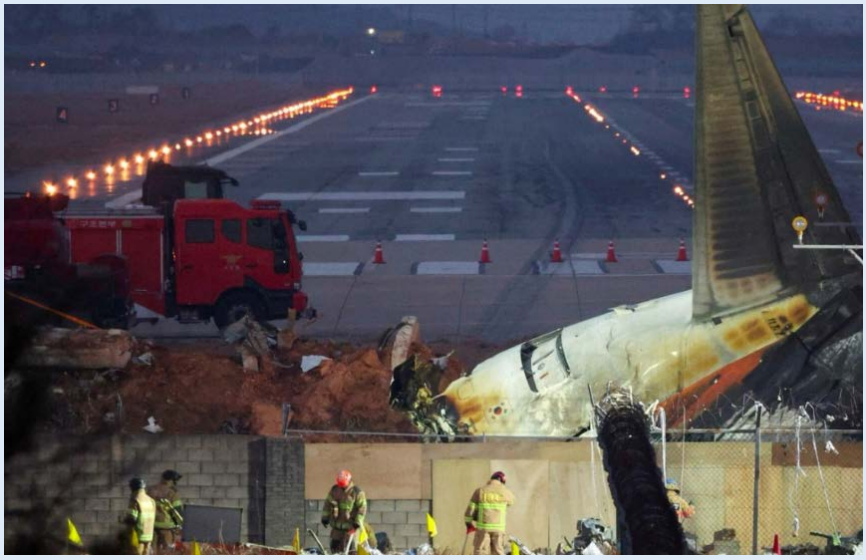
THE STATE CIVIL AVIATION AGENCY

SAFETY BULLETIN

The final week of 2024, which has now passed, was marked by two significant aviation accidents. On December 25, 2024, an Azerbaijan Airlines Embraer E190AR aircraft, operating flight J2–8243 from Baku to Grozny, was forced to make an emergency landing approximately 3 miles from Aktau International Airport in Kazakhstan. Of the 67 people on board, including 62 passengers and 5 crew members, 38 tragically lost their lives. Prompt and efficient responses from Kazakhstan's firefighting and rescue services ensured the survival of many injured passengers, preventing further fatalities. Their timely intervention significantly minimized the scale of the tragedy by averting a higher number of casualties.

The second major accident occurred when a Jeju Air Boeing 737-800, after a belly landing at Muan International Airport in South Korea, skidded and collided at high speed with concrete blocks at the end of the runway. Of the 181 people on board, including 175 passengers and 6 crew members, 179 lost their lives.



Investigations into both accidents are underway, and several key issues that require clarification are expected to be addressed shortly.

These accidents have brought to light several critical concerns related to aerodrome safety, particularly regarding the South Korean accident. Questions have been raised about the proximity of the concrete wall at the end of the runway and the appropriateness of such rigid structures within runway safety areas.

It is paramount that international and national safety requirements are strictly adhered to in order to mitigate the risk of fatalities in future accidents. Should any standards or recommendations be found lacking, it is essential that risk assessments be conducted and appropriate mitigating measures be implemented. Strict compliance with established guidelines for Runway End Safety Areas (RESA), runway strips, and Obstacle Limitation Surfaces (OLS) is essential. These zones must remain free of rigid structures, with only aeronautical equipment made of breakaway or fragile materials permitted.

Additionally, the installation of an Arresting System at the end of runways, designed to rapidly decelerate aircraft, should be considered as a crucial safety measure to prevent or mitigate the impact of similar accidents in the future.



Equally important is ensuring that airport firefighting and rescue services (RFF) are properly equipped, well-planned, and regularly exercised to guarantee a swift response in the event of an accident. Comprehensive training and preparedness in these areas are vital for minimizing the potential consequences of such accidents.

The prompt and proactive implementation of these safety measures will not only help prevent similar tragedies but will also contribute to the continued enhancement of flight safety worldwide.

AERODROME OPERATOR OVERSIGHT
AND GROUND MANAGEMENT DEPARTMENT