



Runway Excursion Accident Data

Part 2: 2005-2006



Purpose

- This is part two of three and is a continuation of the runway excursion accident data
- This report covers the period of 2005-2006

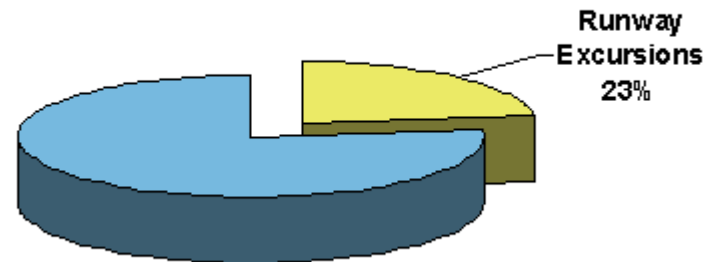


2005 Accidents

➤ List of 2005 Accidents 

2005 Accidents

- 25 of the 111 accidents involved a Runway Excursion
- 11 Hull losses
- 14 Substantial Damage
- 10 Fatalities





Accident at Cali Int'l Apt (SKCL)

8 January 2005

The MD-83 suffered a **landing gear collapse** after touchdown in daylight. The flight crew were unable to stop MD-83 within runway length and the aircraft ran over soft ground before coming to rest about 800ft (245m) past the end of the runway.

Hull loss – 100%. No Fatalities



Accident at Dusseldorf Int'l Apt (EDDL)

24 January 2005

On landing Runway 23L in **darkness and in snowfall and reduced visibility**, the flight crew were unable to stop the B747-200SF within runway length of 9,843ft (3,030m). After leaving the runway it impacted the approach lights and ILS installation before coming to rest. The runway braking action shortly before the accident was reported as 'good to medium', however, there was apparently a **heavy snow shower** just before the aircraft landed.

Hull loss – 40%. No Fatalities



Accident at Podgorica Int'l Apt (LYPG)

25 January 2005

On landing Runway 36 in **darkness** and in **heavy snowfall**; the flight crew lost visual contact with the runway during the **landing flare** and the F100 touched down (at an angle to the runway heading?). The aircraft finally departed the side of the runway and came to rest with its nose undercarriage collapsed.

Substantial Damage – 28%. No Fatalities



Accident at Toksook Bay Apt (PAOO)

27 January 2005

On landing in daylight about 500ft into the landing roll; the DHC-6 Twin Otter was caught by a **gust of wind** and started to 'drift off the edge' of the runway. Unable to straighten the aircraft, the flight crew added power to initiate a go-around but, as they did so, the aircraft struck a runway light so the pilot reduced power to continue the landing. Meanwhile, the nose undercarriage had failed and the right main undercarriage was damaged when it ran into a snow bank at the edge of the runway.

Substantial Damage. No Fatalities



Accident at Tambacounda Apt (GOTT)

6 February 2005

On landing **in darkness**; DHC-8 **touched down very hard** to the left of the runway centreline and then veered further to the left. It subsequently ran off the side of the runway and collided with two piles of sand.

Substantial Damage – 39%. No Fatalities



Accident at Enarotali Apt (WABT)

23 February 2005

Following a normal approach and touchdown on Runway 26 in daylight, the DHC-6 Twin Otter was caught by a strong **crosswind gust**. **Directional control** was lost and the aircraft ran off the left side of the runway onto rough ground. It eventually came to rest after it collided with the airport perimeter fence.

Substantial Damage – 75%. No Fatalities



Accident at Mehrabad Int'l Apt (OIII)

7 March 2005

A310-300 landed in **darkness** and during the landing roll on Runway 29L; the aircraft veered to the left and went off the side of the runway onto soft ground. After traveling a short distance the nose undercarriage dug in and collapsed rearwards and both engines impacted the ground.

Substantial Damage – 73%. No Fatalities



Accident at Milwaukee Int'l Apt (KMKE)

11 March 2005

During flight, the **No.1 hydraulic low pressure caution light illuminated**. Due to this, the **outboard ground spoilers** would not be available and a landing distance penalty would need to be applied to the landing runway. The crew decided to continue the flight and landed in **darkness** on Runway 01L. The reported winds were 290 degrees at 10 knots, and the braking action was reported fair. The flight crew reported the **braking action was nil** with no traction on the runway. The CRJ started to veer off the left side of the runway. It continued across runway 07R/25L, several taxiways and went through a snow bank.

Substantial Damage – 8%. No Fatalities



Accident at Makassar Apt (WAAA)

14 April 2005

The B737-200 veered off the side of the runway on landing in **darkness** and in **heavy rain and strong winds**. The nose undercarriage collapsed before the aircraft came to a stop and a emergency evacuation was carried out.

Substantial Damage – 50%. No Fatalities



Accident at Tehran Int'l Apt (OIII)

20 April 2005

B707-300C veered off Runway 29L on landing in **darkness**. Due to a **failure of the aircraft's landing gear**, the plane wasn't able to brake correctly and ran the length of the runway, then continued several hundred meters through the grass and up to the river, which lies on the airport's perimeter. The three fatalities occurred during the emergency evacuation.

Hull loss - 100%. 3 Fatalities



Accident at Moscow Vnukovo Int'l Apt (UUWW) 01 June 2005

On landing in **darkness**, the A320 veered to the left and ran off the side of the runway onto soft ground.

Substantial Damage – 7%. No Fatalities



Accident at Khartoum Apt (HSSS)

02 June 2005

After an **engine failure** occurred on take off in daylight from Runway 36, the AN-24 climbed reportedly 50ft (15m) and crashed back on the runway. Parts of the gear failed on the impact. The aircraft veered off the runway. After coming to rest the fire apparently spread, burning the left side of the fuselage.

Hull Loss – 100%. 7 Fatalities



Accident at Washington Dulles Int'l Apt (KIAD)

08 June 2005

On approach, the right **main landing gear was not indicating extended** and locked after the flight crew selected the gear down. Ground personnel observed the gear extended, but could not confirm that it was locked in the fully extended position. The flight crew then cycled the landing gear and performed the emergency gear extension procedure; however, the cockpit indication did not correct. The flight crew subsequently performed an emergency landing on runway 19L in darkness. During the landing, the right main landing gear collapsed, and the SAAB 340A came to rest in a grassy area off the left side of the runway.

Hull loss -90%. No Fatalities



Accident at Goma Apt (FZNA)

29 June 2005

The An-26 veered off the runway and the left main undercarriage collapsed.

Substantial Damage. No Fatalities



Accident at Chittagong Int'l Apt (VGEG)

1 July 2005

The DC10-30ER veered off Runway 23 on landing in daylight and came to a stop on the grass beside the runway, resting on its right wing with its right main undercarriage collapsed and the right engine separated from the wing. At the time, **the weather was unfavorable consisting of continuous rainfall, low cloud base and reduced visibility.**

Hull Loss – 100%. No Fatalities



Accident at Toronto Int'l Apt (CYYZ)

02 August 2005

On landing runway 24L in daylight but in **poor weather**, the A340-313X overran the runway. The aircraft traveled across soft ground and ended up in a ravine where it came to rest. Evacuation began immediately afterwards and fire broke out behind the wings when a fuel leak occurred. **The runway was wet from recent rain showers and thunderstorms were in the area. A significant change in wind speed and direction occurred immediately prior to landing.**

Hull loss- 100%. No Fatalities



Accident at Arak Apt (OIHR)

12 August 2005

While en route, the aircraft's **No.2 engine began to lose power and was shut down**. The flight crew elected to divert to Arak; however, during the landing roll in daylight, **directional control** was lost and the An-140 ran off the side of the runway.

Substantial Damage. No Fatalities



Accident at Mae Sot Apt (VTPM)

11 September 2005

The YS-11 **landed long** in **windy and rainy conditions** and overran the runway, coming to rest on an embankment. The airport had a single 4,875ft (1,500m) asphalt runway.

Hull loss – 100%. No Fatalities



Accident at Rotterdam Apt (EHRD)

19 September 2005

The SA-227 veered off the right side of Runway 24 in daylight towards the start of its take-off run and came to rest on its belly.

Hull loss – 100%. No Fatalities



Accident at Mumbai Int'l Apt (VABB)

9 October 2005

On landing Runway 27 in **darkness**, the B737-400 **skidded** of the end of the runway coming to rest on soft ground after continuing about 650ft (200m) further. The nose gear collapsed and also substantial damage occurred to the right side of the fuselage.

Substantial Damage. No Fatalities



Accident at Kindu Apt (FZOA)

31 October 2005

The B727 **skidded off** the runway after landing, veering off the side of the runway coming to rest on soft ground. At the time, the local **weather was varying between medium to heavy rain showers causing slippery runway conditions.**

Hull Loss – 100%. No Fatalities



Accident at Catarman Apt (RPVF)

14 November 2005

The Bae-146 **aquaplanned** and overran runway 04/22 in daylight. This runway was 4,429ft (1,350 m) long with a concrete surface. The aircraft came to rest in a muddy rice field.

Hull Loss – 100%. No Fatalities



Accident at Sinabang Lasikin Apt (WITG)

30 November 2005

The CASA 212 approached and landed on runway 25. The aircraft overran and could not stop in the available runway and overran the end of runway by about 195ft (60m) before coming to a halt in a swamp. The right propeller hit a concrete fence causing the blades to bend. The fuselage and wings were damaged in several locations.

Substantial Damage. No Fatalities



Accident at Kinshasa Int'l Apt (FZAA)

7 December 2005

The DC9-32 veered off the runway under unknown circumstances and came to a stop on soft ground where the undercarriage collapsed or was substantially damaged.

Substantial Damage. No Fatalities



Accident at Chicago Midway Apt (KMDW)

8 December 2005

On landing Runway 31 in **darkness and during snowy conditions**, the B737-700 overran the runway end. After leaving the runway it continued through a blast fence and the airport boundary fence and impacted cars at the intersection of Central. One car occupant was killed. The aircraft touched down **'firmly'** some 2,000ft (615m) along the runway and the autobrakes, which had been set to MAX, activated. However, the captain reported that he **could not select reverse thrust**. After 'a few seconds' the co-pilot realized that the **thrust reversers had not deployed** and then activated them without difficulty. FDR data shows that the thrust reversers did not activate until about 18sec after touchdown.

Substantial Damage. No Fatalities

Note: one fatality external in a car

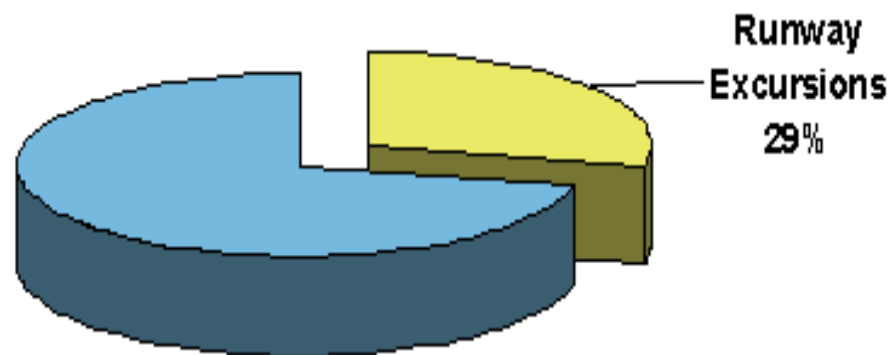


2006 Accidents

➤ List of 2006 Accidents 

2006 Accidents

- 22 of the 77 accidents involved a Runway Excursion
- 14 Hull losses
- 8 Substantial Damage
- 157 Fatalities





Accident at Padak Apt

26 January 2006

The L-410 turbojet was 'high' during the final stage of a visual approach to Runway 35 in daylight and **landed long**, not touching down until about halfway along the runway. The aircraft was not stopped on the remaining runway and overran down a steep slope. The runway is 800m long and was **unpaved**.

Hull Loss – 83%. No Fatalities



Accident at Surabaya Apt (WARR)

04 March 2006

The MD-82 veered off runway 10 on landing in daylight. After a reported normal touchdown, when **reverse thrust** was applied, the aircraft yawed to the right. Action was taken to correct this by reducing the reverse thrust but the aircraft departed the side of the runway. The **left engine thrust reverser was 'noted out of service' prior to the flight.**

Hull Loss – 67%. No Fatalities



Accident at Seville Apt (LEZL)

18 March 2006

The B737-600 touched down hard in a right wing low attitude on landing in daylight but in poor weather conditions, consisting of rain and poor visibility. The right main undercarriage subsequently failed and collapsed. The aircraft veered off the side of the runway and came to rest with its nose wheel off the ground.

Substantial Damage – 49%. No Fatalities



Accident at Guayaramerin Apt (SLGY)

16 April 2006

The F-27 veered off the runway on landing in daylight, but in **reduced visibility in heavy rain**. Although, none of the occupants were seriously injured in the accident, a 74 year old woman, who was being transferred to a hospital, died later.

Hull Loss – 100%. 1 Fatality



Accident at Nha Trang Apt (VVNT)

19 May 2006

Following a normal approach and touchdown on Runway 02, during the landing roll, as the ATR 72-200 slowed through about 90kt., both of its engines reportedly began to accelerate with more power being developed by the No.1 engine than the No.2. The engines would not respond to control inputs and the aircraft began to veer to the right. The flight crew subsequently shut down the No.1 engine and was then able to bring the aircraft back onto the runway centre line by using full left rudder and differential braking. Emergency braking was then used to stop the aircraft.

Substantial Damage – 12%. No Fatalities



Accident at Bocas Del Toro Apt (MPBO)

1 June 2006

On landing Runway 26 in daylight, the Jetstream 31 touched down and ran off the side into an area of mangrove swamp. The **runway was wet following recent heavy rain.** Runway 26 was 4,500ft (1,380m) long by 60ft (18m) wide and has an asphalt surface. Beyond the runway edge there was a 20ft (6m) wide grass shoulder.

Hull Loss – 100%. No Fatalities



Accident at Augusto C Sandino Apt (MNMG) 4 June 2006

The DC10-30ER landed on runway 9 in **darkness and in poor weather with heavy rain** but failed to stop. It overran the runway by approx 1,140 ft (350 m) and came to rest after it had ran across the perimeter fence.

Hull Loss – 100%. No Fatalities



Accident at Bandanaira Apt (WAPC)

5 June 2006

The NC212 overran the end of the runway on landing in daylight but in **poor weather with heavy rain and strong winds.**

Hull Loss – 100%. No Fatalities



Accident at Medellin Apt (SKRJ)

7 June 2006

During the take-off roll on Runway 36 in daylight, there was an **'explosion in one of the aircraft's engines.'** The flight crew elected to abort the take-off but then failed to stop B747-200F before the end of the runway. It subsequently overran the **wet runway** by about 500ft (150m). The runway was 11,375ft (3,500m) long.

Hull Loss – 100%. No Fatalities



Accident at Juba Apt (HSSJ)

23 June 2006

Following a **non-precision (VOR/ DME) approach** to Runway 31 in daylight, the MD-83 overran on landing. The Runway was 7,800ft (2,400m) long and had an asphalt surface.

Substantial Damage. No Fatalities



Accident at Irkutsk Apt (UIII)

09 July 2006

The A310 overran on landing Runway 30 in daylight but in **poor weather**. It collided with the concrete airport perimeter wall and a number of small buildings. A fuel fire erupted when fuel tanks were ruptured. The aircraft's No.1 engine accelerated to take-off power in forward thrust during the landing roll while the No.2 engine went into reverse thrust. The aircraft veered to the right and apparently departed the end of the runway at high speed. It was noted that there had been a fault on the **No.1 thrust reverser** prior to departure and it was therefore not available for the landing.

Hull Loss – 100%. 124 Fatalities



Accident Near Salta Apt (SASA)

28 August 2006

While en route and in normal cruise flight at FL120, about one hour and 10min after take-off, the Nomad experienced **engine trouble**. The flight crew subsequently carried out a forced landing in **darkness** near Cerrillos. However, towards the end of the landing run, the aircraft collided with trees.

Substantial Damage. No Fatalities



Accident Mashhad Apt (IOMM)

01 September 2006

On landing Runway 14L in daylight, **one tire reportedly burst** (probably nose gear) causing the TU-154 aircraft to leave the runway surface and it ran over uneven terrain. A fire erupted that quickly consumed large parts of the fuselage. The majority of passengers killed were overcome by toxic fumes inside the cabin.

Hull Loss – 100%. 28 Fatalities



Accident Lagos Apt (DNMM)

07 September 2006

On landing Runway 18L in daylight but in **poor weather with reduced visibility in heavy rain**, the B727-200 overran the runway and impacted the ILS localizer antenna and onto soft ground where its nose undercarriage collapsed. The Runway was 8,997ft (2,770m) long and had an asphalt surface.

Hull Loss –100%. No Fatalities



Accident Tarakan Juwata Apt (WALR)

03 October 2006

The B737-200 attempted to land on Runway 06/24 in daylight but in **reduced visibility in smoke haze** caused by ground and forest fires. Visibility was reported to be about 1,300ft (400m). The airplane **skidded off** the runway, causing part of the landing gear and one engine to be sheared off. It ended up in a swampy area. The runway was 6,000ft (1,843m) long and had an asphalt surface.

Hull Loss – 100%. No Fatalities



Accident at Stord Sørstokken Apt (ENSO)

10 October 2006

The Bae-146 landed on Runway 33 in daylight. The **wing spoilers did not deploy**, and the aircraft overran the runway, continuing down a steep, wooded slope. It caught fire and was destroyed. The Runway was 3,900 (1,200m) and had an asphalt surface.

Hull Loss – 100%. 4 Fatalities



Accident at Norway House Apt (CYNE)

08 November 2006

On landing in daylight, when the propeller reverse was selected, the Metro II began to veer to the left. **Directional control** was not regained and it continued, off the left side of the runway, across a ditch, and onto rough terrain. During the runway excursion, the nose and main undercarriage collapsed and the aircraft came to rest on its belly.

Substantial Damage. No Fatalities



Accident at Manila Int'l Apt (RPLL)

16 November 2006

During the landing roll on Runway 06 in daylight and in normal weather, **directional control** was lost and the YS-11 aircraft ran off the side of the runway onto soft ground. After leaving the runway the aircraft's nose and right main undercarriage collapsed.

Substantial Damage. No Fatalities



Accident at Barranquilla Apt (SKBQ)

17 November 2006

The DC10-30AF overran on landing Runway 05 in **darkness and in light rain**. It came to rest with its nose undercarriage collapsed about 325ft (100m) beyond the end of the runway. The Runway was 9,750ft (3000m) long and had a concrete surface. The runway was **wet**.

Hull Loss – 100%. No Fatalities



Accident at Jeju Int'l Apt (RKPC)

28 November 2006

On landing, the ATR 72-202 encountered **wind shear** resulting in a touchdown with its nose gear first which subsequently failed and collapsed. The flight crew then lost **directional control** of the aircraft which went off the side of the runway, coming to rest on soft ground.

Substantial Damage. No Fatalities



Accident at Heglig Apt (HSHG)

12 December 2006

Following a visual approach to Runway 34 in daylight and in good weather, **directional control was lost** during the landing roll and the F-50 veered to the right and ran off the side of the runway. After leaving the runway, the aircraft's nose and left main undercarriage collapsed and one blade from the No.1 propeller broke off and penetrated the fuselage. The aircraft came to rest 130m from the side of the runway at a right angle to the runway heading. The Runway was 6,000ft (1800m) long by 100ft (30m) wide and had an asphalt surface.

Hull Loss – 100%. No Fatalities



Accident at Makassar Int'l Apt (WAAA)

25 December 2006

The B737-400 overran on landing on Runway 31 in daylight and in 'clear' weather, eventually coming to rest about 100m beyond the end of the runway. The Runway was 8,125ft (2,500m) long and had an asphalt surface.

Substantial Damage. No Fatalities



This concludes Part Two
and 2005-06 accidents –
Part Three continues with
2007-2008 accidents