, its No 3 General Electric CF6-6D suffered a dramatic uncontained failure. GE says part of its low-pressure turbine was recovered from a field in Arkansas. The aircraft suffered substantial damage, notably to its right wing, but the crew recovered successfully to Memphis.						
4 May	Transmile Airlines	Boeing 727-200F (9M-TGA)	Bangalore airport, India	-	?	G
The aircraft was taxiing for take-off in the afternoon on a hot clear day when there was an explosion in the left wing fuel tank, says the airline, causing "extensive" fire damage.						
4 June	Arrow Air	McDonnell Douglas DC-10-10F	Managua airport, Nicaragua	-	3	L
The aircraft overran the runway by about 350m and broke through the perimeter fence.						
7 June	Tradewinds Int'l	Boeing 747-200F (N922FT)	Medellin airport, Colombia	-	5	TO
The crew abandoned the take-off because of engine problems, but overran the 3,500m runway by about 150m. The nose gear broke off.						
15 June	TNT Airways	Boeing 737-300F	Birmingham airport, UK	-	2	L
Although bound for London Stansted airport, when the crew realised the weather there was below minima they announced a diversion to Nottingham East Midlands airport, where the aircraft touched down so heavily in poor visibility that the right main landing gear broke off. The crew managed to carry out a missed approach and diverted to Birmingham, where the aircraft landed and came to rest on the right engine and left main gear, according to a special bulletin released by the UK AAIB.						
12 July	Transafrik	Lockheed L-100-30 (S9-BOF)	Kigoma airport, Tanzania	-	5	L
The aircraft, chartered by the UN, had gone around from a first attempt at landing, and on the second landed fast and well to the left of runway 16, suffering severe damage.						
19 July	Tol Air Services	Douglas DC-3 (N782T)	St Thomas, US Virgin Islands	-	4	C
The left engine lost power at about 100ft after take-off and the aircraft would not maintain height and speed. The captain made a successful ditching. The aircraft had no payload on this positioning leg, and all the occupants disembarked into the life raft from the floating DC-3.						
23 July	Atlas Air	Boeing 747	Chicago O'Hare airport, IL, USA	-	?	G
The NTSB believes a controller error caused a runway incursion at Chicago O'Hare involving a United Airlines Boeing 737-300 and an Atlas Air Boeing 747. The incident occurred at about 22:00 when the Atlas freighter crossed runway 27L (after landing on 14R) after United flight 1015 was cleared for take-off. The agency says the 737 took off over the top of the larger aircraft, estimating the aircraft came within 60-90m of each other, although this is understood to be the distance between the fuselages as the 737 passed above the 747, and not the measurement between the widebody's tail and the 737's undercarriage.						
28 July	FedEx	McDonnell Douglas DC-10-10 (N391FE)	Memphis, TN, USA	-	3	L
The left main gear collapsed during landing and fire broke out in the left wing and engine.						
22 October	United Nations	Cessna Caravan (5Y-NPD)	Sudan	-	3	ER
Forced landing following engine problems.						
1 November	Interisland Airlines	Yakovlev Yak-40 (RP-C2695)	Caticlan Malay airport, Philippines	-	3	L
A mainwheel tyreburst on landing caused the aircraft to veer off the runway and the right main gear collapsed.						
15 December	Baires Fly	Swearingen Metro III (LV-WRA)	Buenos Aires Ezeiza airport, Argentina	-	2	TO
The aircraft banked during the take-off run, a wingtip struck the ground and the aircraft swung off the runway.						
23 December	Freight Runners Express	Beech 99 (N799CZ)	Mosinee airport, WI, USA	-	1	L
Gear collapsed.						
28 December	Southern Air	Boeing 747-200F (N752SA)	Anchorage, AK, USA	-	?	C
When the aircraft failed to pressurise on departure the crew returned to Anchorage, where it was found there was a 1m-long gash in the fuselage that had not been reported. Early reports suggest it might have been caused by a vehicle during de-icing.						