

Aviation Accident Litigation Dossier — SAMPLE

Jeju Air Flight 7C2216 · Boeing 737-800 (HL8088) · Muan International Airport (RKJB) · 29 December 2024

What this sample is. This is an illustrative, redacted example of the dossier we assemble for aviation-accident litigation. It is a **verifiable data compilation**, not an expert causation opinion. Every fact, record, and count below is drawn directly from primary regulatory and investigative sources and is traceable to its origin. The official investigation of this accident (ARAIB report **AAR2404**) is ongoing; **nothing here should be read as an assertion of probable cause.** A dossier prepared for your active matter is built the same way, scoped to the aircraft, operator, and failure modes in your case.

1. The occurrence

Field	Value
Date / time	29 December 2024, 09:03 local (UTC+9)
Flight	Jeju Air 7C2216, Bangkok (VTBS) → Muan (RKJB)
Aircraft	Boeing 737-800, reg. HL8088 , MSN 37541
Operator	Jeju Air Co., Ltd (ICAO JJA)
Location	Muan International Airport (RKJB), Republic of Korea
Occupants / fatalities	181 aboard · 179 fatalities · 2 survivors (cabin crew)
Sequence (per preliminary report)	Belly landing → runway overrun → collision with embankment; aircraft destroyed
Phase	Landing (descent / approach)
Dataset category	Bird / wildlife strike
Primary source	ARAIB Aviation Accident Preliminary Report AAR2404

Source: Aviation and Railway Accident Investigation Board (ARAIB), Republic of Korea — [preliminary report](#).

2. Substantially similar occurrences

Under the *substantially similar incidents* doctrine, the admissibility and weight of comparator events turns on shared aircraft type and shared failure conditions. The table below is drawn from the full occurrence corpus, filtered to the **Boeing 737 family** and ranked by relevance to this event (category *and* phase match first, then category, then phase).

Highest-relevance comparators (Boeing 737, bird/wildlife strike, landing phase):

Date	Operator	Country	Fatalities	Hull loss	Source
1988-09-15	Ethiopian Airlines	ET	35	no	BAAA
2014-12-30	Shaheen Air	PK	0	yes	BAAA
2008-11-10	Ryanair	IT	0	no	ANSV
2005-01-04	Tri-MG Intra Asia	ID	0	yes	BAAA
2004-11-28	KLM	ES	0	yes	CIAIAC

Additional fatal landing-phase 737 comparators (broader match):

Date	Operator	Country	Fatalities	Category	Source
2020-08-07	Air India Express	IN	21	Runway excursion	AAIB India
2020-02-05	Pegasus Airlines	TR	3	Landing	BAAA
2024-11-25	Swiftair	LT	1	Landing	TAIIB
2018-09-28	Air Niugini	PG	1	Landing	BAAA

The full dossier lists **50** ranked comparators with occurrence IDs, each linkable to its source record. The Ethiopian Airlines 1988 event (a fatal 737 bird strike, 35 killed) and the Air India Express 2020 runway-overrun (21 killed) are the closest fatal analogues on the two axes most relevant here: bird ingestion and landing overrun.

3. Operator safety history — Jeju Air (ICAO JJA)

Prior recorded occurrences for the operator, matched on ICAO code (survives operator-name variations across sources). The index accident is excluded.

Date	Category	Fatalities	Source(s)
2015-12-23	—	0	NTSB
2013-02-03	—	0	ARAIB (reg. HL7780) · NTSB
2011-12-04	—	0	NTSB
2007-08-12	System failure	0	ARAIB (reg. HL5256) · Aviation-Safety
2006-08-31	—	0	Aviation-Safety

5 distinct prior occurrences on record (7 source records, cross-normalized by occurrence). None fatal. Consolidating the same event across multiple reporting bodies — as shown on the 2013 and 2007 rows — is exactly what the 71-source normalization does; single-source datasets would double-count these. This section documents the operator's recorded event history; it is not a characterization of the operator's overall safety performance.

4. Fleet airworthiness signals — Boeing 737

The following are fleet-wide regulatory and reliability signals for the aircraft family — the material an expert reviews to establish known failure modes for the type and the surrounding regulatory record. ADs are listed by effect date; some post-date this accident and are included to illustrate the failure modes at issue, not to establish notice as of December 2024.

4a. FAA Airworthiness Directives (most relevant to a landing-overflow sequence)

- **AD 2025-24-02** — *Runway excursion caused by loss of braking*. Prompted by a report in which the right main landing gear brake hydraulic hoses were incorrectly installed at the flow limiters and the left MLG wheel-speed transducer wires were interchanged. Requires inspection of MLG brake hydraulic hoses for crossed installation plus antiskid/transducer tests. (737-700/-800/-900/-900ER.)
- **AD 2026-13-17 / AD 2022-03-20** — *Degraded deceleration and runway excursion from radio-altimeter interference (5G C-Band)*. The FAA determined that during takeoff and landing, interference can cause "longer than normal landing or rejected takeoff distances due to the effect on **thrust reverser deployment, spoilers, speedbrake deployment, and increased idle thrust** ... which could lead to degraded deceleration performance and a runway excursion."
- **AD 2024-23-11** — *Flight-spoiler hardover*. Non-conforming spoiler wire-bundle installation led to unintended spoiler motion, including a flight-spoiler hardover; the FAA identified the potential for multi-spoiler hardover exceeding lateral control capability.

The full dossier lists **50** ADs for the family in effect-date order, each with FR document number and Federal Register link.

4b. FAA Service Difficulty Reports — component signal

Fleet reliability reporting for the Boeing 737, by component. Comfort/cabin log categories (interior lights, furnishings) are excluded so the list reflects causation-relevant systems. Selected rows:

ATA	System	Component	SDR count
72	Engine	Engine	794
24	Electrical Power	IDG	381
27	Flight Controls	Sensor	380
27	Flight Controls	Transmitter	371
53	Fuselage	Skin	4,232
55	Stabilizers	Skin	3,946

The full dossier lists the top **50** causation-relevant components with ATA chapter labels and counts.

4c. NTSB safety recommendations (Boeing 737)

NTSB no.	Subject	Status
DCA03WA047	Detailed inspection of Boeing 737 main landing gear retract actuators	Closed – Acceptable Action
DCA18MA142	Determine critical fan-blade impact location(s) on the CFM56-7B engine fan case	Closed – Acceptable Action
DCA24LA094	Collins Aerospace SVO-730 rudder rollout guidance actuators (737NG/MAX)	Open – Initial Response Received
DCA09MA021	Overhead bin / passenger-service-unit installation design	Closed – Exceeds Recommended Action

The full dossier lists **36** matched recommendations with full text, addressees, and disposition.

5. How this dossier is built

- **Corpus:** 240,000+ accident and incident records, cross-normalized from **71 primary sources** — national investigation boards (NTSB, ARAIB, AAIB, BEA, JTSB, and dozens more), FAA regulatory feeds (Airworthiness Directives, Service Difficulty Reports), and NTSB safety-recommendation data.
- **Method:** every record is data-layer verifiable — no generated prose in the evidence sections. Each occurrence, AD, SDR row, and recommendation carries its source and a resolvable identifier. Narrative analysis is added by a human reviewer and clearly separated from the underlying records.
- **Scope for your matter:** filtered to your aircraft type, operator, and the specific failure modes in your case; delivered in 24–48 hours.

6. Order a dossier for your case

A case-specific dossier is **\$990**, delivered in 24–48 hours. Ongoing "substantially similar incident" monitoring and full data-API access are available as subscriptions.

Request a dossier: himaxym.com/litigation

Sample prepared from the FlightFinder aviation-safety corpus. All records are drawn from public primary sources and are cited to origin. This document is illustrative and is not legal advice or an expert opinion on causation.