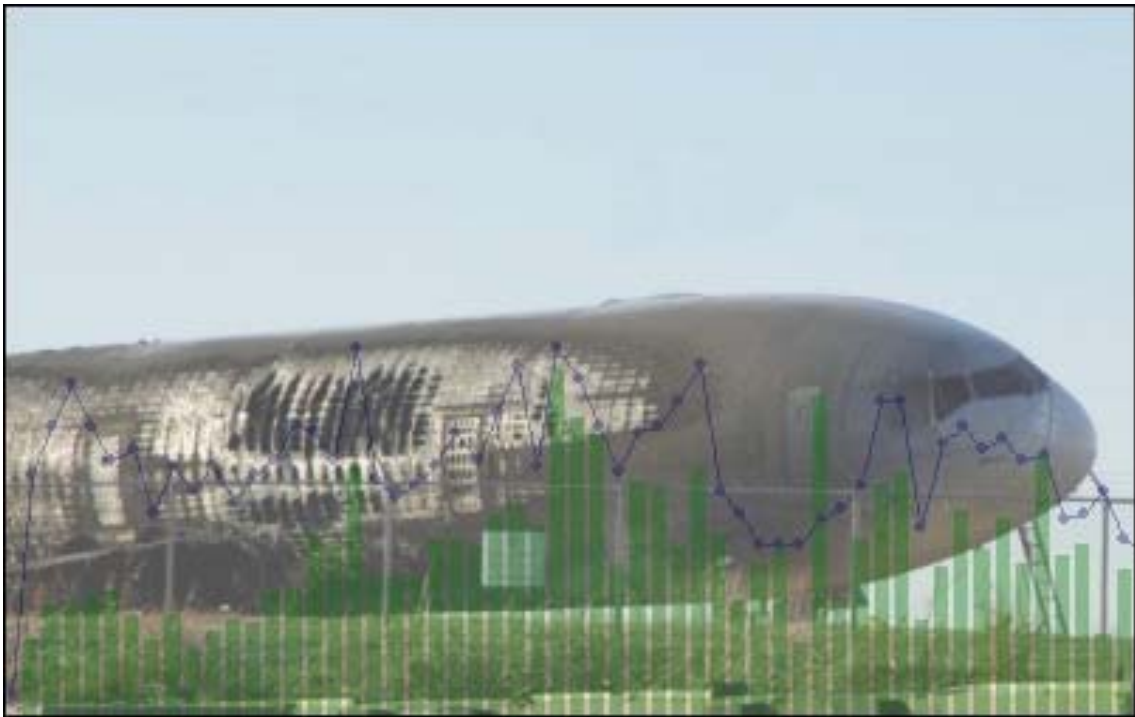


Airliner Accident Statistics 2003

Statistical summary of fatal multi-engine airliner accidents in 2003



Aviation**Safety**Network



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2003

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front page photo: non-fatal MD-10 accident at Memphis, December 18, 2003 © Dan Parent, kc10.net

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SUMMARY

The year 2003 was an exceptionally safe one for civil aviation. Last year recorded a record-low total of 25 fatal airliner accidents ¹⁾, killing a total of 677 passengers and crew members.

For comparison, the second-safest year, 2001, recorded 35 accidents. With regards to the number of fatalities, just two years were safer: 1984 (644) and 1954 (648).

The decreasing number of accidents is in line with the downward trend that started in 1989 after a brief spike in 1988 and 1989.

While the number of accidents and fatalities dropped sharply, the survival-rate (percentage of occupants that survived fatal airliner accidents) did not show any progress: on average almost 13% of the occupants survived an accident, which is significantly lower than the 1993-2002 average of 32%.

Also in 2003, Canadair's RegionalJet model, in service for over eleven years suffered its first fatal accident in airline service. This record time for passenger jets has only been surpassed by Concorde (24 years in airline service), the Airbus A.300 (18), Boeing's 757 twin jet (12) and Ilyushin 86 (12).

Despite the fact that 2003 was an extremely safe year, there is a reason for concern in Africa. It was again the most unsafe continent: 28% of all fatal airliner accidents happened in Africa, while the region only accounts for approximately 3 percent of all world aircraft departures. The moving 10-year average trend shows a continuous increase in the average number of fatal accidents for the last ten years.

Asia, in the late 1990'ies a point of concern, showed progress with an average number of accidents almost equal to that of Europe and North America.

1) for definitions see the chapter "Scope and definitions"

The figures have been compiled using the airliner accident database of the Aviation Safety Network, the Internet leader in aviation safety information. The Aviation Safety Network uses information from authoritative and official sources like NTSB, ICAO etc. The goal of the Aviation Safety Network is to provide everyone with a (professional) interest in aviation with up-to-date, complete and reliable authoritative information on airliner accidents and safety issues.

More information: <http://aviation-safety.net/>

SCOPE & DEFINITION

The Aviation Safety Network's *Aviation Safety Database* (<http://aviation-safety.net/database/>) covers descriptions of over 10,300 airliner/corporate jet accidents, incidents and hijackings that have occurred since 1945.

To be able to analyse data over a 50-year period of time, and to ascertain that the core selection of data is complete, clear and distinctive criteria have to be defined.

Thus, the analysis has been limited to airliner accidents using the following definitions:

Accident

"An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which a person on the airplane is fatally injured and the airplane is damaged beyond repair."

Airliner

"Commercial multi-engine airplane which, in certificated maximum passenger configuration, is capable of carrying 14 or more passengers."

A list of aircraft types covered can be found in Appendix 1.

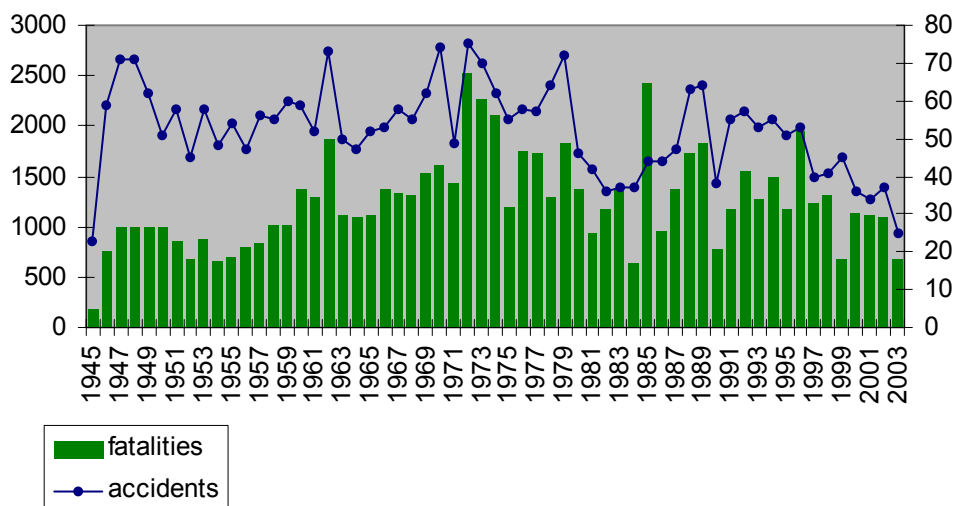
2003: ACCIDENT SUMMARY

The year 2003 recorded an all-time low of 25 airliner hull-loss accidents. A detailed description of each accident can be found in Appendix 2.

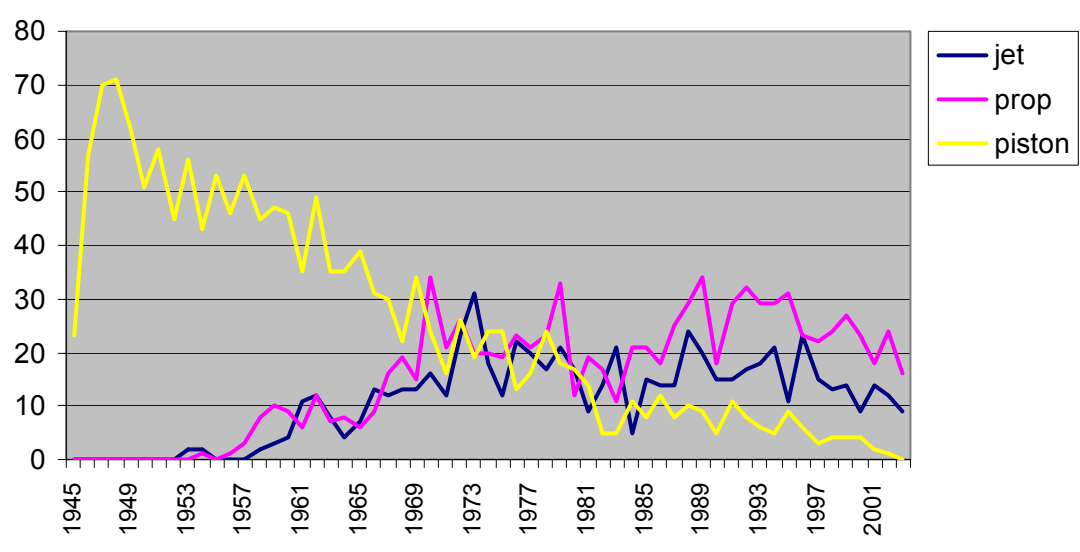
	Date	Aircraft type	Operator	Location	Fatalities
1	08 JAN	Beech 1900	Air Midwest	Charlotte, NC	21
2	08 JAN	BAe-146	THY	Diyarbakir	75
3	09 JAN	Fokker F-28	TANS	near Chachapoyas	46
4	17 JAN	Antonov 24	ex-Pont Aviation	near Ndjolé	6
5	24 JAN	G-159 Gulfstream	African Commuter Svc	Busia	3
6	31 JAN	Ilyushin 76	Euro Asia Aviation	near Baucau	6
7	10 FEB	An-28	Enimex	near Tallinn	2
8	01 MAR	Let 410	Kabanov	near Barki	11
9	06 MAR	Boeing 737-200	Air Algérie	Tamanrasset	102
10	27 MAR	DHC-6 Twin Otter	PT Air Regional	near Mulia	4
11	26 MAY	Yakovlev 42	UM Airlines	near Macka	75
12	22 JUN	Canadair RJ100	Brit Air	near Brest	1
13	08 JUL	Boeing 737-200	Sudan Airways	near Port Sudan	116
14	13 JUL	Let 410	Ruiban and Duran	near San Cristobal	4
15	16 JUL	Lockheed L-188	Air Spray (1967)	near Cranbrook, BC	2
16	19 JUL	Metro	Ryan Blake Air Charter	Mount Kenya	14
17	24 AUG	Let 410	Tropical Airways	near Cap Haitien	21
18	26 AUG	Beech 1900	Colgan Air	off Hyannis, MA	2
19	03 OCT	Convair CV-580	Air Freight NZ	off Waikanae	2
20	26 OCT	Fairchild FH-227	CATA Linea Aérea	near Buenos Aires	5
21	08 NOV	Shorts Skyvan	Trans Guyana Airways	near Ogle	2
22	17 NOV	Antonov 12	Sarit Airlines	near Wau	13
23	29 NOV	Merlin	Ameriflight	near Spokane	1
24	18 DEC	DC-9-10	L.A. Suramericanas	near Mitú	3
25	25 DEC	Boeing 727	UTA	off Cotonou	140

2003 IN HISTORICAL PERSPECTIVE

- The 2003 death toll of 677 was below the 1973-2002 average death toll of 1398 casualties
- The 2003 death toll of 677 was below the 1993-2002 average death toll of 1250 casualties
- The 2003 number of occupants involved in fatal airliner accidents of 775 was far lower than the 1993-2002 average of 1828
- The 2003 fatality rate (percentage of occupants killed in fatal airliner accidents) of 87% was higher than the 1993-2002 average of 68%
- The 2003 number of 25 fatal airliner accidents was far below the 1973-2002 average number of fatal airliner accidents of 50,4 per year
- The 2003 number of 25 fatal airliner accidents was far below the 1993-2002 average number of fatal airliner accidents of 45,7 per year



- The 2003 number of fatal jet airliner accidents of 9 was below the 1973-2002 average of 16,4 accidents per year
- The 2003 number of fatal prop airliner accidents of 16 was on the 1973-2002 average of 23,2 accidents per year
- The 2003 number of 0 fatal piston airliner accident was far below the 1973-2002 average of 10,1 accidents
- The 2003 number of 0 fatal piston airliner accident was far below the 1993-2002 average of 4,4 accidents
- 2003 was the first year without a fatal piston airliner accident



fatal airliner accidents by propulsion

AIRCRAFT MANUFACTURERS

Although the total number of accidents does not say anything about the safety of an aircraft model or manufacturer, a few things about 2003 must be noted. For instance both Beechcraft 1900 and Avro RJ models suffered their worst accidents in 2003. Canadair's RegionalJet model, in service for over eleven years now suffered it's first fatal passenger accident in airline service. This record time for passenger jets has only been surpassed by Concorde (24 years in airline service), the Airbus A.300 (18), Boeing's 757 twin jet (12) and Ilyushin 86 (12).

Manufacturer	2003	2002	2001	2000	1999
Aérospatiale / BAC	0	0	0	1	0
Airbus	0	0	1	2	0
Antonov	3	5	2	5	3
ATR	0	2	0	0	2
BAC	0	1	0	0	0
Beechcraft	2	1	1	1	3
Boeing	3	7	6	3	5
BAe/Avro	1	0	1	2	1
Canadair	1	0	0	0	0
CASA	0	0	1	0	1
Consolidated	0	1	0	0	0
Convair	1	0	0	0	0
Curtiss	0	0	0	2	0
De Havilland Canada	1	4	1	3	4
Dornier	0	0	0	0	2
(MDD)Douglas	1	1	3	4	10
Embraer	0	2	0	1	3
Fairchild	1	1	0	0	0
Fokker	1	2	1	1	2
GAF	0	0	1	0	0
Grumman	1	0	0	0	0
Hawker Siddeley	0	1	0	0	1
Ilyushin	1	1	2	0	1
Let	3	4	4	1	2
Lockheed	1	1	0	1	2
PZL Mielec	0	0	1	0	0
Saab	0	0	0	1	0
Shorts	1	0	1	3	0
Sud Aviation	0	0	1	0	0
Swearingen	2	1	3	1	0
Transall	0	0	1	0	0
Tupolev	1	2	2	0	1
Yakovlev	0	0	1	1	2
Yunshuji	0	0	0	2	0
<i>Western Built</i>	17	25	22	29	36
<i>(fmr) Eastern Block built</i>	8	12	12	9	9
Total	25	37	34	36	45

COUNTRIES

In 2003, just like the year before, the United States suffered the highest number of fatal airliner accidents: 3. Just one of these concerned a passenger flight.

Of the other countries Benin suffered it's first fatal airliner accident when a Boeing 727 from the Guyanese airline UTA crashed on takeoff from Cotonou. Countries hit by the highest death tolls on their soil were Algeria and Sudan. In both countries a Boeing 737-200 crashed after takeoff, killing 102 and 116 occupants resp. In both cases one passenger survived miraculously.

Country	2003	2002	2001	2000		2003	2002	2001	2000
Algeria	1	0	0	0	Liberia	0	1	0	0
Angola	0	0	1	3	Libya	0	0	0	1
Argentina	1	0	0	0	Luxembourg	0	1	0	0
Bahamas	0	0	0	1	Mexico	0	1	1	1
Bahrain	0	0	0	1	Morocco	0	1	0	0
Benin	1	0	0	0	Nepal	0	2	0	1
Brazil	0	2	0	0	New Zealand	1	0	0	0
Canada	1	0	1	2	Nigeria	0	2	1	1
Central African Rep.	0	1	0	0	Panama	0	0	0	1
China	0	1	0	1	Peru	1	0	0	0
Colombia	1	3	2	1	Philippines	0	1	0	1
Comoros	0	1	0	0	Russia	1	2	4	1
Congo (fmr Zaire)	0	0	2	1	Spain	0	2	2	0
Costa Rica	0	0	0	1	South Africa	0	1	0	0
Djibouti	0	1	0	0	South Korea	0	1	0	0
East Timor	1	0	0	0	Sri Lanka	0	0	0	1
Estonia	1	0	1	0	Sudan	2	0	0	0
France (incl. overseas):	1	0	1	3	Surinam	0	0	1	0
Gabon	1	0	0	1	Switzerland	0	0	1	1
Germany	0	1*	0	0	Taiwan	0	2	0	1
Ghana	0	0	0	1	Thailand	0	0	1	0
Guatemala	0	0	1	0	Tunisia	0	1	0	0
Guyana	1	0	0	0	Turkey	2	0	0	0
Haiti	1	0	0	0	UK	0	0	1	0
India	0	0	0	1	USA	3	3	7	7
Indonesia	1	2	2	0	Venezuela	1	0	2	0
Iran	0	2	1	0					
Italy	0	0	1	0					
Ivory Coast	0	0	0	1					
Kenya	2	1	0	0	Total	25	37	34	36
Laos	0	0	0	1					

*) collision



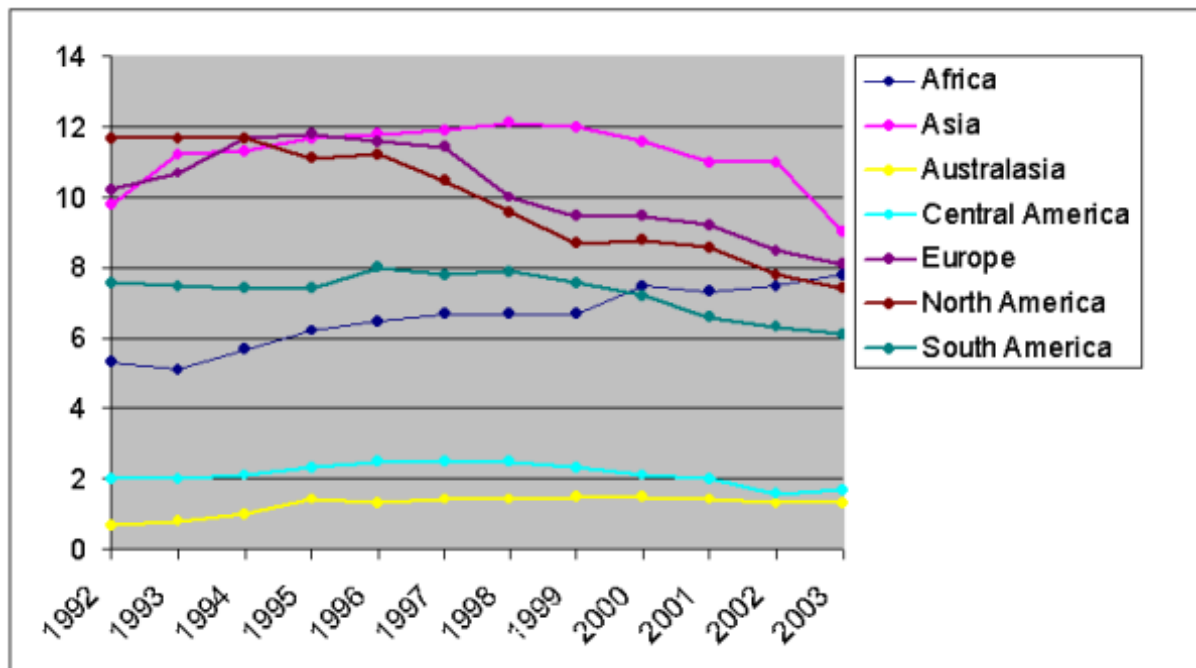
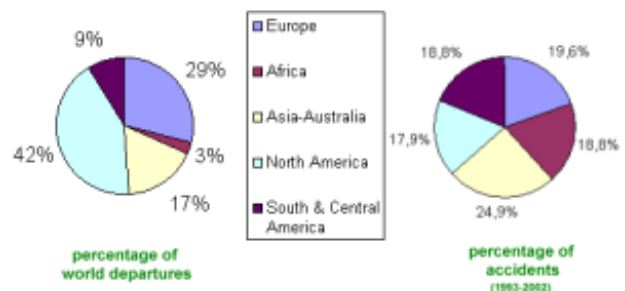
2003 accident spread

REGIONS

In 2003 Africa was again the most unsafe continent. 28% of all fatal airliner accidents happened in Africa, while Africa only accounts for approximately 3 percent of all world aircraft departures.

The moving 10-year average trends show a decrease in the average number of fatal accidents for Europe, North-, South-, and Central America over the past six to seven years. Africa on the other hand shows an increase from a 10-year average of 5,1 accidents in 1993 to 7,8 accidents in 2003. The average number of accidents per year in Australasia has remained stable at approximately 1,4 since 1995.

Region	2003	2002	2001	2000	1999
Africa	7	10	4	9	9
Asia	2	11	4	8	12
Australia	1	0	0	0	3
Central America	1	0	2	4	2
Europe	5	7	10	5	7
North America	4	4	9	9	6
South America	5	5	5	1	6
Total	25	37	34	36	45



moving 10-year average graph

FLIGHT NATURE

From a passenger's point of view the year 2003 was the safest year in aviation since World War II. The number of fatal passenger flight accidents was never this low (14). It's followed on a large distance by 1984 and 2002 with both 20 passenger flight crashes each.

A breakdown by flight nature shows a continuous decrease in the number of scheduled passenger flight accidents over the last four years.

The moving 10-year average shows the number of fatal scheduled passenger service accidents decreasing from 24,5 accidents in 1995 to 17,0 accidents in 2003.

Manufacturer	2003	2002	2001	2000	1999
Ambulance	0	0	1	0	0
Ferry	1	5	0	0	2
Fire fighting	1	2	0	1	0
Freight	7	9	5	9	16
Non Scheduled Passenger	5	4	7	9	4
Para	1	0	0	0	1
Positioning	1	0	0	1	1
Scheduled Passenger	8	12	13	14	19
Training	0	0	1	0	0
Passenger *)	1	4	3	0	1
?	0	1	4	2	0
-	0	0	0	0	1
Total	25	37	34	36	45

*) unknown if these flights were a scheduled or non-scheduled passenger flights.

FLIGHT PHASE

2003 showed a marked decrease in the number of approach and landing accidents, which is one of the four most pressing safety problems facing the aviation industry according to the Flight Safety Foundation. In 2003 they accounted for 32% of all accidents, compared to 54% in 2002 and 38% in 2001.

Phase	2003	2002	2001	2000	1999
Ground	0	0	1	0	0
Takeoff	3	2	3	3	2
Climb	7	4	7	11	7
Cruise	7	10	9	3	11
Approach	8	18	12	13	16
Landing	0	2	1	3	8
?	0	1	1	3	1
Total	25	37	34	36	45

AVIATION SAFETY PRIORITIES

Analyzing last year's accidents and comparing them with the four aviation safety priorities, identified by the Flight Safety Foundation (FSF), it can be concluded that much work still needs to be done:

Controlled flight into terrain (CFIT)

CFIT accidents in 2003 were probably responsible for almost 36% of all fatal accidents. Some 9 accidents were CFIT-related, totalling 225 fatalities.

Approach and landing

Eight accidents happened in the approach and landing phase last year. On January 8 for instance, a Turkish Airlines Avro RJ.100 crashed just short of the runway while attempting to land on a runway not equipped with ILS in foggy weather, killing 75 of the 80 occupants.

Loss of control

Again several accidents last year can be attributed to a loss of control of some kind. The Beechcraft 1900 twin turboprop plane was the focus of attention after two probable elevator trim problems, causing a commuter plane with a full load of passengers to pitch up severely during takeoff from Charlotte on January 8. The plane stalled and crashed. On August 26 another Beech 1900 crashed when the elevator pitch trim move to the nose-down position just after takeoff.

Human factors

It's too early to tell in what cases flight crew actions were a causal factor in accidents in 2003. However the January 9 CFIT accident of a Fokker F-28 in Peru was, according to the Peruvian investigators, primarily caused by an excessive confidence and lack of communication between captain and first officer. Factors contributing to the state of mind of the crew were amongst others the delay in payment of their salary, recent organizational changes within the airline and the fact that the first officer's father died just four days prior to the accident.

Please bear in mind that human factors does not mean "pilot error"; in human factors it is important to determine which mistakes were made, why, under what circumstances etc.

Apart from these four FSF identified priorities, the most talked-about issue this year obviously was aviation security, both on the ground and in the air. Following the September 11 hijackings many airlines were a.o. forced to reinforce cockpit doors. Airport and airplane security will no doubt be the number one priority for aviation regulators and the aviation industry in 2003, with special attention for portable anti-aircraft missiles, also known as 'Manpads'.

APPENDIX 1 – List of airliner types covered

ATR-42, ATR-72
Airbus A.300, A.310, A.318, A.319, A.320, A.321, A.330, A.340
Airspeed AS.57 Ambassador
Antonov 8, 10, 12, 22, 24, 26, 28, 30, 32, 38, 70, 72, 74, 124, 140, 225
Armstrong Whitworth Argosy
Aviation Traders ATL-98 Carvair
Avro 685 York, 688 Super Trader, Tudor, 691 Lancastrian
BAC One-Eleven
BAC/Aérospatiale Concorde
Beechcraft 99, 1900
Boeing C-97, 307, 314, 377, 707, 720, 717, 720, 727, 737, 747, 757, 767, 777
Breguet Br.763 Provence
Bristol 170, 175 Britannia
British Aerospace ATP, BAe-146, Jetstream 31, Jetstream 41
Canadair Argonaut, CL-215, CL-415, CL-44, RJ100/200/700
CASA/Nurtanio 212 Aviocar, CN.235
Cessna 208 Caravan 1
Consolidated Liberator, PB4Y-2 Privateer, PBY-5A Catalina
Convair CV-240, CV-300, CV-340, CV-440, CV-580, CV-600, CV-640, CV-880, CV-990
Curtiss C-46
Dassault Mercure
de Havilland Canada DHC-3 Otter, DHC-4 Caribou, DHC-5 Buffalo, DHC-6 Twin Otter, DHC-7, DHC-8
de Havilland DH-86 Express, DH-106 Comet, DH-114 Heron
Dornier Do-228, Do-328, Do-328JET
Douglas DC-2, DC-3, DC-4, DC-6, DC-7
Embraer 110 Bandeirante, 120 Brasilia, ERJ-135/140/145, 170
Fairchild C-82 Packet, C-119 Flying Boxcar, F-27, FH-227
Fiat G.212
Focke-Wulf FW.200 Condor
Fokker F.XII, F-27 Friendship, F-28 Fellowship, 50, 70, 100
Ford AT-5 Tri-Motor
GAF Nomad
Grumman G-159 Gulfstream I
Handley Page HP.68/81/82 Hermes, HP-137 Jetstream, HPR.7 Herald
Hawker Siddeley HS-121 Trident, HS-748
Hindustan Aeronautics Ltd. HAL-748
Howard 250, 500
IAI Arava
Ilyushin 12, 14, 18, 62, 76, 86, 96, 114
Junkers Ju-52/3m
Latécoere 631
Let 410, 610
Lockheed 18 Lodestar, Hercules, L-049/149 Constellation, L-649/749 Constellation, L-1049 Super Constellation, L-1649 Starliner, L-188 Electra, L-1011 TriStar
Martin 130, 2-0-2, 4-0-4
McDonnell Douglas DC-8, DC-9/MD-80s/MD90, DC-10, MD-11
Miles Marathon
NAMC YS-11
Nord 2501 Noratlas, 262
Pilatus Britten Norman BN-2A Trislander
SAAB Scandia, 340, 2000
Saunders ST-27
Savoia-Marchetti SM.95
Scottish Aviation Twin Pioneer
Short S.25 Mk.5 Sandringham, S.26 G Class, S.45 Solent, 330, 360, SC.7 Skyvan
Sikorsky S.42, S.43
SNCASE SE.161 Languedoc, SE.2010 Armagnac
SNCASO SO.30

Sud Aviation SE-210 Caravelle
Swearingen Merlin IV, Metro
Transall C-160
Tupolev 104, 114, 124, 134, 144, 154, 204, 234, 334
VFW-614
Vickers Vanguard, Varsity, VC-10, Viking, Viscount
Yakovlev 40, 42
Yunshuji Y-12

APPENDIX 2 – Descriptions of all fatal airliner accidents

08 JAN 2003	Beechcraft 1900D	N233YV	US Airways Express / Air Midwest	Charlotte-Douglas International Airport, NC (CLT) (USA)	21(21)
	<p>After takeoff from Runway 18R the nose of the Beech pitched up from 7 degrees to 52 degrees by the time it reached 1200ft. The airplane rolled and struck the corner of a large USAirways hangar.</p> <p>Two days prior to the accident maintenance had been performed on the airplane's elevator tab. The FAA ordered Air Midwest to immediately check 43 aircraft that were serviced at the airline's West Virginia maintenance facility.</p> <p>METAR around the time of the accident: KCLT 081251Z 22006KT 10SM SCT140 BKN250 03/M07 A2975 RMK AO2 SLP075 T00331072= KCLT 081351Z 23007KT 10SM SCT140 BKN250 04/M06 A2976 RMK AO2 SLP079 T00391061= KCLT 081451Z 24008KT 210V290 10SM FEW140 BKN250 07/M04 A2977 RMK AO2 SLP083 T00671044 53008=</p>				
08 JAN 2003	Avro RJ.100	TC-THG	Türk Hava Yollari - THY	Diyarbakir Airport (DIY) (Turkey)	75(80)
	<p>The aircraft, named 'Konya', crashed while on approach to Runway 34 in limited visibility conditions due to fog. The aircraft broke up after impacting the ground some 40m short of the runway. Diyarbakir's runway 34 is not equipped with ILS.</p> <p>METAR reports: LTCC 081650Z 32003KT 5000 BR FEW040 SCT100 05/03 Q1021 NOSIG= LTCC 081750Z 00000KT 3500 R34/3500D BR FEW040 SCT100 05/03 Q1021 NOSIG=</p>				
09 JAN 2003	Fokker F-28 Fellowship 1000	OB-1396	Transportes Aéreos Nacionales de la Selva - TANS	near Chachapoyas (Peru)	46(46)
	<p>TANS Flight 222 departed Lima for a scheduled flight to Chachapoyas with an intermediate stop at Chiclayo. It departed Chiclayo at 08:17h and climbed to its assigned cruising altitude of FL190, which was reached approx. ten minutes after takeoff. The F-28 followed the V-3 airway, heading 075deg until 08:32. The crew then turned to the left heading 060deg, maintaining FL190 until 08:36. The flight then descended to FL130. After reaching that altitude five minutes later, the crew extended the speedbrakes in order to decelerate from 280kts to 210kts. Fifty seconds later, with the speedbrakes still extended, the crew turned to a heading of 135deg, aligning the plane with Chachapoyas' runway 13. The turn was accomplished in 45 seconds with a 30deg bank angle.course change in 45 seconds. Shortly afterwards the Fellowship struck Cerro Coloque at an altitude of 10350 feet. Rescue workers found the wreckage two days after the crash.</p> <p>Until 1995 this F-28 was used as the Peruvian Presidential plane. METAR at the time of the accident (ca 13.45Z) was: SPPY 091300Z VRB02KT 9999 BKN015 SCT100 13/12 Q1028 PP000 TMN:12.5= SPPY 091400Z VRB03KT 9999 BKN018 SCT100 15/12 Q1028 PP000=</p>				
17 JAN 2003	Antonov 24	ER-...	?	near Ndjolé (Gabon)	6(6)
	<p>The Antonov, owned by a company from Cameroon, was registered in Moldova. The aircraft had been leased to the Congolese company Pont Aviation Limited, but the contract was canceled after the company ran into financial difficulties and the Antonov was to be transferred to</p>				

another Congolese company. Over Gabon the navigation equipment failed. The pilot circled the town of Ndjolé four times, and on the fifth he crashed into a wooded hillside.

24 JAN 2003	Grumman G-159 Gulfstream I	5Y-EMJ	African Commuter Services	Busia (Kenya)	3(12)
	The aircraft did not gain enough height after takeoff from Busia's 3281ft long runway 13/31. The airplane hit powerlines, the wings were ripped off and the Gulfstream crashed inverted against a house. Kenyan government officials were aboard the plane. Labour Minister Ahmed Khalif was killed in the accident.				
31 JAN 2003	Ilyushin 76TD	RDPL-34141	Euro Asia Aviation	2km NNW of Baucau-Cakung Airport (BCH) (East Timor)	6(6)
	The Ilyushin crashed short of the airport during a second attempt to land on runway 14 in fog, broke up and burst into flames. It was carrying 31 tons of telecommunications equipment for a Portuguese telephone company setting up operations in East Timor. Broken stratus cloud was forecast between 800ft and 2,000 ft above mean sea level, with scattered cumulus and stratocumulus cloud between 2,000 and 20,000 ft. Aerodrome forecasts were not issued for Baucau. The published elevation of Cakung Airport was 1,800 ft amsl. Air traffic services were not available at Baucau at the time of the occurrence.				
10 FEB 2003	Antonov 28	ES-NOY	Enimex	1km from Tallinn-Ulemiste Airport (TLL) (Estonia)	2(3)
	The aircraft crashed nose down into some trees, shortly after takeoff. The weather was overcast with a light mixture of sleet and snow falling throughout the day. The temperature at the time of the crash was near zero. METAR for the time of departure was: EETN 101750Z 22006KT 6000 –SN OVC006 M04/M04 Q1031 NOSIG O8850170=				
01 MAR 2003	Let 410UVP	FLA-01032	Kabanov	2km from Barki (Russia)	11(25)
	The tail of the Let collapsed at an altitude of 3900m, followed by the left wing. The aircraft lost control and crashed. Twelve skydivers were able to get out; four others are unaccounted for.				
06 MAR 2003	Boeing 737-2T4	7T-VEZ	Air Algérie	Tamanrasset Airport (TMR) (Algeria)	102(103)
	Reportedly the right hand engine caught fire on takeoff. The aircraft, named "Monts du Daia", continued and crashed about 600 metres past the runway. The aircraft was on it's way to Algiers, with an intermediate stop at Ghardaia. Temperature at the time of the accident was 23deg, QNH 1019.				
27 MAR 2003	de Havilland Canada DHC-6 Twin Otter 300	PK-WAY	PT Air Regional	near Mulia (Indonesia)	4(16)
	The aircraft crashed into a mountain at 7000 feet, about three minutes after takeoff.				
26 MAY 2003	Yakovlev 42D	UR-42352	Ukrainian-Mediterranean Airlines	near Macka (Turkey)	75(75)
	Crashed into a steep mountainside. The aircraft carried 62 Spanish peacekeeping forces, heading back home from Kabul.				

The METAR (weather) report at the approximate time of the accident (01.45 GMT) read: LTCG 260150Z 27010KT 230V310 9999 -SHRA SCT008 BKN030 18/17 Q1013 NOSIG RMK RWY29 27011KT=
 The full c/n of the Yak-42 reads: 452 042 18 11395.

- 22 JUN 2003** Canadair Regional Jet 100ER F-GRJS Brit Air near Brest (France) 1(24)
 Air France flight 5672, the evening flight from Nantes to Brest, departed Nantes about 23.15h. As the Canadair Regional Jet approached Brest, the crew were cleared for a runway 26L approach. Runway 26L is a 3100m long ILS equipped runway. During the approach the airplane deviated to the left of the centreline. At first the aircraft was above the glideslope, but then descended below the glideslope. As they further descended below the glideslope (25 seconds before impact), the Ground Proximity Warning System (GPWS) began to sound. Engine power was added, but it was too late. Flight 5672, with the gear down, touched down in a field and collided with several obstacles before coming to rest 150m further on, at a distance of 2150m from the runway threshold and 450m to the left of the extended centreline. All occupants, except for the captain were able to evacuate before the aircraft caught fire. The co-pilot and two passengers were injured. The weather at the time of the accident was: LFRB 222200Z 32009KT 280V360 0800 R26/1400VP1500 FG BKN002 SCT020CB 15/15 Q1008 NOSIG= (wind 320deg at 9kts, varying between 280 and 360 degrees; visibility 800m; Runway Visual Range (RVR) of runway 26 varying between 1400m and 1500m in fog and broken clouds at 200ft.)
- 08 JUL 2003** Boeing 737-2J8C ST-AFK Sudan Airways 5km from Port Sudan (Sudan) 116(117)
 Shortly after takeoff from Port Sudan, the pilot reported "technical difficulties" and stated that he wanted to return to the airport. The plane then crashed in wasteland about 5 km from Port Sudan airport.
- 13 JUL 2003** Let 410UVP-E YV-1060CP Ruiban and Duran C.A. near San Cristobal (Venezuela) 4(10)
 The Let 410 departed La Carlota at 11.41 for a flight to San Cristobal. Near San Cristobal, the airplane crashed into a mountain in the Parque Nacional del "Chorro del Indio", cerro La Gama.
- 16 JUL 2003** Lockheed L-188A Electra C-GFQA Air Spray (1967) 16km SE of Cranbrook, BC (Canada) 2(2)
 Several small forest fires had erupted near Cranbrook and the Air Spray Electra was called in to fight the fires. Just after dumping its load of flame-retardant materials, the aircraft crashed into the forest. The aircraft involved was Tanker 86 - C-GFQA.
- 19 JUL 2003** Swearingen SA.226TC Metro II ZS-OYI Ryan Blake Air Charter Mount Kenya (Kenya) 14(14)
 The Swearingen Metro plane, carrying 12 American tourists and two South African crew members, departed Nairobi-Wilson Airport at 15.58h for a flight to the Samburu national park. The flight plan was to allow the crew to fly round Mount Kenya before landing at a private airstrip in the game park.
 The airplane crashed into the eastern slope of Point Lenana (16,450 feet), which is the third highest peak of Mount Kenya. The crash site was located approx. 450ft below the snow-capped top. Debris scattered into the adjacent valleys of the peak, and then burnt throughout the night.
- 24 AUG 2003** Let 410UVP-E3 HH-PRV Tropical Airways 5km W of Cap Haitien Airport (CAP) (Haiti) 21(21)

A Tropical Airways Let 410 departed Cap Haitien for a flight to Port de Paix. Shortly after takeoff, eyewitnesses reported seeing smoke coming from the aircraft. The aircraft then crashed and burned in a sugar cane field. The identity of the plane has not yet been confirmed.

- 26 AUG 2003** Beechcraft 1900D N240CJ US Airways Express / Colgan Air 3 mls S of Hyannis, MA (USA) 2(2)
 On August 6, Beech 1900D N240CJ was to be repositioned to Albany after maintenance had been performed; which included replacement of both elevator trim actuators and the forward elevator trim cable. The aircraft departed runway 24 at the Hyannis-Barnstable Airport. Shortly after takeoff the pitch trim control moved from 2 to approximately 3 degrees negative (nose down). Ten seconds later the pitch trim control moved to an approximate 7 degree negative position, where it remained for the duration of the flight. The pilot declared an emergency and reported a "runaway trim." The airplane flew in a left turn and reached an altitude of approximately 1,100 feet. The flightcrew subsequently requested to land on runway 33, upon which ATC cleared the flight to land on any runway. While attempting to return to the airport, the plane then pitched nose-down, and impacted the water at an approximate 30-degree angle. The Beech came to rest in approximately 18 feet of water, about 100 yards from the Yarmouth shore.
- 03 OCT 2003** Convair CV-580F ZK-KFU Air Freight NZ off Waikanae (New Zealand) 2(2)
 The Air Freight NZ Convair CV-580 operated on a mail and parcel flight from Christchurch to Palmerston North. It was already dark when the flight departed Christchurch around 20:30h. Weather at Christchurch included clouds, rain and a 13-15kt wind. Approximately one hour after departure, Kapiti Coast residents reported hearing engine noises, a bang and seeing objects fall from the sky.
- 26 OCT 2003** Fairchild FH227B LV-MGV CATA Linea Aérea 30km SW of Buenos Aires, BA 5(5)
 (Argentina)
 At 04:28 CATA flight 670 departed Buenos Aires-Ezeiza Airport's runway 17 on a cargo flight to Corrientes. Shortly after takeoff the pilot indicated that they wanted to return to the airport. The Ezeiza controller then cleared them to return to the airport and land on runway 17. Apparently the plane lost control, crashed and burst into flames near the 'Esperanza' golf course.
- 08 NOV 2003** Shorts SC.7 Skyvan 3M-100 8R-GMC Trans Guyana Airways near Ogle (Guyana) 2(7)
 The Skyvan took off from Ogle Airport's runway 24 at 10:59 for a charter flight to Ekeru. One minute after takeoff, the pilot declared an emergency and reported that he was forced to crash-land into the cane-fields bordering E-Block Sophia and Lamaha Springs. The plane hit a ridge and then skidded approximately 100 feet from the point of impact, before coming to rest on an uncultivated piece of land. Preliminary investigation revealed that the nr.2 engine had failed.
- 17 NOV 2003** Antonov 12 ? Sarit Airlines near Wau (Sudan) 13(13)
 An Antonov 12 departed Khartoum for Way, carrying a cargo of wheat and other foodstuff, plus a money shipment from the Bank of Sudan. Six foreign crewmen were aboard the plane, accompanied by three security officials, a Bank of Sudan official, a Saria engineer, a security policeman and a military policeman. While approaching Wau, the plane crashed and burned.
- 29 NOV 2003** Swearingen SA227AT Merlin IVC N439AF Ameriflight 1 mile E of Spokane-Felts Field, 1(1)
 WA (SFF) (USA)
 The Merlin cargo plane was transporting 127 packages to Spokane when it contacted trees and crashed just one mile short of runway 21R.

The METAR report at 07:53 local/15:53 UTC read: KSFF 291553Z 25005KT 10SM OVC004 06/06 A2983, which included an overcast at 400ft.

18 DEC 2003 McDonnell Douglas DC-9-15F HK-4246X Líneas Aéreas Suramericanas 73nm NE of Mitú (Colombia) 3(3)
The flight had just received permission to descend from FL230 to 7000 feet when it disappeared off radar screens. The airplane was declared missing. The wreckage was found on December 28.

25 DEC 2003 Boeing 727-223 3X-GDM Union des Transports Africains de off Cotonou Airport (COO) 140(161)
Guinée (Benin)

Union des Transports Africains de Guinée operates two flights a week from Conakry, Guinea to Beirut and Dubai with their newly acquired ex-American Airlines Boeing 727. On December 25, UTA Flight 141 departed Conakry, Guinea for a scheduled flight to Beirut, Lebanon with a planned intermediate stop at Cotonou. At Cotonou nine of the 92 passengers deplaned and 73 persons boarded the flight. It was a warm afternoon at a temperature of 32 deg. C with a light breeze as the 727 taxied to runway 24. Runway 06/24 is an asphalt runway, measuring 2400 (7874 feet) meters with a 61m (199 feet) overrun zone. According to FAA runway length requirement calculations, a fully laden Boeing 727-200 with JT8D-9 engines and a 25-degrees flap setting would, given the weather and airfield elevation, need a runway length of approx. 8000 feet.

Apparently the 727 barely climbed after takeoff, causing the main undercarriage to strike the roof of a 2-3 meters high small building housing radio equipment. The operator inside the building suffered injuries. The plane continued, smashed through the airport boundary fence, crashed and broke up on the shoreline.

Weather at the time of the accident (13:55Z) was: DBBB 251400Z 17006KT 130V210 8000 FEW015 BKN250 32/27 Q1009 NOSIG=
