

Fatal accidents:

Scheduled passenger services

Date: 21 May ● **Carrier:** Singapore Airlines ● **Aircraft type/registration:** Boeing 777-300ER (9V-SWM) ● **Location:** En route over southern Myanmar
Fatalities (crew/pax): 0/1 ● **Total occupants (crew/pax):** 18/211 ● **Phase:** Cruise

The scheduled flight (SQ321) from London Heathrow to Singapore was hit by severe clear air turbulence during a meal service in the cabin which resulted in multiple injuries, some of them serious, and one passenger's death. An interim report from the Singapore Transport Safety Investigation Bureau (TSIB) says slight vibration began, lasting about 19s, and this resulted in the aircraft gaining height from 37,000ft to 37,360ft, to which the autopilot reacted by pitching the nose down to recover the intended flight level. This was followed quickly by severe reversals of *g* forces within a period of only 0.6s, causing unstrapped occupants of the aircraft to be thrown at the cabin ceiling and then back to their seats or the floor. These forces went from +1.35*g* to -1.5*g* in less than a second. The TSIB says this was probably due to developing convective activity

causing vertical air currents. The pilots reacted by illuminating the passenger seat belt signs, tripping out the autopilot, activating the airbrakes, and attempting to moderate the *g* forces. They retained manual control for some 20s, during which a lower level of vertical acceleration took place (between +0.9*g* and -1.1*g*), then re-engaged the autopilot. Learning of injuries in the cabin, estimated at about 30, the captain decided to divert to Bangkok International airport, which entailed entering a normal descent 17min after the turbulence incident, and calling ahead for medical services to attend the arrival. The latest interim reports suggest the captain should have taken account of extensive convective activity close to the aircraft's flightpath, so that crew and passengers could have been strapped in rather than allowing a meal service to proceed.

Fatal accidents:

Non-scheduled passenger flights

Date: 23 Jan ● **Carrier:** Northwestern Air Lease ● **Aircraft type/registration:** British Aerospace Jetstream 31 (C-FNAA)
Location: Near Fort Smith airport, Northwest Territories, Canada ● **Fatalities (crew/pax):** 2/4 ● **Total occupants (crew/pax):** 2/5 ● **Phase:** Climb

The aircraft was destroyed by impact and post-impact fire when it crashed among trees on take-off from Fort Smith airport's runway 30. The point of impact was close to the Slave River, 1,300m (4,260ft) beyond the end of the runway on the extended centreline. The accident

happened in darkness (06:42 local time), with wind 320°/5kt (9km/h), visibility three miles in snow, overcast at 6,500ft, and temperature -19°C (-2°F). The aircraft was operating a charter flight to Rio Tinto's Diavik Diamond Mine. The sole survivor was ejected from the aircraft during impact.

Fatal accidents:

Non-passenger operations

Date: 18 Jan ● **Carrier:** Jetways Airlines ● **Aircraft type/registration:** Fokker 50 (5Y-JWG) ● **Location:** El Barde airstrip, south western Somalia
Fatalities (crew/pax): 1/0 ● **Total occupants (crew/pax):** 2/2 ● **Phase:** Landing

The freighter overran the runway on landing at El Barde, Somalia and collided with a house. It was operating a cargo flight from Mogadishu,

Somalia for the UN World Food Programme, carrying two pilots and two passengers. The captain was killed and the co-pilot severely injured.

Date: 3 May ● **Carrier:** Westair Aviation ● **Aircraft type/registration:** Reims-Cessna 406 (V5-ASB) ● **Location:** Pioneerspark, Windhoek, Namibia
Fatalities (crew/pax): 3 ● **Total occupants (crew/pax):** 3 ● **Phase:** Approach

Carrying a crew of three, the aircraft took off from Windhoek Eros airport to carry out a post-maintenance test flight when something went wrong

and the crew attempted to return to land. The aircraft crashed into a building in a Windhoek suburb close to the airport, killing all on board.



Japan Coast Guard Dash 8-300 was struck by an A350 landing at Tokyo on 2 January

Jiji Press/EPA-EFE/Shutterstock

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 2 Jan ● **Carrier:** Japan Airlines ● **Aircraft type/registration:** Airbus A350-900 (JA13XJ) ● **Location:** Tokyo Haneda airport, Japan
Injuries (crew/pax): 0/17 ● **Total occupants (crew/pax):** 12/367 ● **Phase:** Landing

Inbound on a domestic flight from New Chitose airport, Sapporo, the aircraft was cleared to land on runway 34R at Tokyo Haneda. It was a night approach in good visibility. Meanwhile, a Japan Coast Guard De Havilland Canada Dash 8-300 (JA722A) was routing via taxiway C5 intent on taking off from 34R, although it had only been cleared to hold short of the active runway. The Dash 8 lined up on 34R while the A350 was on short final approach, and the Japan Airlines (JAL) crew did not see the small aircraft in the darkness among the plethora of runway lights. The A350 touched down on the runway before colliding with the coastguard aircraft, just as the Dash 8 captain was advancing the power levers. The Dash 8 captain, the only survivor among the crew of six, testified to investigators that he had been cleared for take-off, but air traffic control tapes show he had not been. The stop bar lights for the taxiway

were unserviceable, although this had been notified via NOTAMS. The collision caused the Dash 8 to catch fire immediately, and its wreckage was dragged along the runway for nearly 1,000m (3,280ft), with the badly damaged A350 stopping some 500m beyond it on the grass to the right side of the runway. The JAL aircraft's left engine was on fire, and fire was spreading to the fuselage. Within 3min the Haneda fire and rescue service had reached the aircraft, and the cabin crew were directing the occupants' evacuation via slides at the furthest forward and furthest aft exits on the left-hand side, and the furthest forward exit on the right side – despite the fact the right engine was still running, having not responded to shut-down actions – probably because of damage to avionics systems caused by the collision. All crew and passengers were evacuated without serious injury. The aircraft hull was burned out.

Date: 5 Jan ● **Carrier:** Alaska Airlines ● **Aircraft type/registration:** Boeing 737 Max 9 (N704AL) ● **Location:** Near Portland airport, Oregon, USA
Injuries (crew/pax): 1/7 ● **Total occupants (crew/pax):** 6/171 ● **Phase:** Climb

Climbing through 16,300ft while cleared to 23,000ft en route to Ontario International airport, Canada, the aircraft suffered a sudden decompression as a result of an entire left mid exit door-plug blowing out and separating completely. The aircraft descended rapidly to the cleared level of 10,000ft while heading back to Portland International airport. It landed

safely and the passengers disembarked at the gate. An extensive investigation by the US National Transportation Safety Board established that the door-plug was missing bolts that should have secured its position. Alaska Airlines had been permitted to close off that exit because the carrier adopts a lower-density cabin seating arrangement.

Date: 8 Jan ● **Carrier:** Townsville Airlines ● **Aircraft type/registration:** Cessna Caravan (VH-NWJ)
Location: Lizard Island airport, Queensland, Australia ● **Injuries (crew/pax):** 2/8 ● **Total occupants (crew/pax):** 2/8 ● **Phase:** Landing

The charter flight had climbed to about 4,000ft when the crew elected to turn back because of engine problems. The aircraft made it back to

the runway but overran and turned over on rough ground. There was no fire. All on board suffered injuries, but none were life-threatening.

Date: 10 Jan ● **Carrier:** Ameristar Charters ● **Aircraft type/registration:** McDonnell Douglas DC-9 (N785TW) ● **Location:** Arlington airport, Texas, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Landing in darkness just before midnight local time, the aircraft veered off Arlington airport's runway 16 to the left and came to rest on the

grass with its left main undercarriage collapsed. It was operating a flight from Niagara Falls, New York.

Date: 10 Jan ● **Carrier:** United Airlines ● **Aircraft type/registration:** Boeing 737-900ER (N62883) ● **Location:** George Bush airport, Houston, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/179 ● **Phase:** Landing

The aircraft suffered a hard landing and tail strike on landing on runway 27. The landing was completed safely and the aircraft taxied to the gate for normal passenger disembarkation. The accident happened in daylight (10:10 local time) and good visibility. The aircraft was operating a flight from Phoenix, Arizona. The flightcrew statements and flight data showed that the aircraft made a stable approach to the landing flare. The co-pilot – the pilot flying – stated that he began the flare "slightly late". Both pilots stated the touchdown was "firm, with a slight nose-high bounce". The crew were not aware that the aircraft's tail had impacted the runway until

the ground crew at the gate notified them. Flight data showed the aircraft touched down in a 6.5° nose-up attitude and with a vertical acceleration of 1.87g. The speed brakes deployed 2s after the initial touchdown. At the same time, the aircraft became airborne again and the nose began to lower. Some 2s later, as the speed brakes retracted, its pitch began to increase and it touched down a second time with a nose-up pitch of 7.2° and a vertical acceleration of about 2.87g. The aircraft became airborne for a third time before touching down for the final time. The nose was lowered to the ground and speed brakes were extended again.

Date: 18 Jan ● **Carrier:** Ethiopian Airlines ● **Aircraft type/registration:** De Havilland Canada Dash 8-400 (ET-AVS)
Location: Alula Ana Nega airport, Ethiopia ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Inbound on a scheduled flight from Addis Ababa, the aircraft veered off the left side of the runway on landing and came to rest with its left

main undercarriage collapsed. The accident happened in good daylight visibility (12:00 local time). All crew and passengers disembarked safely.

Date: 21 Jan ● **Carrier:** Air France ● **Aircraft type/registration:** Airbus A350-900 (F-HTYH)
Location: Toronto Pearson International airport, Ontario, Canada ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Flight AF356 was inbound from Paris Charles de Gaulle airport, France, when the crew elected to carry out a go-around from their approach to

runway 24L at Toronto Pearson International. During the go-around the aircraft suffered a substantial tailstrike, but landed safely 15min later.

Date: 26 Jan ● **Carrier:** Wiggins Airways ● **Aircraft type/registration:** Beechcraft C99 Commuter (N53RP)
Location: Near Londonderry, New Hampshire, USA ● **Injuries (crew/pax):** 1 ● **Total occupants (crew/pax):** 1 ● **Phase:** En route

Almost immediately after take-off from Manchester Boston regional airport, New Hampshire, the aircraft's transponder was selected to the emergency code 77, but air traffic control could not contact the pilot. The freight flight was operated by Wiggins Airways for Ameriflight, and its

intended destination was Presque Isle, Maine. The aircraft flew 'erratically' at a low altitude for about 15min until it made an apparent forced landing in a wood. The left-side cockpit door was missing and was found about 10 miles north of the main wreckage site. The pilot was badly injured.

Date: 1 Feb ● **Carrier:** All Nippon Airways ● **Aircraft type/registration:** Boeing 787-9 (JA899A) ● **Location:** Over southern Japan
Injuries (crew/pax): 2/0 ● **Total occupants (crew/pax):** 8/249 ● **Phase:** Cruise

Two cabin crew were injured by turbulence in the cruise over southern Japan en route from Tokyo Narita to Bangkok.

Date: 3 Feb ● **Carrier:** Avion Express ● **Aircraft type/registration:** Airbus A320 (LY-NVL) ● **Location:** Vilnius airport, Lithuania
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/179 ● **Phase:** Landing

Directional control was lost during the landing roll on runway 19 and the aircraft veered off the right side of the runway onto soft ground. It continued parallel to the runway for a short distance, crossed a taxiway and then regained the runway. The damaged aircraft was taxied to the gate

for passenger disembarkation. The accident happened in daylight (14:19 local time), with wind 180°/13kt (24km/h), visibility 5,000m (16,400ft) in mist and drizzle, cloud overcast at 300ft and temperature 5°C (41°F). The aircraft was operating a flight from Milan Bergamo airport, Italy.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 9 Feb ● **Carrier:** African Express Airways ● **Aircraft type/registration:** Boeing MD-82 (5Y-AXL) ● **Location:** Malakal airport, South Sudan
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Inbound from Juba, South Sudan in daylight, the aircraft's main landing gear collapsed when it landed short of the runway 04 threshold.

Date: 9 Feb ● **Carrier:** European Air Transport ● **Aircraft type/registration:** Airbus A300-600F (D-AZMO) ● **Location:** Leipzig airport, Germany
Injuries (crew/pax): 0 ● **Total occupants (crew/pax):** 3 ● **Phase:** Landing

After suffering a tailstrike during an attempt to land on runway 26L, the crew elected to carry out a go-around. The jet landed safely on runway 26R.

Date: 10 Feb ● **Carrier:** United Airlines ● **Aircraft type/registration:** Boeing 777-200ER (N788UA) ● **Location:** Above Kelsey, New York, USA
Injuries (crew/pax): 3/0 ● **Total occupants (crew/pax):** 11/269 ● **Phase:** Airfield approach

Descending through 21,000ft to a cleared 19,000ft inbound to Newark Liberty airport, New Jersey, sudden turbulence caused injuries to three

of the cabin crew, who required hospital treatment. The crew declared an emergency and asked for medical assistance to be prepared.

Date: 12 Feb ● **Carrier:** ESAV Airlines ● **Aircraft type/registration:** Britten-Norman BN-2 Islander (HC-CXK)
Location: Off Punta Carola beach, Galapagos Islands, Ecuador ● **Injuries (crew/pax):** ?/? ● **Total occupants (crew/pax):** 1/8 ● **Phase:** Climb

Just after getting airborne from runway 16 at San Cristobal airport, Galapagos, the aircraft ditched in the sea about 1,500m (5,700ft)

offshore. All nine occupants were rescued. The flight was a scheduled domestic service to Jose de Villamil airport on Isabela island.

Date: 18 Feb ● **Carrier:** Marathon Airlines ● **Aircraft type/registration:** Embraer 195 (OY-GDC) ● **Location:** Belgrade Nicola Tesla airport, Serbia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 5/106 ● **Phase:** Take-off

Operating a flight for Air Serbia, the Marathon Airlines crew planned to take off from runway 30L starting the take-off run from intersection D6, having estimated the take-off distance remaining to be 2,349m (7,700ft). When they advised air traffic control (ATC) that they were approaching D6 they were instructed to hold short, then line up and wait. Next, ATC queried whether the crew realised they were at D5, and that the take-off distance available was 1,273m. Having checked their calculated take-off performance using the co-pilot's tablet, they reported ready for take-off from D5, and ATC cleared them confirming there was zero wind. During the take-off run the crew advanced the power levers to maximum, and decided to use all available runway surface beyond the "piano keys"

before rotating. At rotation they heard sounds of impact, felt shaking and unusual slipstream noise, and did not follow the standard instrument departure, requesting a return and then declaring an emergency. They flew the aircraft, with gear deployed, along runway 30L to allow inspection by the tower staff, but no damage could be seen. After making a safe landing, ground crew reported an apparent fuel leak, so the crew shut the aircraft down. Extensive puncture damage was found to the left wing-root fairing and the wing leading edge close to the fuselage, and there was damage to equipment fitted beneath the fairing. The aircraft had hit approach lights for runway 12R and the instrument landing system monitoring antenna, part of which had become embedded.

Date: 18 Feb ● **Carrier:** Delta Air Lines ● **Aircraft type/registration:** Boeing 767-300ER (N176DZ) ● **Location:** Over the Gulf of Mexico
Injuries (crew/pax): ?/? ● **Total occupants (crew/pax):** ?/? ● **Phase:** Cruise

The flight took off from New York John F Kennedy airport bound for Bogota Eldorado airport, Colombia, and while in the cruise over the Gulf of Mexico the aircraft encountered unforecast severe turbulence, causing

injury to several cabin crew and a passenger. The crew continued the flight to Bogota, but once it had arrived the airline decided to cancel the return flight and to ferry the aircraft back to its base at Atlanta.

Date: 4 Mar ● **Carrier:** Tui Fly ● **Aircraft type/registration:** Boeing 737-800 (G-FDZS) ● **Location:** Bristol airport, UK
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/163 ● **Phase:** Take-off

Preparing for take-off on runway 09 at Bristol, UK for Las Palmas, Spain, the crew set take-off mode on the autothrottle, but it disengaged due to a fault in the autothrottle servo motor (ASM). Neither pilot noticed that the thrust they had set manually (84.5 NI) was less than the required take-off thrust (92.8 NI). The A/T (autothrottle) Arm switch on the mode control panel (MCP) had been set to ARM, and at take-off the pilot flying (PF) (right hand seat pilot, the commander and training captain on the flight) advanced the thrust levers to 40% before pressing the take-off/go-around switch that engages the A/T and the autopilot/flight director system in take-off mode. The A/T disengaged with a warning and the A/T

Arm switch on the MCP was re-engaged by the pilot monitoring almost immediately. At the same moment the PF advanced the thrust levers manually towards the required take-off setting before releasing them for the left-seat pilot to control. As a result, the rotation point was only 260m (852ft) from the runway end, and the aircraft was only 10ft off the ground as it passed the runway threshold. The crew did not realise that the power setting was wrong until they carried out the after take-off checks, although they had noticed how close to the end of the runway the unstuck was. The UK Air Accidents Investigation Branch notes such faults with the "older type" of ASM fitted to the aircraft are "a known issue".



Embraer 195 struck runway approach lights while taking off from Belgrade on 18 February

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Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 5 Mar ● **Carrier:** Safairlink Aviation ● **Aircraft type/registration:** De Havilland Canada Dash 8-300 (5Y-SLK)
Location: Near Nairobi Wilson airport, Kenya ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** 5/39 ● **Phase:** Climb

The Dash 8 took off from Nairobi Wilson airport's runway 14 for a domestic flight to Diani. The departing aircraft was told by air traffic control (ATC) to keep a look-out for traffic "upwind runway 07". ATC also told the "upwind aircraft" – a Cessna 172 (5Y-NNJ) performing visual touch-and-goes from runway 07 with a student and an instructor on board – to watch out for the Dash 8 departing from runway 14. The initial clearance for the Dash 8 was to climb to 9,000ft (the departure

airfield elevation is 5,546ft). Climbing through approximately 6,000ft the Dash 8 crew heard a "loud bang and felt an impact", but did not see the object which had hit them. Both crew in the Cessna 172 training aircraft were killed when it crashed out of control following the collision. The Dash 8 landed safely on runway 32, having suffered minor damage to the right horizontal stabiliser's de-icing boot, but there were no injuries to crew or passengers.

Date: 8 Mar ● **Carrier:** United Airlines ● **Aircraft type/registration:** Boeing 737 Max 8 (N27290) ● **Location:** Houston George Bush airport, Texas, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/160 ● **Phase:** Landing

Inbound from Memphis to Houston's George Bush airport, the aircraft was cleared for approach to runway 26L, but the captain (pilot flying) asked the co-pilot to request landing on runway 27, which was granted. The surface was wet, with braking action and directional control at level 3, which is poor. The touchdown was at the correct speed and within the correct zone, but reverse thrust was only selected to idle. The captain manually retracted the speed brakes quickly – which cancelled the auto-

brakes – and applied the toe brakes gently because he wanted to 'roll' to exit SC, at the runway end, which requires a 90° turn to the right. As the captain began the turn-off using nosewheel steering the aircraft was still travelling at 39kt (72km/h), according to the US National Transportation Safety Board's preliminary report, and as it entered the taxiway was well left of its centreline. The nosewheel and left main landing gear slid onto grass, and the latter hit a manhole and collapsed. There were no injuries.

Date: 9 Mar ● **Carrier:** Bar Aviation ● **Aircraft type/registration:** Lockheed Martin L-100 (5X-SBR) ● **Location:** Jowhar airport, Somalia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

The crew lost directional control during landing at Jowhar, Somalia and the aircraft ran off the right side of the runway, coming to rest with its

undercarriage collapsed. Visibility was good. The aircraft was transporting supplies in support of the African Union Transition Mission in Somalia.

Date: 11 Mar ● **Carrier:** LATAM Airlines Chile ● **Aircraft type/registration:** Boeing 787-9 (CC-BGG) ● **Location:** Over the Tasman Sea
Injuries (crew/pax): 3/10 ● **Total occupants (crew/pax):** 9/263 ● **Phase:** Cruise

The aircraft was flying at 41,000ft above the Tasman Sea, en route from Sydney Kingsford Smith airport, Australia to Auckland International airport, New Zealand when an unintended forward movement of the captain's seat caused the aircraft to drop 400ft suddenly, after which the flightcrew recovered it to its cruising height. The Chilean preliminary

report says that the slight turbulence prevailing at the time played no part in the upset, and g forces applied did not exceed any manufacturers' limitations, but 13 people in the cabin suffered injuries, and one member of the cabin crew and two passengers required hospitalisation. The aircraft continued to Auckland, where it landed safely.

Date: 17 Mar ● **Carrier:** Cetraca Air Service ● **Aircraft type/registration:** Aircraft Industries L-410UVP (9S-GPB)
Location: Rughenda airport, Butembo, Democratic Republic of Congo ● **Injuries (crew/pax):** ?/? ● **Total occupants (crew/pax):** 2/8 ● **Phase:** Landing

Inbound on a domestic flight from Goma with stormy conditions in the area, the aircraft ran off the left side of the runway, causing the right

main gear to collapse. The right wing was badly damaged. Local press reports suggest there may have been two injuries but no fatalities.

Date: 20 Mar ● **Carrier:** All Nippon Airways ● **Aircraft type/registration:** Boeing 787-9 (JA891A) ● **Location:** Near Tokyo Narita airport, Japan
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 10/197 ● **Phase:** Airfield approach

During a service from Los Angeles, the aircraft was passing about 5,000ft in the descent toward Tokyo Narita when it received a powerful

lightning strike to the forward fuselage, causing serious damage. The aircraft continued to land safely and there were no injuries.

Date: 31 Mar ● **Carrier:** Safe Air Company ● **Aircraft type/registration:** Boeing 727-200F (5Y-IRE) ● **Location:** Malakal airport, South Sudan
Injuries (crew/pax): ? ● **Total occupants (crew/pax):** 4/3 ● **Phase:** Landing

The crew of the 45-year-old 727 reported problems on approach, and on landing it left the runway, the rear fuselage broke about 5m (16ft) ahead

of the engines, and front of the aircraft struck a Boeing MD-82 that had crash-landed at Malakal on 9 February (see p44).

Date: 1 Apr ● **Carrier:** Japan Airlines ● **Aircraft type/registration:** Boeing 787-8 (JA843J) ● **Location:** Near Tokyo Narita airport, Japan
Injuries (crew/pax): 4/0 ● **Total occupants (crew/pax):** 8/149 ● **Phase:** Airfield approach

During descent to Tokyo Narita the aircraft struck severe turbulence and four cabin crew were injured. The jet was inbound from Melbourne, Australia.

Date: 7 Apr ● **Carrier:** Southwest Airlines ● **Aircraft type/registration:** Boeing 737-800 (N8668A)
Location: Denver International airport, Colorado, USA ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Take-off

The outboard fan cowl on the aircraft's right engine came open on or shortly after take-off from runway 25 with the intended destination of Houston Hobby. The pilot stopped the climb at 10,000ft and returned

to land on runway 34L at Denver. During the landing roll the inboard fan cowl also came open and was torn away, followed by the outboard cowl. The landing roll was completed safely and the aircraft taxied to the gate.

Date: 23 Apr ● **Carrier:** Dana Air ● **Aircraft type/registration:** Boeing MD-82 (5N-BKI) ● **Location:** Lagos International airport, Nigeria
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/83 ● **Phase:** Landing

When the crew selected the gear down on final approach to runway 18L at Lagos, inbound from Abuja, the nose gear did not indicate down. The crew conducted a fly-past so that tower controllers could look at the gear, and they reported that it appeared to be down. An attempt to recycle the gear and executing the emergency checklist did not correct the fault indication, so the crew circled and carried out an approach to

runway 18L. On touchdown the captain deployed the spoilers manually and operated reverse thrust on both engines before lowering the nosewheels, but when it touched the surface there was severe vibration and the nosewheel leg collapsed after decelerating through 80kt (148km/h). Directional control was lost and the aircraft veered off the runway to the left. There were no injuries and the passengers were safely evacuated.

Date: 28 Apr ● **Carrier:** Flynas ● **Aircraft type/registration:** Airbus A320neo (HZ-NS45) ● **Location:** King Khalid airport, Riyadh, Saudi Arabia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Inbound from Doha, Qatar, the aircraft ran off the right side of runway 15L at Riyadh during a night landing in rain. On runway 15 there was a strong crosswind from the right, with a slight tailwind component. The

aircraft was eventually brought to a safe stop on a taxiway some 400m (1,310ft) beyond the point where it left the runway. Damage to the aircraft was minor and it was subsequently repaired.



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Satena ATR 42-500 suffered a nose undercarriage collapse in Colombia on 1 May

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 1 May ● **Carrier:** Satena ● **Aircraft type/registration:** ATR 42-500 (HK-5104) ● **Location:** Gustavo Rojas International airport, Colombia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 4/45 ● **Phase:** Taxiing

When the crew began carrying out a 180° turn at the runway threshold to line up for departure, the aircraft's nose undercarriage collapsed.

Date: 3 May ● **Carrier:** JSX Air ● **Aircraft type/registration:** Embraer ERJ-145 (N942JX) ● **Location:** Houston Hobby airport, Texas, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 3/21 ● **Phase:** Landing

Inbound from Dallas Love Field, the aircraft's left main undercarriage collapsed towards the end of the landing roll on runway 04 at Houston

Hobby airport, and it came to rest towards the left side of the runway. There was a fairly strong crosswind from the right at the time of landing.

Date: 5 May ● **Carrier:** R Komor ● **Aircraft type/registration:** Fokker 50 (D6-AIB) ● **Location:** Bandar Es Eslam airport, Moheli, Comoros Islands
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 4/48 ● **Phase:** Take-off

The aircraft was taking off on a domestic flight to Ouani airport, Anjouan island when the tyres on both the left main landing gear wheels blew

out. The crew elected to abandon the take-off but overran the end of the runway. The aircraft stopped with the right main gear leg collapsed.

Date: 5 May ● **Carrier:** Serve Air Cargo ● **Aircraft type/registration:** Boeing 737-300F (9S-AKK)
Location: N'Djili airport, Kinshasa, Democratic Republic of Congo ● **Injuries (crew/pax):** ? ● **Total occupants (crew/pax):** ? ● **Phase:** Airfield approach

The freighter suffered an engine failure passing through about 11,000ft while descending toward N'Djili airport. On landing it swerved off the

runway, causing the nosewheel and right main gear to collapse and the right engine to separate.

Date: 6 May ● **Carrier:** Delta Air Lines ● **Aircraft type/registration:** Airbus A321neo (N504DZ) ● **Location:** Seattle Tacoma airport, Washington, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** On ground

The aircraft, inbound from Cancun, Mexico, was damaged by an electrical fire when it reached the gate and was connected to the ground power cable. Arcing and fire started close to the ground power

plug-in point underneath the nose, and this continued for several minutes. An emergency evacuation was carried out. The accident happened in darkness.

Date: 8 May ● **Carrier:** FedEx ● **Aircraft type/registration:** Boeing 767-300ERF (N110FE) ● **Location:** Istanbul Ataturk airport, Turkey
Injuries (crew/pax): ? ● **Total occupants (crew/pax):** ? ● **Phase:** Landing

The nose landing gear failed to deploy when the undercarriage was selected down on approach. The crew carried out a missed approach and attempted to troubleshoot the problem, but to no apparent effect.

After a low pass down the runway for a visual check by the tower, the aircraft returned and landed on runway 16R with its nose gear retracted. The landing took place in daylight and good visibility.

Date: 9 May ● **Carrier:** Groupe Transair ● **Aircraft type/registration:** Boeing 737-300 (6V-AJE) ● **Location:** Dakar-Blaise Diagne airport, Senegal
Injuries (crew/pax): 0/4 ● **Total occupants (crew/pax):** 6/79 ● **Phase:** Take-off

Bound for Bamako airport, Mali, the crew abandoned the take-off run because of a hydraulic fault indication, then lost directional control and the aircraft exited the left side of the runway, causing the landing gear

to collapse. Transair was operating the flight for Air Senegal. French accident investigation agency the BEA is currently exploring the factors that contributed to the event.

Date: 11 May ● **Carrier:** Xejet ● **Aircraft type/registration:** Embraer ERJ-145 (5N-BZZ) ● **Location:** Lagos International airport, Nigeria
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 3/49 ● **Phase:** Landing

Being operated for NG Eagle, the aircraft landed on runway 18L at Lagos with thunderstorms in the vicinity and a significant tailwind. It left the

runway and came to rest with its nose gear collapsed. The runway was reported to be wet with standing water. No casualties were reported.

Date: 17 May ● **Carrier:** Air India ● **Aircraft type/registration:** Airbus A321 (VT-PPT) ● **Location:** Near Delhi, India
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/169 ● **Phase:** Climb

During the climb out of Delhi airport there was an auxiliary power unit (APU) fire warning. The crew stopped the climb at 7,000ft, carried out

the APU fire checklist, and made the decision to return to Delhi. The flight had been bound for Bengaluru.

Date: 23 May ● **Carrier:** Turkish Airlines ● **Aircraft type/registration:** Airbus A320 (TC-JPH) ● **Location:** Over central Turkey
Injuries (crew/pax): 2/? ● **Total occupants (crew/pax):** ?/? ● **Phase:** Cruise

The aircraft was in the cruise on a scheduled flight between Izmir and Istanbul when it was hit by sudden turbulence. Two cabin crew were injured.

Significant non-fatal accidents/incidents:

All commercial airline categories

Date: 24 May ● **Carrier:** Fly Jinnah ● **Aircraft type/registration:** Airbus A320 (AP-BOV) ● **Location:** Southwest of Lahore, Pakistan
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Climb

The aircraft was in the climb out of Lahore bound for Karachi when the crew noticed a 'pressurisation indication' (unspecified) and stopped the climb at 8,000ft. When the crew believed they had resolved the problem they resumed the climb intending to reach their cleared 36,000ft, but passing 23,000ft the pilots noticed symptoms of hypoxia and donned

oxygen masks. They stopped the climb at 27,000ft and requested a return to Lahore, according to French investigation agency the BEA, which participated in the probe with Pakistani authorities. The BEA reports that one cabin crew member passed out, but recovered when given oxygen. The aircraft landed safely at Lahore with no injuries to anyone on board.

Date: 25 May ● **Carrier:** Southwest Airlines ● **Aircraft type/registration:** Boeing 737 Max 8 (N8825Q) ● **Location:** Over southern California, USA
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/175 ● **Phase:** Cruise

The aircraft was carrying out a service from Phoenix, Arizona to Oakland, California, cruising at 34,000ft when a Dutch rolling motion developed. This is a coupled yaw/roll motion that all aircraft can experience, but it is usually automatically damped. The US National Transportation Safety

Board is investigating and expects to issue a preliminary report soon. The crew managed to keep the aircraft controlled and landed safely at Oakland. There were no injuries. Press reports suggest a faulty back-up power control unit for the rudder may have contributed.

Date: 25 May ● **Carrier:** Super Air Jet ● **Aircraft type/registration:** Airbus A320 (PK-STD) ● **Location:** Bandara Cekel airport, Weda, Indonesia
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 6/166 ● **Phase:** Landing

The aircraft overran when landing on runway 27 and became bogged down in soft ground. The accident happened in rain during daylight

(14:05 local time). Runway 27 is 1,970m (6,458ft) long. The aircraft was operating a flight from Manado, North Sulawesi, Indonesia.

Date: 7 Jun ● **Carrier:** Cedma Aviation ● **Aircraft type/registration:** Fairchild Metro III (LV-VDJ) ● **Location:** Rio Gallegos airport, Argentina
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 2/1 ● **Phase:** Take-off

The aircraft had diverted into Rio Gallegos because there was fog at its intended destination, Rio Grande Ramon Trejo Noel airport. After take-off from Rio Gallegos, passing 70kt (130km/h) the pilot released the tiller

intending to steer by rudder, but the aircraft drifted left uncontrollably and ran off the runway, causing its nose gear to collapse. The aircraft was carrying explosives for mining operations in Rio Grande.

Date: 8 Jun ● **Carrier:** Tropicair ● **Aircraft type/registration:** De Havilland Canada DHC-6 (P2-BBM) ● **Location:** Kikori airport, Papua New Guinea
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** 2/14 ● **Phase:** Landing

Inbound from Kerema, Papua New Guinea, directional control was lost during the landing roll and the aircraft ran off the left side of the runway,

causing its nose wheel to fall into a shallow ditch. The accident happened in daylight (11:35 local time).

Date: 8 Jun ● **Carrier:** IndiGo ● **Aircraft type/registration:** Airbus A320neo (VT-ISV) ● **Location:** Mumbai airport, India
Injuries (crew/pax): 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Video footage of runway 27 at Mumbai airport shows an IndiGo A320neo touching down as an Air India A320neo (VT-RTS) had just got airborne about 500m (1,640ft) ahead of it. Initial statements by both

airlines claim that both aircraft had been cleared for their manoeuvres, and a duty air traffic controller has been suspended during investigations. The event took place in full daylight and excellent visibility.

Date: 9 Jun ● **Carrier:** Trans Maldivian Airways ● **Aircraft type/registration:** De Havilland Canada DHC-6 (8Q-TMO)
Location: Miriandhoo resort, Western Maldives ● **Injuries (crew/pax):** 0/0 ● **Total occupants (crew/pax):** ?/? ● **Phase:** Landing

Inbound from Male, the amphibian's right float broke away on landing and it came to rest, floating, with its right wing partially submerged. All pas-

sengers were rescued by boat and the aircraft was towed to the dock. The incident happened in daylight (15:24 local time) and good visibility.

Date: 14 Jun ● **Carrier:** Utair Cargo ● **Aircraft type/registration:** Antonov An-26-100 (RA-26662) ● **Location:** Near Utrenny airport, Russia
Injuries (crew/pax): ?/? ● **Total occupants (crew/pax):** 5/36 ● **Phase:** Final approach

The aircraft, which was chartered to take natural gas workers to Utrenny on Russia's arctic coast (an airport constructed to support the gas industry facility there), carried out the final approach in fog and

came down in deep snow about 1nm (2km) short of the threshold. The hull was broken just aft of the cockpit. All on board survived, but some needed medical treatment.

A Dutch rolling motion developed on a Southwest Airlines 737 Max 8 on 25 May



Markus Mäinkä/Shutterstock