TUNISIAN REPUBLIC

MINISTRY OF COMMUNICATION TECHNOLOGIES AND TRANSPORT

INVESTIGATION REPORT

CONCERNING THE ACCIDENT ON 7 MAY 2002 IN TUNIS INVOLVING A BOEING 737-500, WITH REGISTRATION SU-GBI, OPERATED BY EGYPTAIR

[photo]

May 2004

SUMMARY

Date and time of the accident

Tuesday, 7 May 2002, around 2:18 pm [1]

Accident location

In the region of Ennahli, approximately 6 km west of the Tunis-Carthage International Airport (DTTA)

Flight type

Scheduled flight for the public transport of passengers, number MSR843

Phase of flight

On final approach towards runway 11 at the Tunis-Carthage International Airport

Aircraft type and registration

Boeing 737-500, registration SU-GBI

Aircraft owner and operator

The Egyptian airline Egyptair

Persons on board the aircraft

- 6 crew members (2 cockpit personnel and 4 cabin crew members)
- 56 passengers, including one baby

Summary of the accident

On 7 May 2002, at 2:18pm, during a VOR/DME approach under IMC conditions, the Boeing 737-500 aeroplane owned by Egyptair with the registration SU-GBI, which was operating the scheduled flight MSR843 (Cairo-Tunis), crashed into a hill in the Ennahli region during the final descent to runway 11 of the Tunis-Carthage International Airport at an altitude of approximately 750 ft. and a distance of 3.6 NM from the runway threshold.

Consequences of the accident

- 3 crew members (2 cockpit personnel and 1 cabin crew member) and 11 passengers were killed.
- The aeroplane was severely damaged.

---

[1] The times indicated in the report are expressed in Coordinated Universal Time (UTC). One hour should be added to the cited times in order to obtain the time legally in effect in Tunisia on the day of the accident.

4.6- Minimum Safe Altitude Warning (MSAW) device

A ground-based device known as MSAW (Minimum Safe Altitude Warning), which is already operational in some countries, enables the air traffic control services to inform the crew of an aircraft as soon as possible if it is coming within dangerous proximity to the ground.

The investigation has determined:

1. that the MSAW system provides protection outside the cylindrical volume having a 25-NM radius centered on Tunis-Carthage and a height of 6000 ft., and therefore it does not cover the approach to runway 11, and

2. that a feasibility study concerning the reduction of this volume is currently underway.

Consequently, the investigation commission recommends:

- **the completion of this study as soon as possible, while considering the possibility of including in the study the extension of this function to the approaches to the Tunis-Carthage Airport.**

4.7- Ground and obstacle portrayal on the approach chart

a) To date, ICAO has considered the publication of information relating to the ground and obstacles only in the plan view of the approach chart. On 23 February 2004, ICAO adopted Amendment 53 to Annex 4 of the Chicago Convention. This amendment includes Recommended Practice 11.10.6.5, which introduces a ground profile portrayal or a minimum altitude/height portrayal in the profile view of approach charts.

The investigation commission has concluded that this amendment would be very useful for the prevention of accidents.

Consequently, the investigation commission recommends:

- **that ICAO raise Recommended Practice 11.10.6.5 in Amendment 53 to Annex 4 to the status of a Standard and accelerate its entry into force.**