



Republic of the Philippines  
DEPARTMENT OF TRANSPORTATION  
**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**  
MIA Road, Pasay City 1300

## AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

### **FINAL REPORT**

**JA13JJ**  
**A320-232**

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***OWNER: JJSA2 CO., LTD.***

***TYPE OF OPERATION: SCHEDULED COMMERCIAL***

***DATE OF OCCURRENCE: DECEMBER 13, 2019***

***PLACE OF OCCURRENCE: RUNWAY 13, NINYOY AQUINO  
INTERNATIONAL AIRPORT, PASAY CITY***



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**BASIC INFORMATION**

Aircraft Registration No. : JA13JJ

Make and Model : A320-232

Owner : JJSA2 Co., Ltd.

Address of Owner : 1.2.70 Konan, Minato-ku, Tokyo, Japan

Date/Time of Occurrence : December 13, 2019; 1835UTC

Place of Occurrence : Runway 13 Ninoy Aquino International Airport, Pasay City

Type of Operation : Scheduled Commercial

Phase of Operation : Take-off

Type of Occurrence : Runway Excursion

**EXECUTIVE SUMMARY**

On December 13, 2019 at about 1835Z, an Airbus 320 type of aircraft operated by Jetstar Japan Co., Ltd. registered JA13JJ sustained minor damage following a runway excursion while on initial take off run at runway 13 Ninoy Aquino International Airport (RPLL) bound for Narita International Airport (RJAA), Japan. There were no reported injuries on the 6 crew and 140 passengers.

After completing 180 degrees turn at the displaced threshold for runway 13 departure, the crew started the takeoff run when suddenly the aircraft swerved to the right side of the runway. The aircraft continued to roll towards to right side of the runway centerline and both nosewheel and RH main wheels exited the runway pavement. The aircraft came to complete stop before the runway threshold with the nose wheel buried in a soft ground abeam threshold line approximate 3 meters from the runway edge line and the RH main wheels were about 6.8

meters from the runway edge line. The passengers disembarked utilizing car airstair and were brought to Terminal 1.

## **PROBABLE CAUSE**

- **Primary Cause Factor**

The Pilot Flying failed to set the thrust levers evenly at the same time at the start of take-off (asymmetric thrust setting).

- **Contributory Cause Factors**

- a. The Pilot Monitoring failed to caution the Pilot Flying of an asymmetrical take-off thrust settings.

- b. The Pilot Flying failed to correct or ascertain that no asymmetrical thrust setting is present prior to advancing thrust levers to TOGA.

- c. The Pilot Flying failed to perform the standard rejected take-off procedure.

## **SAFETY RECOMMENDATIONS**

The following safety recommendations addressed to Jetstar Japan (JJP) were derived from the safety investigation conducted by the Aircraft Accident Investigation and Inquiry Board (AAIIB).

- For Jetstar Japan to:

- a. Review its procedures on low speed rejected-take off.

- b. Emphasize during training the effects of asymmetrical take-off thrust setting and application of TOGA thrust during take-off.

- c. To include in the procedure the prohibition of thrust applications after runway/taxiway excursion.

- d. To include in the procedures the preservation of cockpit voice recorder after an accident/serious incident.

## **5.0 SAFETY ACTIONS**

- Following the event, JJP immediately implemented the following safety actions:

- a. A Safety and Compliance report was issued on December 20, 2019 by the head of Flight Operations paying attention to the takeoff thrust setting.

- b.** An email notice was issued by the Head Flight Operations On December 15 & 16, 2019 reiterating NOTAM B4931/19 that all take offs from RWY 13 must be from F1 and backtrack from F1 is prohibited.
- Before the issuance of the final investigation report, the AAIIB received documents from JJP on following safety actions that they have already initiate in response to the safety recommendations.
  - a.** Additional Full Flight Simulator (FFS) training which consist of subjects on engine anomalies and failures at low speed during takeoff roll has been implemented for all flight crew as a special training.
  - b.** Recovery procedure to be used in asymmetrical thrust on takeoff scenarios has been incorporated in the FCOM thru Jetstar Japan Flight Standing Order (JFSO) 018/21 dated April 23, 2021 and to A320 Flight Crew Techniques Manual.
  - c.** The procedure on the prohibition of thrust applications following a runway/taxiway excursion is now incorporated in their manual.
  - d.** The procedures the preservation of cockpit voice recorder after an accident/serious incident has been incorporated in General Operation Manual effective July 15, 2021.

The safety deficiencies presented in this report have been fully addressed and no further safety actions are being recommended.

**-END-**