



200 Promenade du Portage
Place du Centre
4th Floor
Gatineau, Quebec
K1A 1K8

Our file Notre référence

615-A040059-1
825-A04H0004

22 October 2004

Ms. Micheline Lefrançois
Director, Regulatory/Inspection Secretariat
Transport Canada
TSB Liaison/ Regulatory Inspection Secretariat
330 Sparks Street, Place de Ville
Tower C, 12th Floor
Ottawa, Ontario
K1A 0N5

Re: AVIATION SAFETY ADVISORY A040059-1 (A04H0004)
Runway Slope Information - Publication Errors

Dear Ms. Lefrançois:

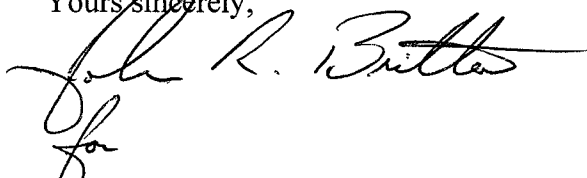
On 14 October an MK Airlines Boeing 747-244BC, registration 9G-MKJ, serial number 22170, crashed during take-off from Runway 24 at Halifax, Nova Scotia. The circumstances of the accident indicate that the aircraft failed to become airborne until shortly before striking an embankment 1000 feet from the runway end. All seven crew suffered fatal injuries. The investigation (A04H0004) is ongoing.

The initial phase of the investigation has raised a concern about the accuracy of published runway slope information. The aerodrome information for Halifax was reviewed as part of the accident investigation. The slope data for Runway 24 published in Canadian flight information publications is incorrectly listed as 0.17% down; it should read 0.17% up. Transport Canada was advised of the error and subsequently published a NOTAM directing pilots to delete the slope information for Runway 24.

Slope information is used to calculate aircraft performance. If slope information published in Canadian flight information publications is incorrect, then the potential exists for aircraft performance data to be incorrectly calculated. Although the investigation has yet to determine if and to what degree the published error in runway slope was a contributing factor in this accident, a 0.34% error in runway slope has the potential to significantly affect the safety of flight during critical stages of operation such as take-off and landing.

Transport Canada may wish to ensure that similar runway slope information errors do not exist for other aerodromes. Further, a review of quality assurance measures regarding the provision and depiction of aerodrome information in Canadian flight information publications is suggested.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "John R. Butler".

Nick Stoss

Director, Air Investigations

cc: Ms. Judy Rutherford, Director, System Safety, TC
John Crichton, President and CEO, NAV CANADA
Bernard Miller, Chairman of the Board, Halifax Airport Authority
Mr. John Clark, Director, Office of Aviation Safety, NTSB
Mr. Edward Akohene, Director of Safety Regulations, Ghana CAA
(Fax # 233 21 776 995)
Mr. Ken Smart, Chief Inspector of Air Accidents, AAIB, United Kingdom
(Fax # 44 (0) 1252 376 999)

BACKGROUND INFORMATION

Occurrence No.: A04H0004

Safety Communication No.: A040059-1

TSB contact: Brian MacDonald
Tel.: (819)953-5145
email: brian.macdonald@tsb.gc.ca

1. NOTAM directing personnel to delete slope information for Rwy 24 in Halifax

201824 CYZZNYHZ
040713 NOTAMR 040712 CYHZ Halifax Intl
CYHZ Amend Pubs: Rwy Data:
Rwy 24: Delete: Down 0.17 percent

2. Copy of aerodrome chart

