

CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
Aircraft Accident Investigation and Inquiry Board
Aircraft Accident Report

BASIC INFORMATION

Aircraft Registration No. : RP-C8098

Make and Model : Airbus Helicopters EC130 T2

Operator : Philjets Aero Charter Corporation

Address of Operator : AAOP Hangar 2, General Aviation Area,
Domestic Airport Road, Pasay City

Date/Time of Accident : April 25, 2019 at 1240H (PST)/0440UTC

Type of Operation : General Aviation

Phase of Operation : Cruise

Type of Occurrence : Loss of control in flight (LOC-I)

Place of Accident : Barangay Anilao, Malolos, Bulacan,

EXECUTIVE SUMMARY

On April 25, 2019, at 1240H (0440UTC) an Airbus Helicopter EC130 T2 type of aircraft with registry number RP-C8098 operated by Philjets Aero Charter Corporation was destroyed following a loss of control in-flight (LOC-I). The aircraft departed at Airbus Helicopter helipad, South General Aviation Area, Pasay City. On board was the pilot, and two (2) passengers. All the occupants sustained fatal injuries. Visual Meteorological Condition (VMC) prevailed at the time of accident.

On or about 1226H, RP-C8098 took off for a return flight to Carworld Bldg., Jose Abad Santos Avenue, San Fernando City, Pampanga. While enroute, the aircraft crashed into a fish pond located at Brgy. Anilao, Malolos, Bulacan, about thirteen (13) NM away from its point of destination. The aircraft settled on its left side with the cockpit sustaining the most damage. There was no reported other damage on nearby vertical structures and residences. The aircraft's final resting point was recorded at coordinates 14° 50' 38" N; 120° 47' 87" E and heading of 84 degrees.

PROBABLE CAUSE

- Apparent pilot incapacitation that resulted to the loss of control in-flight (LOC-I).
 - a) *Pilot incapacitation* is the inability of a pilot to operate and carry out the normal duties because of the onset, during flight of the effects of physiological factors.
 - b) *Loss of control in flight (LOC-I)* refers to accidents in which the pilot was unable to maintain control of the aircraft in flight, resulting in a recoverable deviation from the intended flight path.

SAFETY RECOMMENDATIONS

- **CAAP – FSIS (OFSAM)** to develop as part of the state safety program, basic safety management principles to the medical assessment process that includes:
 - a. Routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk and in particular a single crew operation
 - b. Continuous re-evaluation and monitoring of the medical assessment process to concentrate on identified areas of increased medical risk as in this case in single crew operation.
 - c. To reiterate the pilot's responsibility to voluntarily withhold exercise of their airmen's privileges during period of known health deficiency.
- **CAAP – FSIS (FOD)** to require and oversee the implementation of a safety program and culture of self-reporting at all times, and in all aspects of operations especially on single crew operators on matters relating to health and physical fitness of airmen, voluntary reporting of medical related observation (s) and sign (s)/symptom(s) of physical disability.