

# Accidents and incidents

## January-June 2020

### Notes on tables

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

### Glossary of terms and abbreviations

<b>AA</b> airfield approach/early descent	system	<b>IFR</b> instrument flight rules	<b>SID</b> standard instrument departure
<b>AAL</b> above airfield level	<b>EGPWS</b> enhanced ground proximity warning system	<b>ILS</b> instrument landing system	<b>TAWS</b> terrain awareness and warning system
<b>ACARS</b> automatic communication addressing and reporting system	<b>EGT</b> exhaust gas temperature	<b>IMC</b> instrument meteorological conditions	<b>TO</b> take-off
<b>ADC</b> air-data computer	<b>EICAS</b> engine indicating and crew alerting system	<b>ISA</b> international standard atmosphere: sea level pressure of 1,013.2hPa and standard temperature/pressure lapse rate with altitude	<b>TOGA</b> press-button selected take-off/go-around thrust
<b>ADF</b> automatic direction finder	<b>ER</b> en route	<b>L</b> landing	<b>TSB</b> Transportation Safety Board of Canada
<b>AF</b> air force	<b>ETOPS</b> extended twin-engine operations	<b>LP</b> low pressure	<b>VASI</b> visual approach slope indicator
<b>AGL</b> above ground level	<b>FDR</b> flight data recorder	<b>MEL</b> minimum equipment list	<b>VFR</b> visual flight rules
<b>AMSL</b> above mean sea level	<b>FIR</b> flight information region	<b>MTOW</b> maximum take-off weight	<b>VHF</b> very high frequency
<b>AOA</b> angle of attack	<b>FL</b> flight level = altitude, in hundreds of feet, with international standard pressure setting (ISA) of 1013.2hPa set on altimeter (eg FL100 – altimeter reading of 10,000ft with ISA set)	<b>NDB</b> non-directional beacon	<b>VMC</b> visual meteorological conditions
<b>ASI</b> airspeed indicator	<b>FMS</b> flight management system	<b>NTSB</b> US National Transportation Safety Board	<b>VOR</b> VHF omni-range navigation beacon
<b>ATC</b> air traffic control	<b>G</b> on ground	<b>PAPI</b> precision approach path indicator	<b>V<sub>1</sub></b> take-off decision speed
<b>C</b> climb	<b>GPU</b> ground power unit	<b>PAX</b> passengers	<b>Conversion factors</b>
<b>C-B</b> circuit breaker	<b>GPWS</b> ground proximity warning system	<b>PF</b> pilot flying	1nm = 1.85km
<b>CFIT</b> controlled flight into terrain	<b>HP</b> high pressure	<b>PNF</b> pilot not flying	1ft = 0.3m
<b>CNK</b> cause not known		<b>RA</b> runway/final approach	1kt = 1.85km/h
<b>CVR</b> cockpit voice recorder			
<b>DME</b> distance measuring equipment			
<b>ECAM</b> electronic centralised aircraft monitor			
<b>EFIS</b> electronic flight-instrument			

Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
<b>Fatal accidents: scheduled passenger flights</b>						
8 Jan	Ukraine International Airlines	Boeing 737-800 (UR-PSR)	Near Tehran Khomeini airport, Iran	9/167	9/167	C
<p>Bound for Kiev, Ukraine, on a scheduled flight, the aircraft took off from runway 29R at Tehran's Khomeini airport, contacted Mehrabad radar and was cleared to flight level 260 (26,000ft), to turn right for waypoint PAROT after passing 6,000ft. Mehrabad noticed that, passing 8,100ft, the secondary surveillance radar data block for the aircraft disappeared from its display. Mehrabad could still see it on primary radar well to the right of track, but then the primary return also disappeared. Speculation about a mistaken missile shoot-down began rapidly, because of military tension in Iran and the fact that, a few hours before the Ukrainian 737's departure, Iranian missiles had targeted US bases in Iraq, although no-one was killed by them. On 11 July, the Iranian government admitted an unintentional missile shoot-down of the aircraft, which appears to have been misidentified by nervous Iranian military personnel.</p>						
5 Feb	Pegasus Airlines	Boeing 737-800 (TC-IZK)	Istanbul Sabiha Gokcen airport, Turkey	0/3	6/177	L
<p>The aircraft, inbound from Izmir, was approaching runway 06 while a thunderstorm was passing and the wind direction was changing rapidly. On final approach, the aircraft had a normal approach airspeed but a tailwind component of about 20kt (37km/h), and it landed long and fast. The crew used autobrake and spoilers, and applied reverse thrust manually, but the aircraft went over the runway end, fell down a 30m (100ft) slope and broke into three sections. Three passengers died and most of those who survived were injured. The accident happened in darkness (18:19 local time) and in IMC with strong gusting winds and rain associated with local thunderstorm activity – wind 290° at 22kt gusting to 37kt and variable between 240° and 330°. Visibility was 3.8nm (7km) in rain. Runway 06 has a landing distance available of 3,000m (9,840ft) with a 60m stopway. The runway surface is concrete. The runway was wet. It is understood that Runway 06 at Sabiha Gokcen is the preferred runway unless it is wet and the tailwind component exceeds 5kt. The aircraft was operating flight PC2193.</p>						
22 May	Pakistan International Airlines	Airbus A320 (AP-BLD)	Near Karachi International airport, Pakistan	8/89	8/91	RA
<p>The preliminary accident report says the departure from Lahore and cruise to Karachi were uneventful, but observes the crew did not demonstrate good crew resource management and were talking much of the time about the coronavirus pandemic. When they called for descent to Karachi, they were cleared for a Nawabshah 2A arrival procedure and told to expect an ILS approach to runway 25L. ATC cleared the flight direct to MAKLI, a waypoint 15nm from the Karachi VOR on the 075 radial, cleared to descend to 10,000ft. On changing frequency to Karachi Approach the flight was cleared to 3,000ft. The aircraft, however, arrived over MAKLI passing through 9,780ft with an indicated airspeed (IAS) of 245kt. The crew tripped out both autopilots, extended speedbrakes and selected Open Descent mode. ATC could see on radar that the A320 was approximately lined up with the localiser for 25L but was well above the ILS glidepath and suggested they turn left heading 180° to lose height. The crew repeated that they were established on the ILS for 25L and did not carry out the orbit, so ATC cleared them to land. The crew selected gear down when 10.5nm from the runway, descending through 7,220ft. ATC passed them more warnings about the aircraft's excess height. Then, as the aircraft passed 1,750ft about 5nm from the runway, the crew raised the undercarriage and selected Flap 1 with the IAS at 243kt, generating overspeed and EGPWS warnings. By then they had more or less intercepted the glideslope, but were still much too fast. Passing 500ft, the airspeed was still 220kt, flap setting 3, with a 2,000ft/min descent rate and warnings of ground proximity and "gear not down" were generated, but the crew proceeded to land. They were still in contact with Karachi Approach when they should have been talking to Tower. When the engine cowlings touched the runway the crew selected reverse thrust and – pointlessly – initiated braking. Tower advised Approach of the gear-up runway contact, while the crew started a go-around procedure and told Approach they wanted to position for another approach to 25L. The pilots were told to use 25L or R and to turn left heading 110° and to climb to 3,000ft. The engines both began to fail and the crew declared a Mayday emergency. Video subsequently shows the aircraft descending into a residential area with a very high nose attitude, its gear and ram air turbine deployed. There were casualties among residents in the houses where the aircraft came down.</p>						



Pegasus Airlines 737-800 ran off the runway at Sabiha Gokcen International, Turkey



Emrah Gure/AP/Shutterstock

Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
<b>Fatal accidents: non-scheduled operations</b>						
4 May	African Express Airways	Embraer Brasilia (5Y-AXO)	Near Bardaale airport, Somalia	3/3	3/3	AA

The aircraft was shot down while it was approaching Bardaale, Somalia. The incident happened in daylight (15:45 local time) and VMC. The aircraft was operating a flight from Mogadishu via Baidoa with medical supplies. According to local press reports Ethiopia subsequently admitted that its peacekeeping forces, stationed at Bardaale, had shot down the aircraft. The Ethiopian soldiers "mistakenly believed the plane was on a potential suicide mission" because they had not been informed about the flight and the aircraft was flying low.

Date	Carrier	Aircraft type/registration	Location	Fatalities (crew/pax)	Total occupants (crew/pax)	Phase
<b>Fatal accidents: non-passenger flights</b>						
17 Mar	Planemasters	Cessna 208B (N247PM)	Near La Crosse, Kansas, USA	1	1	C

Making an ILS approach in poor visibility to runway 34 at Hays, inbound from Wichita Eisenhower airport in Kansas, the pilot carried out a go-around and stated his intention to position for a second approach to 34. The visibility dropped even further during his positioning manoeuvre, and the ILS approach ended in another go-around. The pilot said he would divert to Great Bend airport, and turned south while initiating a cleared climb to 7,000ft. Radar and automatic dependent surveillance – broadcast returns showed that nearly 20min later, the aircraft entered a descending left turn and less than 1min later impacted the surface. Aircraft damage indicates a high-speed, almost vertical dive to impact.

7 Jun	McNeely Charter Service	Mitsubishi MU-2 (N44MX)	Sioux Falls, South Dakota, USA	1	1	TO
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The aircraft, on a cargo flight, crashed soon after take-off from Sioux Falls Regional airport.

Date	Carrier	Aircraft type/registration	Location	Injuries (crew/pax)	Total occupants (crew/pax)	Phase
<b>Significant non-fatal accidents/incidents (all commercial airline categories)</b>						
7 Jan	Pegasus Airlines	Boeing 737-800 (TC-CCK)	Istanbul Sabiha Gokcen airport, Turkey	0/0	5/164	L

The aircraft ran off the side of runway 06 while landing at Sabiha Gokcen International airport and became bogged down in soft ground. The accident happened in daylight (09:09 local time) but in poor weather with strong, gusting winds and reduced visibility in "heavy rain". The aircraft was operating a flight (PC747) from Sharjah, the United Arab Emirates (UAE).

10 Jan	Nordwind Airlines	Airbus A321 (VQ-BRS)	Antalya airport, Turkey	0/0	??	L
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The aircraft, on a ferry flight from Moscow Sheremetyevo airport, touched down hard (+2.65g), nose wheel first on runway 36C at Antalya airport, sustaining substantial damage to its nose undercarriage and the surrounding area. The aircraft then bounced, and the crew carried out a go-around. As the aircraft climbed through 920ft above mean sea level, smoke began to enter the cockpit, the avionics bay smoke warning displayed and systems began to fail. The crew donned their oxygen masks and broadcast a Mayday, reporting double hydraulic failure. The pilot flew a left-hand visual circuit and carried out a fly-by at 1,300ft so that the condition of the undercarriage could be checked visually. They then returned and landed safely, turning off the runway before shutting down. The accident happened in daylight (07:40 local time) in VMC but in strong, gusting wind conditions.

19 Jan	Perimeter Aviation	Swearingen Metro (C-GWVH)	Shamatta airport, Manitoba, Canada	0/0	2/12	L
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Inbound from Thomson at night, the aircraft touched down on runway 19, but as it slowed the crew lost directional control and it ran slowly off the runway to the right, hitting a snow berm, wrecking the starboard propeller. The runway was notified as being covered with compacted snow, and there was an 18kt crosswind from the right.

27 Jan	Caspian Airlines	Boeing MD-80 (EP-CPZ)	Bandar Mahshahr, Iran	0/0	7/135	L
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Inbound from Tehran Mehrabad airport, the aircraft overran runway 13, continuing through the airport perimeter fence and eventually coming to rest on its belly across a road about 150m beyond the end of the runway. The accident happened in daylight (07:50 local time) in VMC, with a 6kt tailwind.

31 Jan	WestJet Encore	De Havilland Canada Dash 8-400 (C-FKWE)	Terrace airport, British Columbia, Canada	0/0	4/43	L
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Arriving from Vancouver at night, the aircraft landed on the cleared part of runway 33 but ran off it to the left and the nose gear collapsed.

3 Feb	Air Canada	Boeing 767-300ER (C-GHOZ)	Madrid Barajas airport, Madrid, Spain	0/0	8/130	TO
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Taking off from Barajas runway 36L for Toronto, Canada, tyre tread from one of the port outboard main gear wheels detached and entered the No 1 engine. The crew completed the take-off, shut the engine down and declared an emergency with the intention to return to land. The crew elected to hold at 8,000ft until they had burned off sufficient fuel to achieve a safe landing weight. Meanwhile, a Spanish air force Boeing F/A-18 fighter formation on the 767, and confirmed that one of the main gear tyres had failed. Subsequently the aircraft landed back safely at Barajas.

3 Feb	Kalitta Air	Boeing 747-400F (N703CK)	Los Angeles International airport, USA	0	7	TO
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Taking off from runway 25R for Honolulu, the aircraft hit an object on the runway with its nosewheels and aborted, coming to a halt on the runway. Having been informed that smoke was coming from the nose undercarriage, the crew shut the engines down to enable the fire rescue crews to carry out an inspection.

4 Feb	Grant Aviation	Cessna Caravan (N454SF)	Hooper Bay airport, Alaska, USA	0/0	1/7	TO
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The captain checked the weather at Hooper Bay, the destination, Bethel, and the alternatives carefully and decided to go ahead with the schedule, despite the runway being snow covered and the visibility marginal with a flat light. During the take-off roll, the captain realised that the acceleration was inadequate, but decided to try to get airborne. The aircraft lifted off, but the stall warning horn sounded, the undercarriage was dragging in snow, and the pilot put the aircraft down. It came to rest about 50m beyond the runway end with nobody hurt.



Utair 737 suffered landing-gear collapse after undershooting runway in Usinsk, Russia



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Date	Carrier	Aircraft type/registration	Location	Injuries (crew/pax)	Total occupants (crew/pax)	Phase
6 Feb	Redding Aero Enterprises	Cessna Caravan (N24MG)	Eureka, California, USA	0	1	L
Inbound from Sacramento on a foggy night approach to runway 12 at Murray Field, Eureka, the cargo flight came down in the shallow waters of Arcata Bay about 0.5nm short. The pilot was able to escape from the aircraft and climb onto a part of the fuselage that remained above the water. He was rescued about 1h later. The accident happened before dawn (06:55 local time) and in thick fog.						
7 Feb	Icelandair	Boeing 757-200 (TF-FIA)	Keflavik airport, Iceland	0/0	6/160	L
The aircraft landed on runway 10 in turbulence with a high headwind and a slight crosswind component from the right. After a normal touchdown the right main gear began to collapse and the pilot held the right engine off the surface for as long as possible before coming to a halt on the runway. It was discovered that there had been errors in the reassembly of the main landing gear following maintenance.						
7 Feb	Mountain Air Cargo	Cessna 208B (N988FX)	Baltimore/Washington airport, Maryland, USA	0	1	RA
The pilot heard an impact on the night short final approach, but landed safely. When the aircraft was inspected it was apparent that the aircraft had hit an approach light tower and inspection of the runway approach confirmed it had hit four approach lights and a localiser antenna. The aircraft itself suffered damage to its right main gear, right stabiliser and wing strut, and front cargo pod. The flight was operating for FedEx Express.						
9 Feb	Utair	Boeing 737-500 (VQ-BPS)	Usinsk, Russia	0/0	6/94	RA
The aircraft was substantially damaged when it undershot on approach to runway 13, touching down in deep snow about 15m short of the runway threshold. Its main undercarriage subsequently failed and the aircraft came to rest on the runway resting on its nose gear and engine nacelles. The accident happened in daylight (12:21 local time) and IMC; wind 150°/12kt, gusting to 21kt, visibility 0.9nm, overcast ceiling at 1,480ft and temperature -21°C (-5.8°F). The aircraft was operating a flight from Moscow Vnukovo International airport.						
15 Feb	Air India	Airbus A321 (VT-PPU)	Pune, India	0/0	7/173	TO
The pilots reported that, as the aircraft was accelerating through about 120kt during the take-off run on runway 10, they saw a jeep ahead. The pilot flying carried out an early rotation to miss the vehicle and suffered a tailstrike. The aircraft climbed away and continued to New Delhi where a safe landing was made. The accident happened in daylight (08:08 local time).						
24 Feb	Perimeter Aviation	Swearingen Metro (C-GJVB)	Dryden regional airport, Ontario, Canada	0/2	2/6	TO
Departing for Sioux Lookout, Ontario, early in the take-off roll on runway 12, the crew lost directional control of the aircraft. It ran off the runway to the right and hit a snow bank. One of the propellers broke up and shrapnel penetrated the cabin, injuring two passengers, one seriously. The accident happened in daylight (16:10 local time).						
28 Feb	Sigma Airlines	Airbus A300B4F (UP-A3003)	Sharjah airport, UAE	0	5	G
During the flight from Juba, Sudan, just after beginning the descent towards Sharjah, the fluid level in the yellow hydraulic system began to reduce rapidly. The captain took over flying the aircraft manually and the crew allowed for a longer than normal landing. During the landing and taxi in, the brakes appeared to operate normally, but when the captain manually braked to a halt on the pan near the cargo centre and set the parking brake, the aircraft continued to move forward and the captain could not stop it. He steered to avoid the hangar, but the aircraft only came to a halt when the left outboard engine hit a tug. Engineers found that the yellow hydraulic system high-pressure filter had fractured.						
5 Mar	CSA Air	Cessna 208B (N706FX)	Rhineland-Oneida County airport, Wisconsin, USA	1	1	L
The aircraft crashed on landing on runway 27, coming to rest inverted in the snow beside the runway. The accident happened in daylight (08:15 local time) and IMC; wind 180°/9kt, visibility 0.65nm in fog and snow, overcast ceiling at 400ft, temperature 1°C and dew point -1°C. The aircraft was operating a FedEx Express cargo flight from Milwaukee, Wisconsin. The pilot reported that, on reaching the decision altitude on the GPS approach, he saw the runway end identifier lights and continued. Shortly afterwards, he briefly lost sight of the lights before gaining them again. He continued, thinking he was lined up with the runway by using the runway edge lights for reference. However, on touchdown, the aircraft dug into the snow well left of the runway and flipped over.						
8 Mar	Omni Air International	Boeing 767-300ER (N477AX)	Shannon airport, Ireland	0/0	??	L
Inbound from Bangor, Maine, the USA, the aircraft suffered a hard, bounced landing on runway 24 at Shannon airport and then came down hard a second time. The landing was completed safely and the aircraft taxied clear of the runway. The accident happened in darkness (19:56 local time) and IMC, with wind 260°/23kt, gusting to 38kt with turbulence reported at the runway threshold, visibility 3.2nm in rain showers. The aircraft was operating a charter flight (OY346) from Bangor on behalf of the US military. An initial inspection of the aircraft after the accident found circumferential creasing around the top of the forward fuselage.						
9 Mar	Thai Airways International	Airbus A330 (HS-TEU)	Vientiane, Laos	0/0	??	G
The entire vertical stabiliser of a Gulfstream IVSP (M-YWAY) parked on the ramp was cut away and fell to the ground when it was struck by the left wing of the taxiing A330. The accident happened in darkness (21:10 local time) but good visibility. The A330 was scheduled to operate a service to Bangkok, Thailand.						
28 Mar	Nepal Airlines	Harbin Y-12 (9N-AKU)	Nepalgunj, Nepal	0/0	2/3	RA
The aircraft reportedly undershot on approach to Nepalgunj and suffered serious damage. The accident happened in daylight and in VMC – with good visibility. The aircraft was bringing a medical team from Kathmandu to collect swabs for coronavirus.						
27 Apr	Swiftair	ATR 72 (EC-INV)	Cologne, Germany	0/0	??	TO
On a night departure from Cologne, Germany, the aircraft commenced its take-off run lined up on the runway edge lights rather than the centreline lights. The crew did not realise this and did not abort the take-off until the aircraft had hit "several" of the edge lights. The aircraft was scheduled for a flight to Sofia, Bulgaria.						
7 May	Southwest Airlines	Boeing 737-700 (N401WN)	Bergstrom airport, Austin, Texas, USA	0/0	5/53	L
The aircraft's No 1 engine apparently struck and killed an alleged trespasser during the landing roll on runway 17R. The crew saw the man on the runway just before the impact but were apparently unable to avoid him. The aircraft completed the landing safely. The accident happened in daylight (20:12 local time) and in VMC. The aircraft was operating a scheduled service (WH1392) from Love Field, Dallas, Texas. The man was reported to be "a homeless person known to police".						