

SYNOPSIS

On 04 April 2011, a Georgian Airways Canadian Regional Jet (CRJ 100 ER), registration 4L-GAE, using call sign 'UNO 834', operating a domestic flight from Kisangani to Kinshasa for United Nation's Stabilization Mission in the Democratic Republic of Congo (MONUSCO), crashed during the process of 'Go Around' at Kinshasa Airport, at 1256 52 UTC.

At the time of the accident, Kinshasa airfield was experiencing a severe thunderstorm.

The aircraft impacted the ground 170 meters to the left and abeam the displaced threshold of Runway 24 in about a 10 degrees nose down attitude. At the time of impact, aircraft's heading was 220 degrees and its speed was 180 knots. Following the impact, the aircraft skipped, started breaking up, skidded along the ground and rolled inverted before coming to a halt. During this process, parts of the aircraft including undercarriage, engines, wings and tail section sheared off. Major part of the fuselage including the cockpit portion, came to a rest inverted in one piece about 400 meters beyond the initial impact point.

The aircraft was carrying 29 passengers and 4 crew members. 32 persons died in the accident, the sole survivor was severely injured.

Following the accident, DRC Government set up an Investigation Commission to investigate the accident. Representatives from Georgian Civil Aviation Authority (State of Registration), Georgian Airways (Operator), Transportation Safety Board of Canada (State of design and manufacture of aircraft), National Transportation Safety Board of USA (State of manufacture of Engines) and from Department of Field Support of United Nations (to represent the organization which had chartered the aircraft), were invited to join and assist in the investigation. Initial FDR and CVR readouts were carried out at Bureau d'Enquetes et d'Analyses (BEA) at Paris. Experts from the manufacturer (Bombardier), too, provided vital assistance during the investigation process.