

# Accidents and incidents 2020



Air India Express 737-800 crash at Kozhikode-Calicut killed 21

Prakash Elamakkara/EPA-EFE/Shutterstock

We record the major safety events of the past year – both fatal and non-fatal – that have affected airline operations around the world

Fatal accidents:

## Scheduled passenger flights

**Date:** 8 Jan ● **Carrier:** Ukraine International Airlines ● **Aircraft type/registration:** Boeing 737-800 (UR-PSR)  
**Location:** Near Tehran Khomeini airport, Iran ● **Fatalities (crew/pax):** 9/167 ● **Total occupants (crew/pax):** 9/167 ● **Phase:** C

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 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 in retaliation for the assassination of Iranian general Qasem Soleimani by a US drone strike on 3 January. Tehran admitted responsibility on 11 July.

**Date:** 5 Feb ● **Carrier:** Pegasus Airlines ● **Aircraft type/registration:** Boeing 737-800 (TC-IZK)  
**Location:** Istanbul Sabiha Gokcen airport, Turkey ● **Fatalities (crew/pax):** 0/3 ● **Total occupants (crew/pax):** 6/177 ● **Phase:** L

The aircraft, inbound from Izmir, was approaching runway 06 while a thunderstorm was passing the airfield 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°/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 with a 60m stopway. 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.

**Date:** 22 May ● **Carrier:** Pakistan International Airlines ● **Aircraft type/registration:** Airbus A320 (AP-BLD)  
**Location:** Near Karachi International airport, Pakistan ● **Fatalities (crew/pax):** 8/89 ● **Total occupants (crew/pax):** 8/91 ● **Phase:** RA

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 the 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 travelling 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 that 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.

**Date:** 7 Aug ● **Carrier:** Air India Express ● **Aircraft type/registration:** Boeing 737-800 (VT-AXH)  
**Location:** Kozhikode-Calicut airport, India ● **Fatalities (crew/pax):** 2/19 ● **Total occupants (crew/pax):** 6/184 ● **Phase:** L

Inbound from Dubai, the crew approached Kozhikode-Calicut airport from the west. They overflew the airport, which has a single runway orientated 10/28 and is sited on a flattened hilltop, and then flew a teardrop pattern in order to intercept the approach to runway 28. The surface wind was 260°/13kt, there was scattered cloud at 300ft and, at 1,200ft, visibility of 1.1nm, and rain. This approach was abandoned,

and the crew then flew another teardrop pattern, this time in order to approach runway 10, which gave them a tailwind. Indian investigators report that touchdown was 900m into the 2,850m-long runway, and the 737 overran. It passed through the 90m runway end safety area and continued down a 34m drop, where it broke up. Both pilots and 19 passengers were killed.

Fatal accidents:

## Non-scheduled flights

**Date:** 4 May ● **Carrier:** African Express Airways ● **Aircraft type/registration:** Embraer EMB-120 Brasilia (5Y-AXO)  
**Location:** Near Bardaale airport, Somalia ● **Fatalities (crew/pax):** 6 ● **Total occupants (crew/pax):** 6 ● **Phase:** A

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" as they had not been informed about the flight and the aircraft was flying low.

**Date:** 5 Jul ● **Carrier:** Brooks Seaplane Service ● **Aircraft type/registration:** Viking DHC-2 Beaver (N2106K)  
**Location:** Harrison, Idaho, USA ● **Fatalities (crew/pax):** 1/5 ● **Total occupants (crew/pax):** 1/5 ● **Phase:** ER

The floatplane collided with a Cessna TU206G (N6373U) over Powderhorn Bay, about 2.7nm northwest of Harrison, Idaho. Both aircraft subsequently went out of control and crashed into the waters of the bay. The collision occurred at between 700ft and 800ft in daylight

(14:22 local time) and in VMC. The DHC-2 Beaver was operating a 20min local air tour from a seaplane base at the northern end of Lake Coeur d'Alene. The Cessna pilot had departed Coeur d'Alene airport for Lewiston, Idaho.

**Date:** 31 Jul ● **Carrier:** High Adventure Air Charters ● **Aircraft type/registration:** Viking DHC-2 Beaver (N9482U)  
**Location:** Soldotna, Alaska ● **Fatalities (crew/pax):** 1/5 ● **Total occupants (crew/pax):** 1/5 ● **Phase:** ER

The floatplane collided with a Piper PA-12 Super Cruiser (N2587M), which also crashed, killing the pilot. The Piper had taken off from Soldotna airport, while the float-equipped DHC-2 Beaver was operating

from Longmere Lake, approximately 2.7m to the northeast. The aircraft collided about 1nm northeast of the airport in daylight (08:30 local time) and in VMC.



Xinhua/Shutterstock

PIA-operated A320 crashed into residential area near Karachi

Fatal accidents:

## Non-passenger operations

**Date:** 17 Mar ● **Carrier:** Planemasters ● **Aircraft type/registration:** Cessna 208B (N247PM)  
**Location:** Near La Crosse, Kansas, USA ● **Fatalities (crew/pax):** 1 ● **Total occupants (crew/pax):** 1 ● **Phase:** 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 then stated his intention to position for a second approach to 34. However, the visibility dropped even further during his positioning manoeuvre, and the ILS approach ended in another go-around. The pilot stated that 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 crashed into the ground. Aircraft damage indicated that it was travelling at a very high speed, and had made an almost vertical dive to impact.

**Date:** 7 Jun ● **Carrier:** McNeely Charter Service ● **Aircraft type/registration:** Mitsubishi MU-2 (N44MX)  
**Location:** Sioux Falls, South Dakota, USA ● **Fatalities (crew/pax):** 1 ● **Total occupants (crew/pax):** 1 ● **Phase:** TO

The aircraft crashed on take-off from runway 15 at Sioux Falls, South Dakota. After an apparently normal take-off run, as the aircraft got airborne it pitched steeply nose-up and its right wing began to drop, and

it rolled to the right and impacted the ground. The accident happened in darkness (04:26 local time) and in VMC. The aircraft was operating a flight to Kokomo, Indiana.

**Date:** 13 Aug ● **Carrier:** Doren Air Congo ● **Aircraft type/registration:** Let L-410 UVP (9S-GEN)  
**Location:** Near Bukavu-Kavumu airport, Democratic Republic of Congo ● **Fatalities (crew/pax):** 2/4 ● **Total occupants (crew/pax):** 2/4 ● **Phase:** AA

The aircraft, having departed from the town of Kalima, crashed early in its descent toward Bukavu-Kavumu airport. The twin-turboprop was

later found to have hit a hillside in dense forest about 8.1nm southwest of its intended destination.

**Date:** 22 Aug ● **Carrier:** South West Aviation ● **Aircraft type/registration:** Antonov An-26 (EX-126)  
**Location:** Near Juba airport, South Sudan ● **Fatalities (crew/pax):** 3/5 ● **Total occupants (crew/pax):** 3/6 ● **Phase:** C

The aircraft, chartered by the World Food Programme to carry out aid flights, crashed and burst into flames shortly after take-off from runway 31 at Juba. The point of impact was more or less on the extended centreline of the runway, roughly 2.7nm from the airport. The surviving passenger is reported as saying that there was "a loud bang from the right engine" shortly after take-off. The pilot then reportedly told

passengers that they were going to return to the airport, but the aircraft lost height and crashed. The accident happened in daylight (08:58 local time) and in VMC. The An-26 was operating a flight with general cargo and currency to Wau and Aweil, South Sudan. Investigators are said to be looking into reports that the aircraft was carrying several tonnes more cargo than it was cleared for.

**Date:** 8 Nov ● **Carrier:** AeroCentro Guatemala ● **Aircraft type/registration:** Daher Kodiak 100 (TG-SMT)  
**Location:** Near La Aurora airport, Guatemala City, Guatemala ● **Fatalities (crew/pax):** 1 ● **Total occupants (crew/pax):** 2 ● **Phase:** C

The aircraft was destroyed by impact and post-impact fire when it crashed on a street in Guatemala City shortly after take-off from runway 02 at La Aurora airport. The accident site is close to the runway extended centreline, approximately 0.5nm from the departure end. The

accident happened in daylight and in VMC. The aircraft was operating a flight to Coban carrying a cargo of humanitarian supplies, following flooding that had occurred in the area caused by the effects of the tropical storm Eta.



WestJet Encore Dash 8-400 was damaged in runway excursion

### Significant non-fatal accidents

## Incidents (all commercial airline categories)

**Date:** 07 Jan ● **Carrier:** Pegasus Airlines ● **Aircraft type/registration:** Boeing 737-800 (TC-CCK)  
**Location:** Istanbul Sabiha Gokcen airport, Turkey ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 5/164 ● **Phase:** L

The aircraft ran off the side of runway 06 while landing at Sabiha Gokcen airport and became bogged down in soft ground. The accident happened in daylight (09:09 local time) but in poor weather conditions

with strong, gusting winds and reduced visibility in "heavy rain". The aircraft was operating flight PC747 from Sharjah, the United Arab Emirates (UAE).

**Date:** 10 Jan ● **Carrier:** Nordwind Airlines ● **Aircraft type/registration:** Airbus A321 (VQ-BRS)  
**Location:** Antalya Airport, Turkey ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 7/0 ● **Phase:** L

The aircraft, which was operating a ferry flight from Moscow Sheremetyevo airport, touched down hard (+2.65g), nose wheel first on runway 36C, sustaining substantial damage to its nose undercarriage and the surrounding area of the airframe. The aircraft then bounced, and the crew carried out a go-around. As the aircraft climbed through 920ft, 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 then 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. The aircraft subsequently returned and executed a safe landing, turning off the runway before shutting down. The incident happened in daylight (07:40 local time) in VMC but in strong, gusting wind conditions.

**Date:** 19 Jan ● **Carrier:** Perimeter Aviation ● **Aircraft type/registration:** Swearingen Metro (C-GWVH)  
**Location:** Shamatta airport, Manitoba, Canada ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 2/12 ● **Phase:** L

Inbound from Thomson at night, the aircraft touched down on runway 19, but as it slowed the crew lost directional control and it began to run slowly off the runway to the right, eventually hitting a snow berm

that wrecked the starboard propeller. The runway had been notified as being covered with compacted snow, and there was an 18kt crosswind from the right.

**Date:** 27 Jan ● **Carrier:** Caspian Airlines ● **Aircraft type/registration:** Boeing MD-80 (EP-CPZ)  
**Location:** Bandar Mahshahr, Iran ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 7/135 ● **Phase:** L

Inbound from Teheran Mehrabad airport, the aircraft significantly overran runway 13 after landing at Bandar Mahshahr, continuing through the airport perimeter fence and eventually coming to a halt

on its belly across a road approximately 150m beyond the end of the runway. The incident happened in daylight (07:50 local time) in VMC, with a 6kt tailwind.

**Date:** 31 Jan ● **Carrier:** WestJet Encore ● **Aircraft type/registration:** De Havilland Canada Dash 8-400 (C-FKWE)  
**Location:** Terrace airport, British Columbia, Canada ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 4/43 ● **Phase:** L

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.

**Date:** 03 Feb ● **Carrier:** Air Canada ● **Aircraft type/registration:** Boeing 767-300ER (C-GHOZ)  
**Location:** Madrid Barajas airport, Spain ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 8/130 ● **Phase:** TO

Taking off from 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. They 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 formed on the 767, and confirmed that one of the main gear tyres had failed. Subsequently the aircraft landed back safely at Barajas.

## Significant non-fatal accidents

## Incidents (all commercial airline categories)

**Date:** 03 Feb ● **Carrier:** Kalitta Air ● **Aircraft type/registration:** Boeing 747-400F (N703CK)  
**Location:** Los Angeles International airport, California, USA ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 1/1 ● **Phase:** TO

While taking off from runway 25R for Honolulu, the aircraft struck an object on the runway with its nosewheels. The crew aborted take-off, with the aircraft coming to a halt on the runway. Having been informed

that smoke was coming from the nose undercarriage, the crew shut the aircraft's engines down in order to allow fire rescue crews to carry out an inspection.

**Date:** 04 Feb ● **Carrier:** Grant Aviation ● **Aircraft type/registration:** Cessna Caravan (N454SF)  
**Location:** Hooper Bay airport, Alaska, USA ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 1/7 ● **Phase:** TO

The captain checked the weather at Hooper Bay, the destination Bethel, and the alternates carefully and decided to go ahead with the schedule, despite the runway being snow covered and the visibility marginal with 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.

**Date:** 06 Feb ● **Carrier:** Redding Aero Enterprises ● **Aircraft type/registration:** Cessna Caravan (N24MG)  
**Location:** Murray Field, Eureka, California, USA ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 1 ● **Phase:** 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.

**Date:** 07 Feb ● **Carrier:** Icelandair ● **Aircraft type/registration:** Boeing 757-200 (TF-FIA)  
**Location:** Keflavik airport, Iceland ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 6/160 ● **Phase:** 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.

**Date:** 07 Feb ● **Carrier:** Mountain Air Cargo ● **Aircraft type/registration:** Cessna 208B (N988FX)  
**Location:** Baltimore/Washington airport, Maryland, USA ● **Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 1 ● **Phase:** RA

The pilot heard an impact on the night short final approach, but landed safely. When the aircraft was inspected it was apparent that it 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 suffered damage to its right main gear, right stabiliser and wing strut, and front cargo pod. The flight was operating for FedEx Express.

**Date:** 09 Feb ● **Carrier:** Utair ● **Aircraft type/registration:** Boeing 737-500 (VQ-BPS)  
**Location:** Usinsk, Russia ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 6/94 ● **Phase:** 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 in 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.

**Date:** 15 Feb ● **Carrier:** Air India ● **Aircraft type/registration:** Airbus A321 (VT-PPU)  
**Location:** Pune, India ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 7/173 ● **Phase:** 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).

**Date:** 24 Feb ● **Carrier:** Perimeter Aviation ● **Aircraft type/registration:** Swearingen Metro (C-GJVB)  
**Location:** Dryden Regional airport, Ontario, Canada ● **Injuries (crew/pax):** 0/2 ● **Occupants (crew/pax):** 2/6 ● **Phase:** 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 subsequently hit a snow bank. One of

the propellers broke up and propeller shrapnel penetrated the cabin injuring two passengers, one seriously. The incident happened in daylight (16:10 local time).

**Date:** 28 Feb ● **Carrier:** Sigma Airlines ● **Aircraft type/registration:** Airbus A300B4F (UP-A3003)  
**Location:** Sharjah airport, UAE ● **Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 5 ● **Phase:** G

During the flight from Juba, Sudan, just after beginning the descent toward 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 could not be stopped. The pilot 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.

**Date:** 05 Mar ● **Carrier:** CSA Air ● **Aircraft type/registration:** Cessna 208B (N706FX)  
**Location:** Rhinelander-Oneida airport, Wisconsin, USA ● **Injuries (crew/pax):** 1 ● **Occupants (crew/pax):** 1 ● **Phase:** 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 but briefly lost sight of them. He continued apparently using the runway edge lights for reference. On touchdown, the aircraft dug into the snow well left of the runway and flipped over.

**Date:** 08 Mar ● **Carrier:** Omni Air International ● **Aircraft type/registration:** Boeing 767-300ER (N477AX)  
**Location:** ● Shannon airport, Ireland ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 1/1 ● **Phase:** L

Inbound from Bangor, Maine, in 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 charter flight OY346 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, but it was returned to service following repairs.

Significant non-fatal accidents

## Incidents (all commercial airline categories)

**Date:** 09 Mar ● **Carrier:** Thai Airways International ● **Aircraft type/registration:** Airbus A330 (HS-TEU)  
**Location:** Vientiane, Laos ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** ?? ● **Phase:** G

The entire vertical stabiliser of a Gulfstream IVSP (M-YWAY), which was parked on the ramp, was cut away and fell to the ground when it was struck by the left wing of a taxiing A330 at Vientiane, Laos.

The incident happened in darkness (21:10 local time) but there was good visibility. The A330 had been scheduled to operate a service to Bangkok, Thailand.

**Date:** 28 Mar ● **Carrier:** Nepal Airlines ● **Aircraft type/registration:** Harbin Y-12 (9N-AKU)  
**Location:** Nepalganj, Nepal ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 2/3 ● **Phase:** RA

The aircraft reportedly undershot on approach to Nepalganj and suffered serious damage. The accident happened in daylight and VMC.

The aircraft was bringing a medical team from Kathmandu to collect swabs for testing for coronavirus.

**Date:** 27 Apr ● **Carrier:** Swiftair ● **Aircraft type/registration:** ATR 72-210F (EC-INV)  
**Location:** Cologne, Germany ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** ?? ● **Phase:** TO

On a night departure from Cologne, the aircraft commenced its take-off run while lined up against the runway edge lights rather than against the centreline lights. The crew did not realise what had

occurred and did not abort the take-off until the aircraft had hit "several" of the edge lights. The aircraft had been scheduled for a flight to Sofia, Bulgaria.

**Date:** 07 May ● **Carrier:** Southwest Airlines ● **Aircraft type/registration:** Boeing 737-700 (N401WN)  
**Location:** Bergstrom airport, Austin, Texas, USA ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 5/53 ● **Phase:** L

The aircraft's No 1 engine apparently struck and killed an alleged trespasser on the runway during the landing roll on runway 17R. The crew saw the man just before the impact but were 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 who was killed was subsequently reported to be "a homeless person known to police".

**Date:** 14 Jul ● **Carrier:** Blue Bird Aviation ● **Aircraft type/registration:** De Havilland Canada Dash 8-400 (5Y-VVU)  
**Location:** Ugas Khalif airport, Somalia ● **Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 3 ● **Phase:** L

Inbound from Djibouti carrying relief supplies, the aircraft appears to have swerved off the runway on landing and hit uneven ground and a drainage ditch, which caused damage to the airframe severe enough

for it to be written off. Local press reports quote the airport manager as saying that the aircraft had swerved, attempting to avoid an animal that was on the runway.

**Date:** 14 Jul ● **Carrier:** Astral Aviation ● **Aircraft type/registration:** Boeing 747-400F (TF-AMU)  
**Location:** Doncaster Sheffield airport, UK ● **Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 3 ● **Phase:** L

The aircraft ran off runway 02 following a daylight landing and ended up on soft ground, forcing the airport operator to close the airport.

Operated for Kenya-based Astral, the aircraft was wet-leased from Air Atlanta Icelandic.

**Date:** 17 Jul ● **Carrier:** Skyjet Aviation ● **Aircraft type/registration:** Beechcraft Super King Air (C-FSKQ)  
**Location:** Rouyn airport, Quebec, Canada ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 2/8 ● **Phase:** C

When the crew selected gear up just after taking off from Quebec City airport, they heard a suspect noise but continued the flight. Approaching their destination, they selected the gear down, but nothing happened. They attempted to pump the gear down manually and succeeded with the

nose gear, but although the main gear looked deployed it was not locked down. The crew declared an emergency and continued with approach to land, but the main gear collapsed as speed reduced through about 60kt. Everyone on board evacuated safely.

**Date:** 25 Jul ● **Carrier:** AX Transporter ● **Aircraft type/registration:** Cessna Grand Caravan (XA-FTG)  
**Location:** Holbox, Mexico ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 2/7 ● **Phase:** L

Inbound from Cancun, landing at Holbox airstrip, the aircraft swerved off

the runway and hit a building with its wing. There were no serious injuries.

**Date:** 03 Aug ● **Carrier:** Utair ● **Aircraft type/registration:** Antonov An-72 (RA-74044)  
**Location:** Gao airport, Mali ● **Injuries (crew/pax):** 1/? ● **Occupants (crew/pax):** 7/4 ● **Phase:** L

The aircraft, which was flying a UN charter from Bamako, suffered a generator failure on the right engine en route. The crew attempted to start the auxiliary power unit without success, while at the same time the left engine's generator also failed. The gear was lowered using

emergency procedures, but at touchdown on the wet runway the thrust reversers failed to operate. The aircraft departed the end of the runway at about 90kt, and was seriously damaged. Some of the crew were injured.

**Date:** 19 Aug ● **Carrier:** FedEx ● **Aircraft type/registration:** Boeing 767-300ERF (N164FE)  
**Location:** Los Angeles airport, California, USA ● **Injuries (crew/pax):** 1 ● **Occupants (crew/pax):** 2 ● **Phase:** L

Inbound from Newark, when the crew selected the gear down for landing, the left main landing gear indicated not locked down. The crew flew two passes for the tower to report the apparent position of the left-

hand main gear leg, then positioned for a landing on runway 25R with airport fire service crews ready. There was no fire when the aircraft came to rest, but one of the pilots was injured during evacuation.

**Date:** 28 Aug ● **Carrier:** Omni Air International ● **Aircraft type/registration:** Boeing 767-300ER (N423AX)  
**Location:** Bucharest International airport, Romania ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 15/49 ● **Phase:** L

Inbound from Kabul, Afghanistan, the aircraft was chartered by the US military for a flight to Washington DC with a stop at Bucharest. The crew carried out an ILS approach to runway 07, and touchdown appeared normal until the left main landing gear slowly collapsed. The

crew received a fire warning on the left outboard engine, shut it down and operated the engine fire extinguisher, which got rid of the fire warning. The crew and passengers evacuated using slides on the right-hand side of the aircraft.

**Date:** 19 Sep ● **Carrier:** Silverstone Air Services ● **Aircraft type/registration:** Fokker 50 (5Y-MHT)  
**Location:** Aden Adde International airport, Mogadishu, Somalia ● **Injuries (crew/pax):** 2 ● **Occupants (crew/pax):** 4 ● **Phase:** C

The aircraft was operating a flight from Aden Adde International airport, Mogadishu, to Beledweyne, Somalia, but the crew decided to return shortly after take-off when the aircraft experienced a loss of hydraulic pressure. Subsequently directional control was lost during

the landing roll on runway 05. The aircraft veered off the right side of the runway and ran down a slight slope, eventually colliding with the airport perimeter wall. The incident happened in daylight (09:30 local time) and in VMC.

Significant non-fatal accidents

## Incidents (all commercial airline categories)

**Date:** 14 Oct ● **Carrier:** Aer Caribe Peru ● **Aircraft type/registration:** Antonov An-32 (OB-2120-P)  
**Location:** Iquitos airport, Peru ● **Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 4 ● **Phase:** L

Inbound from Lima, the cargo flight swerved off runway 06 following landing at Iquitos airport. The aircraft came to a halt with the fuselage fractured forward of the wing, with the wings also having been seriously damaged.

**Date:** 23 Oct ● **Carrier:** ANA Wings ● **Aircraft type/registration:** De Havilland Canada Dash 8-400 (JA845A)  
**Location:** Goto City airport, Japan ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 4/50 ● **Phase:** L

The aircraft suffered a very hard landing and tailstrike and was taken out of service for repair.

**Date:** 05 Nov ● **Carrier:** Aerosistemas 2000 ● **Aircraft type/registration:** Swearingen Metro (LV-VDJ)  
**Location:** Mendoza El Plumerillo airport, Argentina ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 2/48 ● **Phase:** L

Landing on runway 18 inbound from San Juan, the aircraft swung off the runway and the right undercarriage collapsed.

**Date:** 13 Nov ● **Carrier:** Volga-Dnepr Airlines ● **Aircraft type/registration:** Antonov An-124 (RA-82042)  
**Location:** Novosibirsk airport, Russia ● **Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 14 ● **Phase:** TO

At take-off from runway 25 the aircraft's No 2 engine suffered a catastrophic uncontained failure as it was climbing through 1,400ft, which caused significant damage to multiple aircraft systems, including the hydraulics, as parts of the fan disk penetrated the fuselage and the wing leading edge. A building near the airport was also struck by the debris. The aircraft circled for a landing back on runway 25, but brake failure meant it overran the end by about 300m. It was operating a cargo flight to Vienna, Austria.

**Date:** 26 Nov ● **Carrier:** Calm Air International ● **Aircraft type/registration:** ATR ATR 42-300 (C-FAFS)  
**Location:** Naujaat airport, Nunavut, Canada ● **Injuries (crew/pax):** 0 ● **Occupants (crew/pax):** 3 ● **Phase:** L

The aircraft ran off the side of runway 34 on landing at Naujaat, Nunavut, Canada. The accident happened at dusk (13:31 local time) and in VMC; wind 020°/10kt and temperature -23°C. The aircraft was operating a cargo flight from Rankin Inlet.

**Date:** 02 Dec ● **Carrier:** Air Djibouti ● **Aircraft type/registration:** Boeing 737-500 (EY-560)  
**Location:** Garoowe Gen Mohamed Abshir airport, Somalia ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 5/39 ● **Phase:** L

Inbound from Hargeisa, the domestic flight apparently landed normally, but came to rest with its right main landing gear collapsed. It slewed sideways across the runway centreline, temporarily closing the airport to operations. Local press reports say the fire and rescue crew could not attend the damaged aircraft because their crash rescue vehicle had flat tyres: fortunately there was no fire. While no official sources have released details there have been recent cases of older 737s, like this 1992-built example, developing wheel-shimmy when landing at hot and high airports. The incident airfield has an elevation of 1,520ft above mean sea level.

**Date:** 04 Dec ● **Carrier:** Japan Airlines ● **Aircraft type/registration:** Boeing 777-200 (JA8978)  
**Location:** Near Naha, Okinawa, Japan ● **Injuries (crew/pax):** 0/0 ● **Occupants (crew/pax):** 11/178 ● **Phase:** C

Approximately 9min after take-off while bound for Tokyo Narita International airport as flight JL9040, the 777-200's left Pratt & Whitney PW4000 engine suffered an uncontained failure, causing damage to the engine casing. The aircraft had apparently suffered a failure of one or more fan blades on its left powerplant as it was climbing through about 16,000ft. The flightcrew shut down the engine and returned to Naha for a safe landing. The incident happened in daylight (11:50 local time).

## 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

- AA** airfield approach/early descent
- ATC** air traffic control
- C** cruise
- EGPWS** enhanced ground proximity warning system
- ER** en route
- G** on ground
- ILS** instrument landing system
- IMC** instrument meteorological conditions
- L** landing
- RA** runway approach
- TO** take-off
- VMC** visual meteorological conditions



Volga-Dnepr An-124 suffered an uncontained engine failure

Markus Mianka/Shutterstock