

	NTSB ID: DCA08RA097	Aircraft Registration Number: VP-BKO
	Occurrence Date: 09/14/2008	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: Foreign

## Location/Time

Nearest City/Place Perm	State	Zip Code	Local Time 0510	Time Zone	
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Airport Proximity:	Distance From Landing Facility:
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## Aircraft Information Summary

Aircraft Manufacturer Boeing	Model/Series 737-500	Type of Aircraft Airplane
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Revenue Sightseeing Flight: No

Air Medical Transport Flight: No

## Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

On September 14, 2008, at 0510 local time, Aeroflot-Nord flight 821, a Boeing 737-500, Bermuda registered (VP-BKO) and Russian operated, equipped with CFM56 engines, crashed on approach to Perm airport in Perm, Russia. All on board, including 6 crew and 82 passengers, suffered fatal injuries. The initial notification from the Russian government reports that 17 of the 82 passengers were of non-Russian nationality, some of which included U.S. citizens. The flight originated from Moskva- Sheremetyevo Airport (SVO) in Moscow, Russia with an intended destination of Perm Airport (PEE) in Perm, Russia and was conducted as a scheduled passenger flight.

The accident flight was reportedly lost from radar as it was executing a missed approach, for unknown reasons, at the destination airport. The aircraft collided with the ground in the city and was completely destroyed by impact forces and fire.

The investigation is being conducted by the Russian Interstate Aviation Committee (MAK). The NTSB has launched a team of investigators and will be assisted by Technical Advisors from the Federal Aviation Administration and Boeing Aircraft. According to the MAK, the Bureau d'Enquetes et d'Analyses (BEA) of France, representing the state of manufacture for the aircraft engines, and the Air Accidents Investigation Branch (AAIB) of the United Kingdom, representing Bermuda as the state of Registry, will also participate in the investigation under the provisions of ICAO Annex 13.

For more information on the accident investigation, contact MAK at mak@mak.ru.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: DCA08RA097				
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		Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>						
Airport Name		Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown:						
VFR Approach/Landing:						
<b>Aircraft Information</b>						
Aircraft Manufacturer Boeing		Model/Series 737-500		Serial Number		
Airworthiness Certificate(s):						
Landing Gear Type:						
Amateur Built Acft? No	Number of Seats:	Certified Max Gross Wt. LBS		Number of Engines:		
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:			
- Aircraft Inspection Information						
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours			
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type	ELT Operated?	ELT Aided in Locating Accident Site?				
<b>Owner/Operator Information</b>						
Registered Aircraft Owner		Street Address				
		City	State	Zip Code		
Operator of Aircraft Aeroflot-Nord		Street Address				
		City	State	Zip Code		
Operator Does Business As:			Operator Designator Code:			
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Non-U.S., Commercial						
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only						
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**First Pilot Information**

Name	City	State	Date of Birth	Age
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Sex:	Seat Occupied:	Occupational Pilot?	Certificate Number:
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Certificate(s):

Airplane Rating(s):

Rotorcraft/Glider/LTA:

Instrument Rating(s):

Instructor Rating(s):

Current Biennial Flight Review?

Medical Cert.:	Medical Cert. Status:	Date of Last Medical Exam:
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used?	Shoulder Harness Used?	Toxicology Performed?	Second Pilot?
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**Flight Plan/Itinerary**

Type of Flight Plan Filed:

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Moscow		SVO		
Destination	State	Airport Identifier		
Perm		PEE		

Type of Clearance:

Type of Airspace:

**Weather Information**

Source of Wx Information:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: DCA08RA097
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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation  Ft. MSL	WOF Distance From Accident Site  NM	Direction From Accident Site  Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light:
Lowest Ceiling:			Ft. AGL	Visibility: SM	Altimeter: "Hg
Temperature: °C	Dew Point: °C	Weather Conditions at Accident Site:			
Wind Direction:	Wind Speed:	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration:					

**Accident Information**

Aircraft Damage: Destroyed	Aircraft Fire:	Aircraft Explosion
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- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants	4				4
Other Crew					
Passengers	82				82
- TOTAL ABOARD -	88				88
Other Ground					
- GRAND TOTAL -	88				88

National Transportation Safety Board

**FACTUAL REPORT**  
**AVIATION**



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Administrative Information

Investigator-In-Charge (IIC)

Bob Benzon

Additional Persons Participating in This Accident/Incident Investigation:

David Keenan  
AAI-100