

**I·F·A·L·P·A**

The Global Voice of Pilots

**news**



**HUPER Committee report from Madrid**  
**Justice at last: F/O Luis Santos released**  
**Hostile fire zone operations**

# HUPER Committee examines MPL proposals



IFALPA's second Human Performance (HUPER) Committee meeting of the year took place in Madrid 01-03 December 2005 and was organised by SEPLA. It was well attended with 40 Committee Members and human factors experts, Jean-Jacques Speyer from Airbus and Curt Graeber and Hans-Juergen Hoermann from Boeing.

At the top of the agenda was the implementation of ICAO's Multi Crew Pilot Licence (MPL). While the rationale behind this new licence was accepted by the Committee it still has serious reservations. These reservations centre on the content of the training syllabus, not least because of a reduction in the number of actual flight hours (compared with current JAA and FAA requirements) but also in monitoring of standards. In the former case the replacement of actual flight time with simulator or FNPT II time may lead to an erosion of basic flying and pilotage skills which, while having a limited role in normal operations, may very well become vital in an emergency. Meanwhile, the question of standards is also a point of concern. Clearly there is a good case for linking flight training organisations (FTL) to airline training departments, not

least the increased knowledge of multi-crew operations.

That said, there is also compelling evidence to support independence from both the FTL and its partner airline for examiners. In addition there are a number of other issues which need clarification and/or resolution to ensure continuity of safety. IFALPA urges that the MPL implementation process be suspended while a full assessment of the



licence and its standards is carried out and moreover the professional pilot community should be closely connected to the study.

In addition to the MPL and its implementation hot topics for the HUPER Committee included; cosmic radiation, human factors in ultra long range operations and crew resource management CRM assessment.

## 787 update from Boeing and Rockwell Collins

The Committee welcomed presentations from Brian Kelly of Boeing regarding the Boeing 787, Greg Irmen and Matt Carrico from Rockwell Collins, who covered Rockwell Collins systems on the Boeing 787 and information regarding other systems including weather radar, airport surface maps and traffic surveillance that they were currently working on, and Hans Rahmann and Gerard Fahnenbruck from the Critical Incident Stress Management programme in Germany. Their presentation highlighted the benefits of a programme



designed to support crew members who had been involved in accidents or serious incidents.

The next HUPER meeting is scheduled to take place in Singapore and will be hosted by Singapore ALPA from the 10<sup>th</sup> to the 12<sup>th</sup> July 2006. For further information regarding the HUPER Committee please contact James Eales at [jameseales@ifalpa.org](mailto:jameseales@ifalpa.org)

THE INTERNATIONAL FEDERATION OF AIR LINE PILOTS ASSOCIATIONS  
I·F·A·L·P·A  
**LOSS OF LICENCE INSURANCE**  
<http://www.pilotslossoflicence.com>

**The International Federation of Air Line Pilots' Associations** has over 30 years experience of providing high quality Loss of Licence insurance to the world's piloting profession. As a result of working directly with pilots and one of the leading Insurance companies in the Loss of Licence field, **IFALPA** has developed and Sponsors one of the most comprehensive and flexible Loss of Licence Insurance Plans on the market!

**FLEXIBILITY, AFFORDABILITY, SECURITY**

The **IFALPA** Sponsored Loss of Licence Insurance Plan can be tailored to suit your needs whatever stage of your career you are at. Choose from a range of currencies, your Sum Insured and which risks you wish to be covered for, including Life Cover.

AND because **IFALPA** takes no profit from the scheme our premiums have been rated to maximise affordability yet maintain the security to provide you with peace of mind that if your health lets you down - **IFALPA** Sponsored Loss of Licence Insurance **WON'T!**

**Find out more, CALL Global Flying Insurance Services**

**Tel +44 207 480 1260 or on the web [www.pilotslossoflicence.com](http://www.pilotslossoflicence.com)**

# Luis Santos released without charge after 14 Months of wrongful imprisonment



At the end of December, F/O Luis Santos was finally released from custody and all charges against him dropped. Luis' release came following continuous pressure by APPLA and IFALPA as well as SPAC and OIP. The story of his arrest and imprisonment would read like a comic farce were it not for the human tragedy involved.

In October 2004 Luis along with the rest of his crew discovered a cache of drugs on their aircraft; accordingly they immediately informed the authorities of the presence of the contraband. Sadly, the reward for fulfilling this civic duty was to be arrested and charged with drug trafficking offences. Subsequently, Luis was taken to the Los Tekes Prison where he was held in what can only be described as inhuman conditions. A day in a Venezuelan prison is a very long time and Luis was held there for two months without trial. Eventually

released to "house" arrest in Caracas although it was not to his own house, and he remained in this limbo for a year while his trial was adjourned and delayed 16 times. The reasons for these delays were ridiculous and included; the prosecution failing to arrive at court, notification of trial sent to the wrong prison and descending further into farce a lack of handcuffs and on another occasion, heavy rain. If that were not enough, the judge in charge of the case was suspended following allegations of corruption in April of last year creating even more delay. This farce continued even though an investigation by Portuguese police revealed that Luis "had no connection whatsoever with any drug cartel" and recommended the charges be dropped.

## Free at last

Commenting on his release, Luis told IFALPA News that his release was "obviously the best Christmas present that I or my family could receive and I will never forget the support and efforts of my colleagues in the pilot community". While it is difficult to imagine the frustration and despair of being wrongly accused and imprisoned talking to Luis it is easy to understand the elation of freedom. But while his nightmare is over, Luis warns that it is a fate that could befall any pilot at anytime "It happened to me and just as easily it could happen to anyone else. The biggest problem we had was persuading the Portuguese government to act in my support, in the form of carrying out an independent investigation as well as putting pressure on the Venezuelan government to either bring the case to trial in open court or drop the charges. It's worth every pilot considering how readily their own government would assist if they found themselves in a similar situation".

# Hostile fire zone operations: A reminder

Recently there has been an increase in the number of commercial flights operated into and out of Iraq and Afghanistan. Including the resumption of normal scheduled passenger services. As a result, more pilots are being asked to operate these flights. With this in mind it might be a good time to refresh your memory of IFALPA's policy on hostile fire zone operations in Annex 17.

## Operations in Hostile Fire Zones

### *Criteria for Operations*

1. States should advise their Operators and IFALPA should advise Member Associations to refuse flights into hostile fire zones where safety and security standards are significantly reduced. Operators should inform Pilots of the potential legal consequences which could affect them personally should they accept a flight into hostile fire zones.
2. IFALPA Principal Officers and Member Associations should liaise with Government Agencies, Airline Operators, other Pilot Associations and other relevant Agencies to ensure the safety of crews/passengers when operating into hostile fire zones.
3. Each flight into hostile fire zones should be subject to the decision of the pilot-in-command taking account of all the latest available intelligence provided, such as information from Member Associations, Government Agencies, Embassies, Airline Companies and Flight Crew reports.
4. The pilot-in-command in conjunction with the advice of his association should consider the following additional factors in arriving at his ultimate decision to proceed:
  - \* The availability and serviceability of discreet communications at destination including warning code.
  - \* The ability to divert away from the hostile fire zones.-
  - \* Whether provisions have been made to preclude the need for a stopover.
  - \* Whether facilities have been provided to ensure a rapid turnaround.
5. To ensure that the best information is available to Member Associations, the Flight Crew should submit a report immediately after completion of a flight into a hostile fire zone whenever the safety and security standards are significantly reduced. Member Associations should copy this report to IFALPA for immediate circulation to Member Associations as appropriate.
6. Advice to pilots

### *At the flight planning stage*

Where the pilot has taken the decision to proceed, he should do so on the basis of the following guidelines:

**Route:** Where possible select a Route that avoids hostile fire zones.

**Defects:** Review Aircraft Defects. Emergency diversion into, or grounding in, a hostile fire zone are undesirable. Ensure that Radios, Weather Radar, Transponder and Radio Altimeter are fully serviceable.

**Fuel:** Consider the fuel required for in-flight diversion out of a hostile fire zone and also fuel required for take-off and departure from the hostile fire zone without refueling

**NOTAMS:** Review NOTAMS carefully for airway closures and other relevant information.

*In flight procedures*

**Company Communications:** Establish good contact with Company by all possible means, including HF, using SELCAL where possible. Bear in mind the Portishead, Stockholm and Berne services.

**Interception Procedures:** Ensure that inflight documentation detailing Interception procedures is readily to hand.

*Within potential conflict area*

**Flight Deck:** All flight crew should be in their seats and no distractions should be permitted on the flight deck

**Electronics:** Ensure that weather radar, transponder and radio altimeters are on at all times. (They give an “electronic fingerprint” which can be read by the military).

**Lights:** Consider switching on exterior lights day and night and leaving blinds open.

**Operate:** At maximum altitude and constant speed, and avoid irregular flight path changes.

**Distress Frequency:** Monitor 121.5 (and 243 if available) at all times; do not terminate this watch for non-essential communications. Maintain normal operational datalink functions.

If given instructions by the military comply if possible; acknowledge with:

- \* Callsign
- \* Transponder code
- \* Heading
- \* Ground speed
- \* Flight level
- \* Position (latitude and longitude when accurately available).

**Civil Air Traffic:** Inform civil air traffic of all instructions received from the military.

**Before Top of Descent:** Company Call — Call company at destination airfield and request a report on the situation.

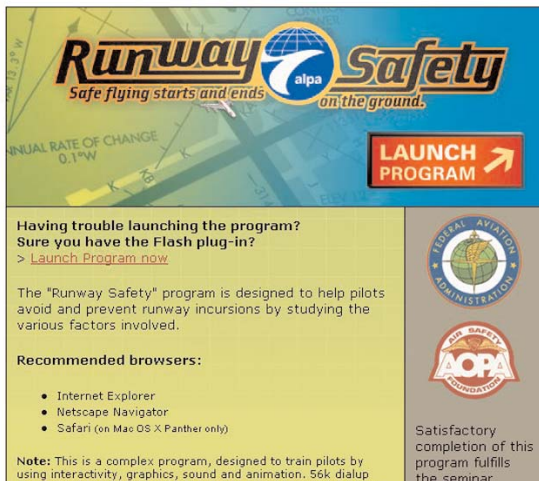
*And remember, both Afghanistan and Iraq are still considered to be deficient in security. IFALPA Annex 17 has this to say about the two countries:*

***Afghanistan and Iraq***

Considering the threat arising from MANPADS, vehicle mounted armour, and ground fire, the national air space of Afghanistan and of Iraq, including airports within that area, has been designated as ‘Security Deficient’.

Overflight of these areas should take place at or above 10,000 ft above MEA, except under certain circumstances and in coordination with appropriate security agencies. Member Associations are asked to evaluate and appropriately advise their crews.

# US ALPA creates online runway safety training



In co-operation with the FAA and the AOPA Air Safety Foundation US ALPA has developed an interactive runway incursion prevention training package. As it is designed with US based and licensed pilots in mind it has a testing feature which allows FAA licensed pilots to fulfil the requirements of attendance at a runway safety training seminar recommended under the Runway Incursion Information Evaluation Programme (RIIEP). Even for those who do not need the certificate the two testing phases offer the chance to score their knowledge.

The programme opens with a 15 question multiple choice quiz. The intention of the quiz is to check if your runway safety knowledge is up to the standard demanded by the RIIEP. If you score over 90%, in effect this means only getting one question wrong, you are deemed to have met the standard required and are directed to a page where you can print your completion certificate. Even so, given the wealth of information it's worth spending the time to peruse the pages of the programme for additional gems of information.

Lesser mortals who may not 'ace' the test are taken to a series of modules and led through a matrix of information which builds runway safety

awareness. At each point in the process the user can divert to information in greater depth by simply clicking the 'more info' tab. Interspersed with the visuals pages are audio clips after which the user is invited to select the correct response from a choice of three. In addition, the user is given the opportunity to put into practice some of the recommendations made by the programme as well as check their runway signage knowledge through 'games' embedded in the program.

The program does have some limitations, for example there are some variations between FAA and ICAO recommendations, therefore it's a good idea for pilots to get a copy of the ICAO Runway Incursion Prevention Safety Toolkit – which is available on CD. There are also elements of the presentation which may be more relevant to pilots of light aircraft, but given that the program is a result of a joint venture with the FAA and AOPA this is understandable. Even with these caveats the fact remains that the program is an entertaining and useful training tool. You can access the program either through the IFALPA website, just click on the Runway Safety Logo or type [www.alpa.org/runwaysafety](http://www.alpa.org/runwaysafety) into your browser.



# 42 Overruns during 2005



Data from the last 25 years reveals that the frequency of overruns in air transport operations runs at around three to four per month. Unfortunately, with an average of 3.5 incidents per month, 2005 maintained that average. Arranged below are brief reports of the year's overruns. A brief glance reveals that in almost all the cases weather was probably a factor, either in the conditions prevailing at the time of the incident or just prior to the event. What is also interesting to examine is the frequency a given type aircraft or variant of a type has been involved in an incident. Is it of significance, for example, that of two ERJ145s that overran in 2005 and one so far (and hopefully the only one) this year none have been fitted with reverse thrust. Take the B-737 Classic for example – easily the most common airliner in service but yet it is the variant that has had the fewest overruns. Equally, the MD80 series appears to have experienced a higher than expected number of incidents in 2005.

Of course, any deductions from this data must also take into account the numbers in service as well as the type of operation in which the aircraft is involved. The geographic spread of overrun incidents is also worth pondering. It appears that, for example, the Asia Pacific and AFI-MID regions have reported a total number of incidents disproportionate to the volume of traffic. Yet, to be meaningful, the raw data must also take into account the greater extremes of weather in these regions together with other elements like infrastructure. However, one point that leaps from the data is its validation of IFALPA's policy on Runway End Safety Areas (RESAs), and in the cases where RESAs were installed the aircraft came to rest upright on firm ground within the airport perimeter and there were only light injuries. Where this was not the case the toll in human terms was 108 deaths and a further 64 injuries, 30 described as serious, to passengers, crew and others.

## Incidents by Region

Europe	12	North America	8
Africa and MiddleEast	11	Caribbean and	
Asia-Pacific	10	South America	1

## Overruns by aircraft model

MD-80 series	7	A340	1
B-737-200	5	An-12	1
B727	3	B-737 Classic	1
B-747-200	3	BAe-146	1
A320	3	CRJ200	1
B-737NG	2	DC-10	1
DC-9	2	F100	1
ERJ145	2	L1011	1
Tu-154	2	SD360	1
A300-600	1	YS11	1
A310	1		

## Chronological Listing

4 January	<p>Airline: Celebes Air Aircraft: B-737-200 Location: Manokwari (WASR) Indonesia POB Pax: 117 Crew: 7 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: On landing in heavy rain the crew were unable to bring the aircraft to a halt and overran the runway by 20 metres. Minor aircraft damage.</p>	22 January	<p>Airline: Polar Air Cargo Aircraft: B-747-283F Location: New York (KJFK), USA POB Pax: 0 Crew: 3 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: On landing on Runway 04R, the aircraft skidded off the end of the runway and came to rest in snow on uneven ground. Weather conditions at the time were poor with heavy snowfall and temperatures below freezing. As a result of the incident most subsequent flights into KJFK that day were diverted.</p>
8 January	<p>Airline: Aerorepublica Aircraft: MD83 Location: Cali (SKAL) Colombia POB Pax: 164 Crew: 6 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 6 Crew: 0 Other: 0 Notes: After touchdown on runway 19, the crew were unable to stop within the runway length the aircraft ran over soft ground before coming to rest approximately 800ft (243m) beyond the end of the runway. The aircraft was substantially damaged.</p>	24 January	<p>Airline: Atlas Air Flt No: Operating as EK8995 Aircraft: Boeing 747-212B(SF) Location: Düsseldorf (EDDL), Germany POB Pax: 0 Crew: 3 Fatalities: 0 Notes: On landing runway 23L in snowfall and reduced visibility, the pilots were unable to stop the 747 within runway length. The aircraft left the overrun area struck several lights and ran into ILS equipment and approach masts before coming to rest. Both inner engines 2+3 caught fire but were extinguished within minutes. The airport was closed until 07:00. Flight EK 8995 was loaded with 90 tons of textiles. Amount of damage to forward fuselage, engines, wings and undercarriage likely to be high</p>
14 January	<p>Airline: American Airlines Aircraft: MD82 Location: Providence (KPVD), USA POB Pax: N/K Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: The aircraft overran the runway by a few metres striking a threshold light.</p>		
20 January	<p>Airline: Jetsgo Aircraft: MD83 Location: Calgary (CYYC), Canada POB Pax: N/K Crew: N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing on runway 34 in darkness and reduced visibility, the aircraft departed the runway to the left and ran over uneven terrain. During the excursion, the aircraft struck a runway hold point sign causing damage to the flaps and undercarriage. After running for a distance of approximately 1800m the crew took off again and returned for an uneventful landing.</p>	25 January	<p>Airline: Montenegro Airlines Aircraft: Fokker 100 Location: Podgorica-Intl AP (LYPG), Montenegro POB Pax 76 Crew 4 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: N/K Crew: N/K Other: 0 Notes: On landing the aircraft veered off the icy runway coming to rest in snow 30 m further to the left. A number of injuries occurred during slide evacuation</p>

29 January	<p>Airline: American Airlines Aircraft: MD80 Location: Kansas City, USA POB Pax: N/A Crew: N/A Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax 0 Crew: 0 Other: 0 Notes: On landing the aircraft slid off the side of the runway coming to rest on soft ground resulting in minor damage to the aircraft</p>	13 April	<p>Airline: Merpati Nusantara Aircraft: B-737-217 Location: Ujung Pandang (WAAA), Indonesia POB Pax: N/K Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing in high winds and rain the aircraft ran off the runway coming to rest on the grass the main landing gear partially collapsed.</p>
7 February	<p>Airline: Atlas Jet Aircraft: A-320-232 Location: Istanbul (LTBA) POB Pax: 150 Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: The aircraft skidded off runway 18L/36R coming to rest in snow. At the time of the accident there was continuous snowfall with temperatures of -3C .</p>	25 April	<p>Airline: United Nations Charter Aircraft: An-12BP Location: Kabul (OAKB), Afghanistan POB Pax: 0 Crew 6 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 6 Other: 0 Notes: Landing in steady rainfall, the aircraft ran off the runway catching fire before coming to rest. All the crew managed to escape the fire suffering only minor injuries.</p>
11 February	<p>Airline: Mandala Airlines Aircraft: B-737-200 Location: Semarang (WISS), Indonesia POB Pax: N/K Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: On landing in a heavy downpour the aircraft skidded off the end of the runway coming to rest in a grassy area.</p>	3 May	<p>Airline: AMC Aviation Aircraft: MD83 Location: Poznan (EPP0), Poland POB Pax: N/K Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: The aircraft overran the runway coming to a stop on an even grassed area.</p>
5 March	<p>Airline: MK Airlines Aircraft: B-747F Location: Kinshasa (FZAA), DR Congo POB Pax: 0 Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: The B-747 ran off the side of the runway when it was about to make a turn to backtrack after landing.</p>	18 May	<p>Airline: Jordan Aviation Aircraft: A-320-211 Location: Leeds-Bradford (EGNM), England POB Pax: 171 Crew 7 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: After landing the aircraft overran the paved surface by a few metres.</p>
6 March	<p>Airline: Mahan Air Aircraft: A-310-304 Location: Tehran (OIII), Iran POB Pax: 77 Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing in darkness the aircraft veered off the runway sustaining minor damage.</p>	28 May	<p>Airline: American Airlines Aircraft: MD-80 Location: Denver (KDEN), USA POB Pax: 104 Crew 5 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: On landing the aircraft veered off runway 35R.</p>
11 March	<p>Airline: Pinnacle Airlines Aircraft: CRJ-200 Location: Milwaukee (KMKE), USA POB Pax: 7 Crew: 3 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 1 Other: 0 Notes: Landing on runway 1L just after 2300 local the aircraft left the paved surface and came to rest on soft ground.</p>	11 June	<p>Airline: EAS Airlines Aircraft: B-737 Location: Jos (DNJO), Nigeria POB Pax: N/K Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing shortly after a heavy downpour the aircraft aquaplaned and overran the runway by 40m coming to rest on soft ground with one gear and part of the fuselage buried in mud. Prior to landing the crew had held for two hours waiting for conditions to improve. All alternates were closed due to weather. The crew only elected to land at Jos because of low fuel.</p>
12 March	<p>Airline: Chanchangi Aircraft: B-727 Location: Abuja (DNAA) Nigeria POB Pax: 119 Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing in rain and windy conditions the aircraft ran off the runway suffered a gear collapse and skidded to a halt on its belly.</p>	12 June	<p>Airline: Chanchangi Airlines Aircraft: B-727-2M7 Location: Lagos (DNMM), Nigeria POB Pax: 129 Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing in heavy rain the aircraft 'floated' landing long and then overran the runway crossed 100metres of soft ground before coming to rest in</p>

	a drainage ditch. At the time of the incident the runway was wet with large patches of standing water following heavy rain.		
1 July	<p>Airline: Biman Bangladesh Aircraft: DC-10-30 Location: Chittadong (VGEG), India POB Pax: 201 Crew 14 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 11 Crew: 0 Other: 0 Notes: Landing in continuous rainfall with a low cloud base and reduced visibility the aircraft overran runway 23 coming to a rest in a ditch. The aircraft suffered considerable damage with the number 3 engine shearing off before the aircraft came to a stop. A fire broke out on the right wing and/or engine 3. 11 passengers sustained injuries during the evacuation.</p>	12 August	<p>Airline: Vladivostok Air Aircraft: Tu-154 Location: Moscow Vnukovo (UUWW) POB Pax: 149 Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Aircraft overran in poor weather.</p>
5 July	<p>Airline: Vietnam Airlines Aircraft: A-320-214 Location: Siem Rap (VDSR), Cambodia POB Pax: 90 Crew 8 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing in light rain and a tailwind the aircraft left the wet runway coming to rest partially on soft ground.</p>	13 August	<p>Airline: Air Berlin Aircraft: B-737-86J Location: Bilbao (LEBB), Spain POB Pax: N/K Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: The aircraft overran the runway by a few metres after landing.</p>
13 July	<p>Airline: Almiron Aviation Aircraft: L1011-200 Location: Lagos (DNMM), Nigeria POB Pax: N/K Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: On landing the aircraft overran the runway coming to rest on the grass.</p>	14 August	<p>Airline: British Airways CitiExpress Aircraft: ERJ145 Location: Hannover (EDDV), Germany POB Pax: 46 Crew 3 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: The aircraft overran the wet runway on landing, all occupants were evacuated uninjured.</p>
19 July	<p>Airline: SWISS International Aircraft: ERJ145 Location: Nuremburg (EDDN), Germany POB Pax: 16 Crew 3 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: After landing the aircraft overran the runway coming to a halt on the grass.</p>	11 September	<p>Airline: Phuket Air Aircraft: YS-11 Location: Mae Sot, Thailand POB Pax: 24 Crew: 4 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: After landing long in windy and rainy conditions the aircraft skidded off the runway coming to rest in a ditch.</p>
30 July	<p>Airline: Air India Aircraft: B-747-4B5 Location: Mumbai (VABB), India POB Pax: 335 Crew N/K Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing in heavy rain, the crew were unable to bring the aircraft to a halt and overran the runway by about 10 metres. At the time of the incident the Mumbai area was suffering its worst flooding for 10 years.</p>	15 September	<p>Airline: Onur Air Aircraft: MD88 Location: Istanbul (LTBA), Turkey POB Pax: 118 Crew 5 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 0 Crew: 0 Other: 0 Notes: Landing in rain the aircraft overran runway 06/24 coming to rest three metres beyond the runway end. An additional factor may have been sand blowing onto the runway from nearby building works.</p>
2 August	<p>Airline: Air France Aircraft: A-340-313 Location: Toronto (CYYZ), Canada POB Pax: 297 Crew 12 Fatalities Pax: 0 Crew: 0 Other: 0 Injuries: Pax: 25 Crew: 0 Other: 0 Notes: Landing on runway 24L in heavy rain the aircraft overran the runway ending up in ravine adjacent to a highway where it caught fire. All 309 persons on board were evacuated and led to safety by airport rescue services.</p>	19 September	<p>Airline: Avalinii 400 Aircraft: Tu-154M</p>





POB Pax: 17 Crew 3  
Fatalities Pax: 0 Crew: 0  
Other: 0  
Injuries: Pax: 0 Crew: 0  
Other: 0  
Notes: On landing, the aircraft skidded off the wet runway coming to rest on soft ground.

14 November Airline:  
Asian Sprit  
Aircraft: BAe-146  
Location: Catarman (RPVF)  
Philippines  
POB Pax: 32 Crew N/K  
Fatalities Pax: 0 Crew: 0  
Other: 0  
Injuries: Pax: 0 Crew: 0  
Other: 0  
Notes: After landing on a runway wet from recent rain the aircraft overran coming to a stop in a rice paddy.

7 December Airline:

Location: Istanbul (LTBA), Turkey  
POB Pax: 162 Crew 10  
Fatalities Pax: 0 Crew: 0 Other: 0  
Injuries: Pax: 0 Crew: 0 Other: 0  
Notes: On landing the aircraft rolled approximately 300m beyond the end of the runway before coming to a stop on soft ground with 11 of its 12 tyres burst or deflated. It is understood that the aircraft reported problems with its braking system before landing.

Wimbi Dira  
Aircraft: DC-9-32  
Location: Kinshasa (FZAA), DR Congo  
POB Pax/Crew: 43  
Fatalities Pax: 0 Crew: 0 Other: 0  
Injuries: Pax: 0 Crew: 0 Other: 0  
Notes: The DC-9 skidded off runway 24 on landing and came to a halt on soft ground where its nose gear collapsed.

9 October Airline: Air Sahara  
Aircraft: B-737-4Q8  
Location: Mumbai (VABB), India  
POB Pax/ Crew: 117  
Fatalities Pax: 0 Crew: 0 Other: 0  
Injuries: Pax: 0 Crew: 0 Other: 0  
Notes: On landing on runway 27 the aircraft overran coming to rest on soft ground approximately 200m beyond the runway end. The nose gear collapsed during the incident and there was significant damage to the fuselage.

8 December Airline: Southwest Airlines  
Aircraft: B-737-7H4  
Location: Chicago Midway (KMDW), USA  
POB Pax: 98 Crew 5  
Fatalities Pax: 0 Crew: 0 Other: 1  
Injuries: Pax: 11 Crew: 0 Other: 3  
Notes: The B-737 was landing on runway 31C in light snow unable to stop the aircraft ran through the blast and perimeter fences before coming to a stop on a public street. During the overrun the aircraft hit two private cars which became buried under the nose section. As a result, a child died and 14 others were injured.

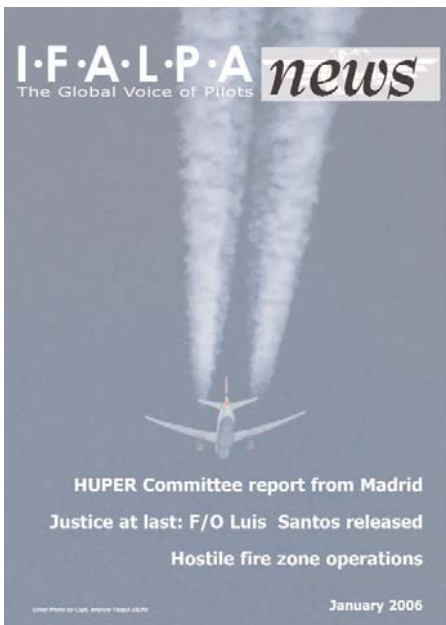
26 October Airline: Thai Airways  
Aircraft: A-300-600  
Location: Bangkok (VTBD), Thailand  
POB Pax/Crew: 240  
Fatalities Pax: 0 Crew: 0 Other: 0  
Injuries: Pax: 0 Crew: 0 Other: 0  
Notes: Following a landing in heavy rain the aircraft overran the runway coming to rest on soft ground.

10 December Airline: Solsoliso Airlines  
Aircraft: DC-9-32  
Location: Port Harcourt (DNPO), Nigeria  
POB Pax: 103 Crew 7  
Fatalities Pax/Crew: 107 Other: 0  
Injuries: Pax/Crew: 3 Other: 0  
Notes: The aircraft overran the runway and caught fire after coming to rest. Although the reported weather was clear at the time of the accident heavy thunderstorms had been reported in the area.

31 October Airline: MIBA Aviation  
Aircraft: B-727-22F  
Location: Kindu (FZOA), DR Congo  
POB Pax: 0 Crew 3  
Fatalities Pax: 0 Crew: 0 Other: 0  
Injuries: Pax: 0 Crew: 0 Other: 0  
Notes: The aircraft loaded with seven tons of cargo skidded off the runway after landing in medium to heavy rain showers which led to 'aquaplaning conditions'.

18 December Airline: Turkish Airlines  
Aircraft: B-737  
Location: Dusseldorf (EDDL), Germany  
POB Pax: N/K Crew N/K  
Fatalities Pax: 0 Crew: 0 Other: 0  
Injuries: Pax: 0 Crew: 0 Other: 0  
Notes: The B-737 overran the runway by about 100m coming to rest in the adjacent safety zone.

1 November Airline: Associated Airlines  
Aircraft: SD-360  
Location: Lagos (DNMM), Nigeria



## *Dates for your Diary*

### **January**

#### **227 Principal Officer's Meeting**

30 January - 2 February

Chertsey, UK

Contact: Heather Price

heatherprice@ifalpa.org

### **February**

#### **Committee Chairman's Meeting**

3 February

Chertsey, UK

Contact: Heather Price

heatherprice@ifalpa.org

### **April**



#### **61st Annual Conference**

28 April - 2 May

Istanbul, Turkey

Contact: Heather Price

heatherprice@ifalpa.org

You may have noticed the striking cover image we used in this month's edition. It was taken by Capt. Andrew Tisdall somewhere on the North Atlantic. Andrew is the Vice Chairman of the Dangerous Goods Committee as well as a dab hand with a camera.

To capture this image Andrew used his new digital camera which IFALPA News is informed "was a present from Father Christmas" this year. We are always looking for great images like this to use to illustrate IFALPA News. If you'd like to submit some of your work we'd be happy to receive it although, sadly you will receive no reward save an acknowledgement on the cover and the plaudits of your colleagues. For details of suitable sizes and resolution contact Gideon Ewers at: [gideonewers@ifalpa.org](mailto:gideonewers@ifalpa.org)



**Have an idea for an article or want IFALPAnews to cover your story?** Contact Gideon Ewers, IFALPA Media and Communications Officer Tel. +44 1932 579041 or email [gideonewers@ifalpa.org](mailto:gideonewers@ifalpa.org)

**Don't Forget!**  
Electronic Subscription to IFALPAnews is easy and **FREE**. Simply email [gideonewers@ifalpa.org](mailto:gideonewers@ifalpa.org) with News Subscription in the subject line