



Runway Excursion Accident Data

Part 3: 2007-2008



Purpose

- This report is a continuation and presented as Part three
- Runway Excursion Accident data 2007-2008



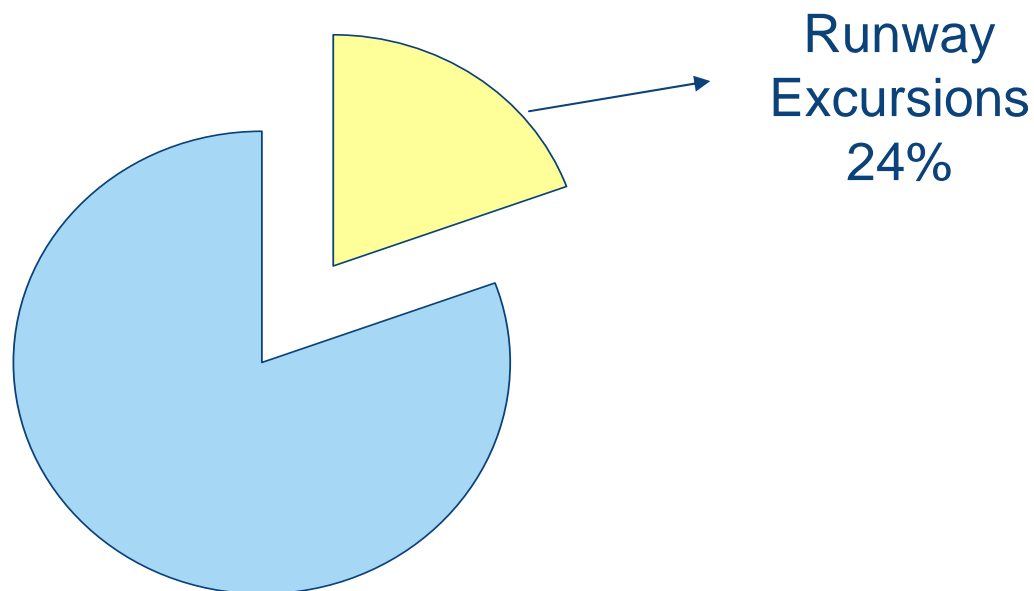
2007 Accidents

[➤ List of 2007 Accidents](#)



2007 Accidents

- 24 of the 100 accidents involved a Runway Excursion
- 9 Hull losses
- 15 Substantial Damage
- 210 Fatalities





Accident at Tanjung Bara Apt (WRLJ)

11 January 2007

The Casa 212-200 made a 'hard landing' in daylight and in 'good' weather and then veered off the side of the runway, down a slope and into trees.

Substantial Damage – 71%. No Fatalities



Accident at Samedan Apt (LSZS)

25 January 2007

On approach in daylight, when the undercarriage was selected down there was **no indication that the nose undercarriage was down and locked**. A go-around was performed and the flight crew was advised (by ATC) that the undercarriage appeared to be down. The Beech 1900 aircraft returned and landed but began to veer to one side shortly after touchdown. It subsequently ran off the side of the runway into deep snow; eventually coming to rest with its nose undercarriage collapsed.

Substantial Damage – 39%. No Fatalities



Accident at Cleveland Hopkins Int'l Apt (KCLE) 18 February 2007

The EMB-170 overran on landing Runway 28 in daylight but in **poor weather**. The **runway was snow covered**. The aircraft experienced **strong gusty winds** during the landing flare. During the landing roll the **flight crew 'could barely see the runway lights and taxiway turn-offs' because of the snow**. Full reverse thrust and braking was used during the landing roll but the aircraft did not slow down. It subsequently overran, through the localizer antenna and eventually came to rest, with its nose undercarriage collapsed, against a fence some 150ft from the end of the runway.

Substantial Damage – 39% No Fatalities



Accident at Yogyakarta Int'l Apt (WARJ)

7 March 2007

On landing Runway 09 in daylight, the aircraft **hit the runway hard** causing its nose gear to collapse. The flight crew were unable to stop the B737-400 within the 2230m length of the runway. The aircraft traveled at high speed through the airport fence, crossed a street and came to rest in a rice field. During the evacuation, leaking fuel caught fire.

Hull Loss – 100%. 22 Fatalities



Accident at Anjouan Ouani Airport (FMCV)

9 April 2007

The flight crew elected to abort the take-off due to an **engine failure**, but was unable to stop the Let 410 before the end of the runway and it overran onto scrub covered ground. The aircraft eventually came to rest on a river bed at the airfield boundary after impacting a fence post. The accident happened in daylight and in VMC.

Substantial Damage. No Fatalities



Accident at Naples Capodichino Int'l Apt (LIRN) 9 April 2007

Following a normal approach in **darkness** to Runway 24, the A321 failed to slow as expected during the landing roll and, to avoid overrunning, the flight crew steered it off the side of the runway onto the grass. It is understood that the crew subsequently reported that **wheel braking had appeared ineffective** and that they had continued to use reverse thrust at high power to stop the aircraft. The Runway was 8,622ft. long.

Substantial Damage. No Fatalities



Accident at Traverse City Airport (KTVC)

12 April 2007

Following an ILS approach to Runway 28 in **darkness and in poor weather**, the CRJ was not stopped before the end of the runway and overran onto a snow-covered grass area. After leaving the runway surface the nose undercarriage separated and the aircraft then ground looped coming to a rest about 300 feet from the end of the runway. Reportedly the crew stated that they had **no braking action after touchdown**. The runway was 6,501 feet long and has a 200ft paved overrun area.

Substantial Damage. No Fatalities



Accident at Bamako Apt (GABS)

30 April 2007

During the take-off roll on Runway 06 in **darkness**, the aircraft's **No1. engine failed**. The flight crew elected to abort the take off but the B737-500 was not stopped on the remaining runway length and overrun the runway, striking the ILS installation. It eventually came to a stop some 500m beyond the end of the runway.

Substantial Damage – 51%. No Fatalities



Accident at Bandara Mulia Apt

01 June 2007

On landing, the DHC-6 Twin Otter **touched down at an angle to the runway** heading and ran off the side of the runway, across a small embankment and ground looped.

Substantial Damage – 34%. No Fatalities



Accident at Cochin Apt (VOCI)

03 July 2007

B737-800 ran off the side of the runway on landing **in darkness**. The flight crew was able to bring the aircraft back onto the runway and the landing was completed safely.

Substantial Damage – 3%. No Fatalities



Accident at Nairobi Jomo Kenyatta Int'l Apt (HKNA) 08 July 2007

During a 'normal landing' in daylight, the ATR-72 veered towards the right immediately after touchdown and departed the side of the runway before its nose wheel touched down. The aircraft continued across rough ground, hit a stone track way and ran through a ditch, causing the nose undercarriage to fail, before eventually coming to rest beside a road.

Substantial Damage – 42%. No Fatalities



Accident at São Paulo-Congonhas Apt (SBSP) 16 July 2007

During the daylight landing roll on Runway 17R in daylight, the ATR-42 began to veer to one side. Directional control was not regained and it ran off the runway onto rough ground. After leaving the runway the aircraft's undercarriage dug into soft ground and then struck a taxiway where the nose undercarriage failed and collapsed. At the time the 1940 m long runway was wet and had been recently resurfaced but not yet grooved.

Substantial Damage – 52%. No Fatalities



Accident at São Paulo-Congonhas Apt (SBSP)

17 July 2007

The A320-200 overran the runway after landing on Runway 35L in **darkness and rainy conditions**. It veered off to the left side, ran over soft ground before it fell down a steep embankment. It then crossed the airport boundary, ran over a multi lane road and impacted a number of structures. The accident happened only one day after another aircraft skidded off the same runway on landing. At the time the 1940 m long **runway was wet** and had been recently resurfaced but **not yet grooved**.

Hull Loss – 100%. 187 Fatalities



Accident at Santa Marta Apt (SKSM)

17 July 2007

Runway 01 was in use with winds reported 030 degrees at 6 knots. The first approach was abandoned and the flight crew positioned the EMB-190 for a second approach. Upon landing the airplane ran off the side of the runway and went down an embankment, coming to rest on the sea wall some 50m beyond the end of the runway with its left engine and nose and lower forward fuselage in the water. The accident happened in daylight but in 'light' rain. The runway was 1700m long and had an asphalt surface.

Hull Loss – 100%. No Fatalities



Accident at Gimhae (Pusan) Int'l Apt (RKPP)

12 August 2007

During the landing roll on Runway 18R in daylight and in VMC, the Dash 8 veered to the side and ran off the runway. After leaving the runway the aircraft ran into a drainage ditch between the two runways and its left main undercarriage collapsed allowing the left propeller to strike the ground. After the accident, the flight crew had claimed that the **brakes and rudder had appeared to be ineffective.**

Hull Loss. No Fatalities



Accident at Sana'a Int'l Apt (OYSN)

20 August 2007

The A310 aircraft overran by some 60m on landing.

Substantial Damage – 8%. No Fatalities



Accident at Pasto Antonio Nariño Apt (SKPS) 21 August 2007

The An-26 suffered an **engine failure** while en route and the flight crew elected to divert to Pasto. However, during the landing roll, the aircraft veered off the side of the runway and fell down a steep slope. The accident happened in daylight and in VMC.

Hull Loss – 100%. No Fatalities



Accident at Dawei Apt (VYDW)

29 August 2007

Following a **non-precision approach** to runway 34 in daylight, the F28 **landed long** and then not was unable to stop before the end of the runway. The flight crew steered the aircraft off the side of the runway. However, its nose undercarriage dug into the soft ground and collapsed. The Runway had a concrete surface and a published landing distance of 7,000ft with a 200ft overrun. At the time of the accident **part of the runway** was closed due to construction work. The **runway was wet** following recent rain.

Substantial Damage – 58%. No Fatalities



Accident at Aalborg Int'l Apt (EKYT)

9 September 2007

While on approach in daylight and in VMC, when the **undercarriage was extended there was an unsafe indication for the right main undercarriage**. The flight crew carried out a go-around and put the Dash 8 aircraft into a holding pattern while they assessed the situation and used up fuel before returning for a landing. On touchdown the right main undercarriage collapsed and the right wing and propeller hit the ground. The aircraft subsequently veered off the right side of the runway and came to rest on the grass at right angles to the runway heading.

Substantial Damage – 56%. No Fatalities



Accident Near Malemba Nkulu Apt

24 September 2007

The Let 410 suffered an **engine failure** shortly after take off from Malemba, Nkulu forcing the flight crew to carry out a landing outside the airport. The aircraft overran on landing in daylight.

Hull Loss – 100%. 1 Fatality



Accident at Istanbul Int'l Apt (LTBA)

11 October 2007

The MD-83 made an emergency landing in **darkness** after flight crew reported **problems locking the undercarriage in the "down"-position**. On touchdown, the main gear collapsed and the aircraft veered off the runway coming to rest on uneven ground. Earlier, the flight crew elected to discontinue their cruise flight after an unspecified technical problem occurred.

Hull Loss – 100%. No Fatalities



Accident at Butuan Apt (RPWE)

26 October 2007

Following a non-precision approach to Runway 12 in daylight and in 'good' weather, the A320 **landed long** and then was not stopped before the end of the runway. It subsequently overran by about 300m, crossed a small road and eventually came to rest in a coconut grove. The Runway was 6,450ft long and had a grooved concrete surface.

Hull Loss – 100%. No Fatalities



Accident at Marcos A Gelabert Apt (MPMG)

31 October 2007

After initial take-off from Runway 36 in daylight and in VMC, about the time the landing gear was retracted, the F27 "sank" and impacted the runway, coming to rest in the upright position about 1,200 feet short of the departure end of the runway. It slid forward and eventually came to rest some distance beyond the end of the runway.

Hull Loss. No Fatalities



Accident at Quito Int'l Apt (SEQU)

9 November 2007

After the A340-600 landed on runway 35 in daylight, the aircraft suffered **multiple tire bursts** causing it to run beyond the end of the runway. It rolled over soft grass before coming to a halt on down sloping terrain with its left main gear collapsed. Both left-wing engines struck the ground. The Runway had an asphalt surface and a length of 10,236ft.

Substantial Damage. No Fatalities

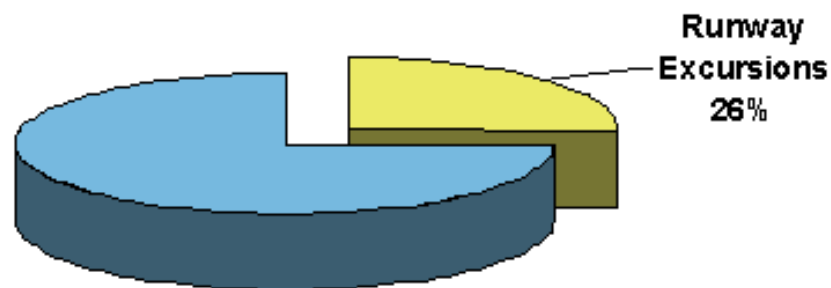


2008 Accidents

➤ List of 2008 Accidents 

2008 Accidents

- 28 of the 109 accidents involved a Runway Excursion
- 16 Hull losses
- 12 Substantial Damage
- 47 Fatalities





Accident at Masbate Apt (RPVJ)

2 January 2008

The YS-11 overran Runway 21 on landing in daylight. The flight crew was advised that wind was 040 degrees at 10 knots, **gusting** to 14 knots and caution advised for landing. The aircraft overshot the runway and impacted a concrete airport perimeter fence.

Substantial Damage. No Fatalities



Accident at St Gatien Deauville Apt (LFRG)

3 January 2008

On landing Runway 30 the B737-400 was not stopped on the runway and overran by about 50m. The aircraft's undercarriage did not collapse but both engines ingested mud and gravel. The accident happened in daylight, just after dawn, and in clear weather. The Runway was 2550m long and had an asphalt surface. At the time of the accident the **runway was said to be slippery with 'glazed ice'**. This flight was the first movement of the day at this airport.

Substantial Damage – 45%. No Fatalities



Accident at Bacau Apt (LRBC)

9 January 2008

Following an ILS approach to Runway 34 in daylight but in **poor weather (consisting of reduced visibility in snow and fog)** during the landing flare, the BAe-146 began to drift to the left. The flight crew attempted to correct this but the aircraft touched down on the left side of the runway. During the landing roll it entered an area of built up, frozen snow towards the edge of the runway causing its nose undercarriage to fail and collapse. The aircraft came to rest on the runway.

Substantial Damage – 34%. No Fatalities



Accident at Charles de Gaulle Apt (LFPG)

15 January 2008

During the landing roll on Runway 26L in **darkness**, the A300 began to drift to the left as it slowed through about 70kt following the cancellation of reverse thrust. The flight crew attempted to bring it back to the runway centerline but without success and it ran off the side of the runway at between 50 and 60kt. After leaving the runway the nose wheel began to dig in in the soft ground and it became bogged down. **Weather; wind 200deg./32kt., gusting to 38kt and visibility 10km.**

Substantial Damage – 16%. No Fatalities



Accident at Pointe Noire Apt (FCPP)

25 January 2008

Following a normal approach and touchdown on Runway 17, during the start of the landing roll, the flight crew selected 'reverse idle' on all four engines. However, No.4 engine began to develop full power while in reverse pitch. The flight crew cancelled reverse but, reportedly the No.4 engine/propeller did not respond and continued to develop high power in reverse. Control was lost and An-12 veered off the right side of the runway. It subsequently continued across the grass and onto the main ramp where it collided with a parked Boeing 727.

Hull Loss – 100%. No Fatalities



Accident at Osnova Apt (UKHH)

27 January 2008

Following a normal approach and touchdown in **darkness, directional control** was lost during the landing roll and the 125/ Hawker aircraft ran off the side of the runway. After leaving the runway the left main undercarriage struck a runway edge light sustaining substantial damage. **Weather; wind, 340/16kt. gusting to 20Kt, visibility 1,600m in snow, cloud, overcast at 60m. and temp +2c. The runway was covered with slush.**

Substantial Damage – 9%. No Fatalities



Accident at Eldorado Int'l Apt (SKBO)

28 January 2008

Dash 8 landed on Runway 13L in **darkness** and during the landing roll, the **aircraft's left engine** reportedly ran away and it could not be stopped on the runway. The aircraft overran across a ditch where its left main undercarriage collapsed. The FDR data **showed the #1 engine to be problematic throughout the approach.** This is assumed to be related to the engine controls and may have been caused by the Mechanical Fuel Control (MFC). The problematic engine was not far off take-off power (TOP) during the final approach to landing, and showed a short duration power increase after touchdown. The #2 engine was shown to be operating at Flt Idle during final approach.

Hull Loss – 100%. No Fatalities



Accident at Ankeny Regional Apt (KIKV)

5 February 2008

During the take-off roll, as Metro accelerated through about 80kt, **its left main undercarriage ran into an area of deep snow**. The aircraft veered to the left and, despite the flight crew's attempt to correct the swerve, ran off the side of the runway and collided with a snow bank. **It had been snowing and the runway was in the process of being plowed when the aircraft was ready to depart**. At that time the snowplow had completed four runs on either side of the runway centreline. Prior to take-off, the flight crew had back tracked the runway to check on conditions.

Substantial Damage – 0%. No Fatalities



Accident at Putao Apt (VYPT)

19 February 2008

During the take-off roll in daylight, just after the start of rotation, there was an indication of an **engine failure**. The flight crew aborted the take-off but ATR 72 was more than halfway down the runway and was unable to stop on the length remaining. The aircraft overran down a slope and came to rest about 100m beyond the departure end of the runway. During the overrun, the aircraft's nose undercarriage failed and collapsed and the fuselage centre section was damaged. The runway is 7,000ft long.

Hull Loss – 100%. No Fatalities



Accident at Jackson Hole Apt (KJAC)

25 February 2008

During the landing roll on Runway 19 in **darkness**, **directional control** was lost. A320 subsequently ran off the right side of the runway and struck a 3ft high snow bank, it came to rest 116ft beyond the departure end of the runway and 140ft to the right of the runway centreline. **Examination found that the inboard tyre on the aircraft's left main wheel was deflated and showed wear consistent with a skid. In addition a 'heavy skid mark', associated with this tyre, was found on the runway. Further examination of the left main undercarriage found that the inboard and outboard wheel speed tachometer wires had been crossed so that, if the inboard tyre began to skid, the antiskid system would release the pressure on the outboard brake rather than the inboard one. Both main undercarriage units had been changed in early Feb 2008.**

Substantial Damage. No Fatalities



Accident at Hang Nadim Apt (WIDD)

10 March 2008

The B737-400 aircraft's right main undercarriage failed and collapsed following what has been described as a '**hard, bounced landing**'. The aircraft subsequently veered to the right and departed the side of the runway. The accident happened in daylight but in **poor weather with heavy rain**. The Runway is 4,040m long and has an asphalt surface. The accident happened during the aircraft's third landing attempt.

Hull Loss – 100%. No Fatalities



Accident at Mannheim City Apt (EDFM)

19 March 2008

Do-328 overran on landing in daylight and collided with an earth embankment. The Runway is 1066m long and has an asphalt surface.

Hull Loss – 100%. No Fatalities



Accident at Potsdam Municipal Apt (KPTD)

12 April 2008

During **Landing Flare** on Runway 24 in daylight, EMB-110 veered to the left. The flight crew 'overcorrected' to the right and the right wing tip struck the runway. The aircraft veered back to the left and ran off the side of the runway. After leaving the runway the left main undercarriage sank into soft ground and failed resulting in substantial damage to the left wing.

Substantial Damage. No Fatalities



Accident at Goma Int'l Apt (FZNA)

15 April 2008

DC9-51 suffered a **tyre burst** on take-off run at high speed in daylight. The take-off was aborted but the flight crew were unable to prevent an overrun. The aircraft ran off the airport boundary into nearby town of Birere before it broke apart and caught fire. The aircraft came to rest in a crowded market street where it collided with buildings.

Hull Loss – 100%. 3 Fatalities



Accident at Coari Apt (SWKO)

21 April 2008

While enroute in daylight, EMB-110 suffered an **engine failure**. The flight crew elected to divert to Coari which was the nearest airport. It landed and slid off the runway. The runway is 1,600m long.

Hull Loss – 100%. No Fatalities



Accident at Otopeni Int'l Apt (LR0P)

22 April 2008

On landing Runway 08L in daylight but in **poor weather (consisting of strong gusting winds, heavy rain and reduced visibility associated with local thunderstorm activity)**, BAe-146 **skidded off** the side of the runway coming to rest halfway on the grass.

Substantial Damage – 60%. No Fatalities



Accident at Wajir Apt (HKWJ)

29 April 2008

While enroute, the **oil pressure in the left engine reportedly began to fall**. The flight crew shut down the engine and decided to divert to Wajir. The weather was cloudy. F50 descended and when it broke the cloud, the crew noticed they were high on the final approach but they decided to land straight on Runway 33 in daylight. As the aircraft touched down at the centre of the runway, it veered off to the right and departed the runway coming to a stop in the bushes about 100 meters away.

Hull Loss – 100%. No Fatalities



Accident at Pohnpei Apt (PTPN)

16 May 2008

On landing Runway 27 in daylight, B727-212F overran the end of the runway and came to rest with its nose undercarriage in the sea. The Runway is 6,001ft long and has a grooved asphalt surface. The **runway was wet following recent rain.**

Substantial Damage – 42%. No Fatalities



Accident at Zaventem Int'l Apt (EBBR)

25 May 2008

B747 was cleared for takeoff from runway 20 in daylight, the initial phase of the take-off run was **uneventful**. The speed increased under a constant acceleration until one of the **engine experienced a momentary loss of power**. This phenomenon was accompanied by a loud bang and by flames, seen from the control tower. The bang and the loss of power occurred around V1 speed. Two seconds after the bang, all **four engines were brought back to idle**, and braking action was initiated. The thrust reversers were not deployed. The aircraft came to a stop 300m after the end of runway. The Runway is 9,800ft long with an asphalt surface.

Hull Loss - 100%. No Fatalities



Accident at Toncontin Int'l Apt (MHTG)

30 May 2008

On landing Runway 02 in daylight but in **poor weather**, the flight crew were unable to stop A320 before the end of the runway, it crossed a street, where its entire undercarriage collapsed, collided with multiple cars until it ran down an embankment. The aircraft came to a halt when it struck a concrete wall where its fuselage broke and its cockpit was crushed. Fuel spilled from broken tanks but there was no fire. This was apparently the aircraft's second landing attempt; the first, to Runway 20, having reportedly been broken off due to poor visibility. The weather was being influenced by the presence of tropical storm 'Alma'. The Runway has a landing distance of 5462ft with a 1% down slope. The runway has an (**ungrooved?**) asphalt surface. A NOTAM was issued on May 6 which read in part 'caution advised due to wet surface on (sic) rainy season.

Hull Loss – 100%. 3 Fatalities



Accident at Khartoum Apt (HSSS)

10 June 2008

On landing Runway 36 in **darkness**, A310-324 overran the end of the runway, before coming to a stop the right main gear collapsed when the aircraft struck approach lights. Due to leaking fuel line, a fire erupted near the right engine #2. The aft fuselage broke off the rest of the aircraft which came to rest approximately 150 meters further in soft ground. An emergency evacuation was initiated via chutes but the fire on the right side quickly consumed most of the aircraft. The A310 abandoned an earlier landing attempt at Khartoum due to **bad weather and thunderstorm activity** and diverted to Port Sudan. It later returned to Khartoum when weather was reported. The Runway is 9777ft long and equipped with an instrument landing system. However, the ILS had apparently been NOTAMed as 'uncalibrated' sometime before the accident.

Hull Loss – 100%. 33 Fatalities



Accident at Durban Int'l Apt (FADN)

18 June 2008

B737 **landed long** on Runway 06 in daylight but in **rainy weather** and **skidded off** runway. 'Heavy braking' was used to slow the aircraft but it would appear that it began to **aquaplane** and **directional control** was lost. The flight crew attempted to correct the situation using the rudder and differential reverse thrust but without success and the aircraft ground looped off the side of the runway onto soft ground.

Substantial Damage – 15%. No Fatalities



Accident at Degner Regional Apt (KOWA)

31 July 2008

125/ Hawker was destroyed when it crashed while attempting to land on Runway 30 in daylight but in **poor weather**. The aircraft touchdown on the runway but then attempted to get airborne again. It accelerated down the runway but did not lift off. It continued, through the localizer antenna, and eventually came to rest in fields some way beyond. The Runway is 5,500ft long and has a concrete surface.

Hull Loss – 100%. 8 Fatalities



Accident at Jambi Sultan Taha Syarifudn Apt (WIPA) 27 August 2008

B737-200 overran the runway on landing in daylight but **in heavy rain** onto farmland, when the brakes failed. The aircraft went about 250m past the runway and 3m below runway elevation. Passengers reported, that the captain made an announcement about a possible problem and "not to worry" before landing.

Hull Loss – 100%. No Fatalities



Accident at Quito Mariscal Sucre Int'l Apt (SEQU) 22 September 2008

During the take-off run on Runway 35 in daylight and good weather, **an engine fire warning reportedly came on** and the flight crew elected to abort the take-off. However, the F28 aircraft was not stopped on the runway but overran by some 300m, down a slope and through a brick wall.

Hull Loss - 100%. No Fatalities



Accident at Curitiba Afonso Pena Int'l Apt (SBCT) 10 October 2008

During the landing roll, the EMB-110 aircraft's **main undercarriage collapsed** and it veered off the runway. The accident happened at dusk.

Substantial Damage. No Fatalities



Accident at Caracas Simon Bolivar Apt (SVMI) 16 October 2008

On landing Runway 28 in daylight, B737-2H4 'landed long'. After touchdown, the aircraft swerved to left and the flight crew became concerned about being able to stop the aircraft in the remaining runway length and, as the end of the runway approached, elected to steer it off the left side of the runway. The aircraft ran onto soft ground and came to rest with its nose undercarriage part way down a slope.

Hull Loss – 100%. No Fatalities



Accident at Denver Int'l Apt (KDEN)

20 December 2008

Directional control appears to have been lost during the take-off run on Runway 34R **in darkness** and B737-524 began to veer to the left. The take-off was aborted but the aircraft continued towards the left and its left main wheels left the side of the runway at a point some 1,900ft from its start. After leaving the runway the aircraft continued for another 2,000ft, across Taxiway WC, where it briefly became airborne, down a slope and eventually came to rest in a shallow, wide depression. It is reported that the highest speed recorded during the take-off was 119kt.

Hull Loss – 100%. No Fatalities



This concludes the data review of runway
excursion accidents
2004-2008



-to represent, lead and serve the airline industry-