





Click on icon to return to index

# Aerospace

## 2006 Significant airline losses to date

Date of loss	Operator	Aircraft type	Location	Passenger fatalities
25 Jan	Cargolux	B747	Shanghai	Nil
8 Feb	UPS	DC8-71F	Philadelphia	Nil
18 Mar	Air Algerie	B737	Seville, Spain	Nil
3 May	Armavia	A320	Russia	105
4 May	TAT Industries	Various	Brussels Apt	Nil
15 May	Lufthansa	B747-400	Frankfurt	Nil
2 Jun	American Airlines	B767	Los Angeles	Nil
3 Jun	East Coast Flight	D328JET	Manassas	Nil
7 Jun	Tradewinds	B747-200F	Medellin	Nil
9 Jul	S7 Airlines	A310-300	Irkutsk, Russia	130
10 Jul	PIA	F-27	Multan, Pakistan	41
28 Jul	FedEx	MD-10-10F	Memphis	Nil
27 Aug	Comair	CRJ-100ER	Lexington	47
29 Sep	Gol	B737-800	Amazon	149
10 Oct	Atlantic Airways	BAe 146-200	Norway	3
29 Oct	ADC Airlines	B737-200 Adv	Abuja, Nigeria	91

### Trigana Air Services - de Havilland Canada DHC-6-300 17 November 2006

#### Gergaji Mt., Indonesia

The aircraft flew into a mountainside at an altitude of 18,600 feet during poor weather conditions. All nine passengers and three crew were killed in the incident.

### Aerosucre - Boeing 727-23F

18 November 2006

#### Leticia, Colombia

The aircraft was operating a cargo service from Bogota when it struck a communications antenna on approach to Leticia. The aircraft subsequently crashed near the village of San Sebastian de los Lagos killing the three crew and two non-revenue passengers.

## Losses

### Perimeter Airlines -

#### Swearingen SA-226TC

8 November 2006

#### Winnipeg, Manitoba, Canada

Following touchdown after a service from Norway House airport, the aircraft veered off the left hand side of the runway into rocky terrain. The nose and main undercarriages collapsed, the aircraft came to rest on it's ventral fuselage, its wings and propellers sustaining significant damage. None of the two crewmembers or seven passengers suffered serious injury.

### AirTran Airways - Boeing 717-200

10 November 2006

#### Memphis, Tennessee, USA

The nose undercarriage collapsed causing damage to the aircraft's forward pressure bulkhead and

ventral fuselage, after the flightcrew taxied off the taxiway surface into a ditch. There were no injuries amongst the 69 people on board.

### Cielos del Peru - Boeing DC-10-30F

17 November 2006

#### Barranquilla, Colombia

The flightcrew were unable to stop the aircraft within the available runway length on landing during poor weather conditions following a flight from Buenos Aires. The flightcrew steered the aircraft onto soft ground to avoid a number of obstacles, where it came rest some 50 metres from the runway edge, following which the nose undercarriage collapsed. The seven crewmembers on board the aircraft were unhurt, the aircraft sustained significant damage to it's forward ventral fuselage, numbers one and three engines and nose undercarriage.

### Hansung Airlines - ATR72-202

28 November 2006

#### Jeju Island, South Korea

The aircraft made a nosegear first touchdown whilst landing in windshear conditions. The nose undercarriage subsequently failed and collapsed following which control of the aircraft was lost and it veered off the runway surface. There were no significant injuries to those on board, the aircraft suffered forward ventral fuselage and nosegear damage.

### Grob Aerospace - Grob G180 Utility Jet

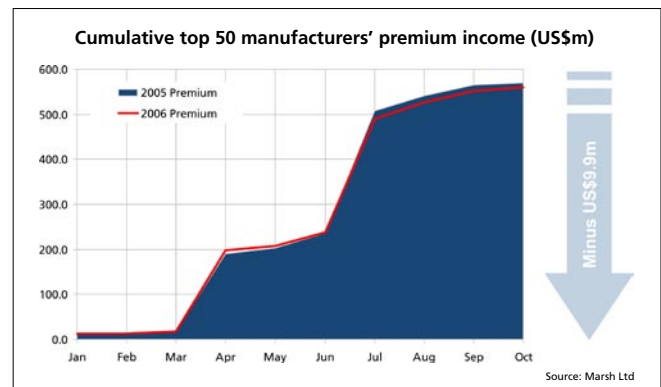
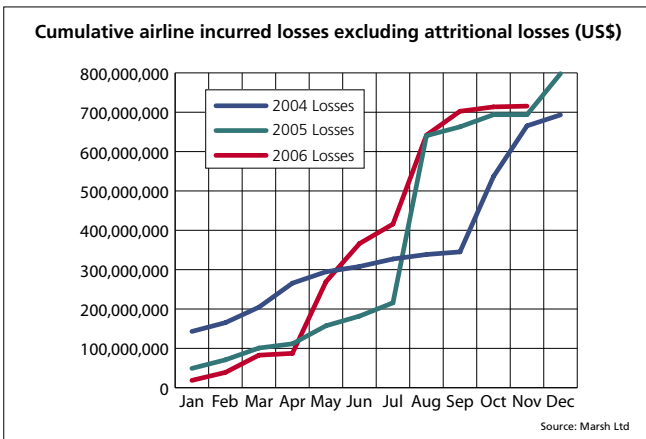
29 November 2006

#### Tussenhausen, Germany

The experimental VLJ aircraft crashed shortly after take-off for a positioning flight. The sole occupant was killed on impact.



Click on icon to return to index



## Manufacturers

November was an important month for the major engine manufacturers, with two out of the four engine manufacturers renewing. The premium generated by these two renewals accounts for half of the premium in November. Underwriters continued to apply premium increases with the average increase ranging between 0% and 5% depending on the type of risk.

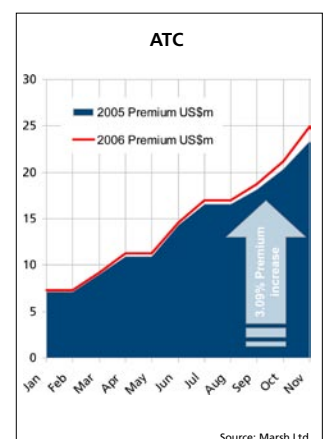
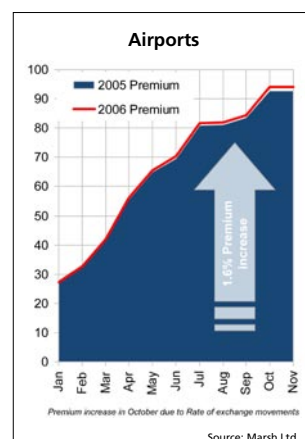
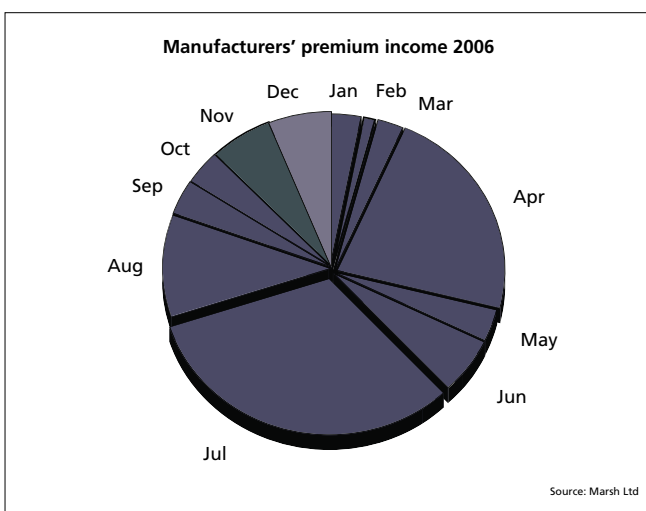
With only the December renewals to come, the overall average premium increase for 2006 is currently at 3%, this includes all the November renewals, (several accounts have been excluded due to the size of premium they pay as these accounts distort the overall premium change figures). The estimated turnover for the same period for 2006 has increased by 8%.

December is a busy month for underwriters because of the volume of accounts renewing, this includes the last major manufacturer. The underwriters' stance has continued and early December renewals have continued the same trend as previous months with accounts receiving premium increases of up to 5%, across all sectors of the manufacturers' portfolio.

## Airports and ATC

November saw very little activity in the airport and ATC portfolio. The renewals that took place saw no change in the way underwriters are treating this book, with airports receiving 'as before' renewals and ATC providers slight increases.

December sees more activity and early indications show that underwriters are holding their stance on the airport book, with the premium reduction averaging just over 1.5% to date. However, there seems to be some movement on the ATC portfolio, with early December renewals seeing premium reductions in excess of 5% for the first time.





Click on icon to  
return to index

## Aviation News

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# MARSH



## Market eye

Paul Macmillan and Paul Kidd have resigned from the London aviation operation of Württembergische Versicherung AG. They are both joining the Kiln Aviation Syndicate No. 510 at Lloyd's to write the aviation portfolio.

The information contained in this newsletter provides only a general overview of subjects covered, is not intended to be taken as advice regarding any individual situation and should not be relied upon as such. Insureds should consult their insurance and legal advisors regarding specific coverage issue.

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