

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

BASIC INFORMATION

Aircraft Registration No. : RP-C3190

Aircraft Type/Model : A319-111

Owner/Operator : Cebu Pacific Air, Inc.

Address of Owner : c/o Airline Operation Center, Domestic Road
Pasay City

Date/Time of Accident : January 11, 2011 at 1654H/1054Z

Type of Operation : Scheduled Commercial Air Transport

Type of Occurrence : Runway Overshot

Place of Accident : Puerto Princesa Airport

EXECUTIVE SUMMARY

On or about 1740H/0940Z 11 January 2011, Flight 5J645 Cebu Pacific Air, Inc. Airbus 319-111 with Registry No. RP-C3190 took off from Ninoy Aquino International Airport (RPLL) bound for Puerto Princesa Airport (RPVP).

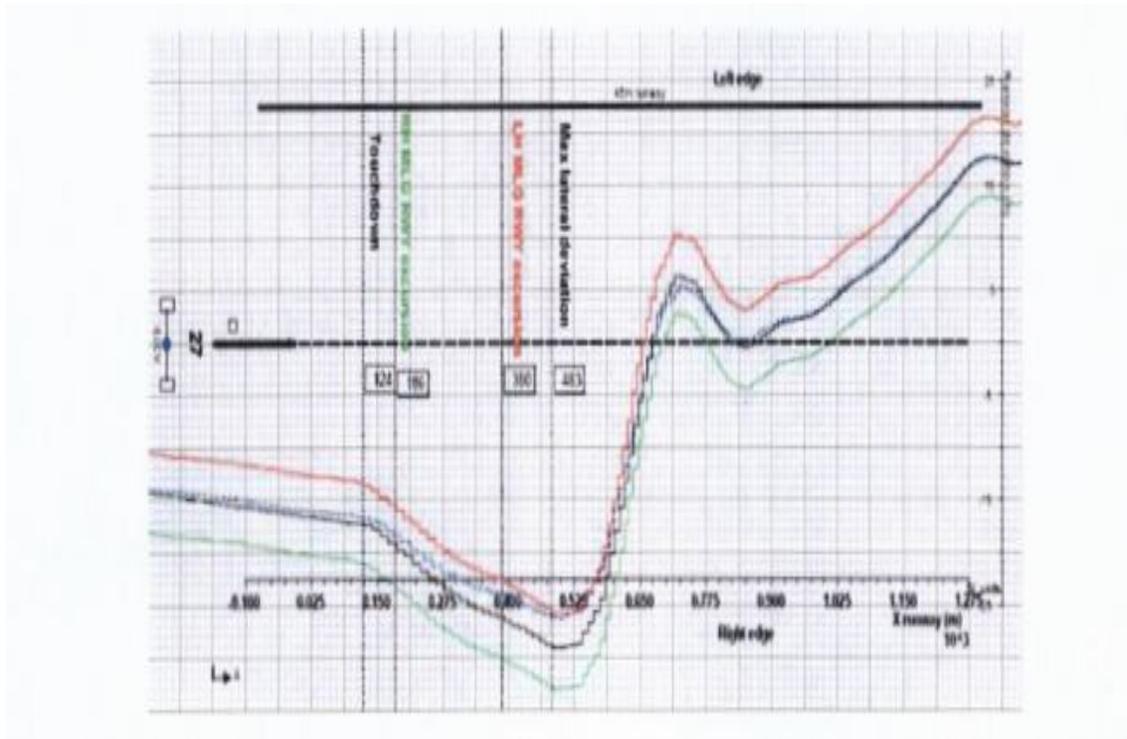
On board were 129 passengers, 6 air crew and cargoes. The Pilot-In-Command (PIC) was the Pilot Flying (PF) while the First Officer was the Pilot Monitoring (PM). At five (5) nautical miles inbound on VOR/DME runway 27 the Air Traffic Controller (ATC) Tower gave clearance for the aircraft to land with caution of wet runway due to rain. At about 1854H/1054Z, the aircraft landed and went out of the runway for approximately 400 meters. The Pilot maneuvered back the aircraft to the runway and made a complete stop after the west taxi way in front of the control tower about 1300 meters from the touchdown point. Then, the Pilot advised the ATC that the aircraft cannot vacate the active runway and requested clearance to allow disembarkation of all the passengers. The passengers disembarked normally without any reported injuries. The aircraft was towed back to the ramp to clear the runway. The aircraft sustained substantial damage on its main landing gear with other damages on the left and right engine fan blades, aircraft underbelly and underwings.

After the accident, the Flight Data Recorder (FDR) was sent to Singapore for a read-out. The FDR showed that the aircraft path was monitored from TELMO to CUDRA and upon switching to VOR/DME when the runway was on site. The glide path of the

aircraft was clearly seen as it made its final approach and that the aircraft was not aligned with the runway center line having a deviation angle of two (2) degrees causing it to miss the right pave portion of the runway after the PIC pulled back the aircraft at the center of the runway before finally making a full stop.

Approach: Initial conditions at 1053Z the aircraft was proceeding for VOR DME27 approach to Puerto Princesa Airport with the PIC as Pilot Flying. While on the final approach, from 1053Z (610feet RA [Radio Altimeter]) to 1053Z (50feet RA) the average wind was estimated to be from 280degrees and about 7knots. Recorded load factors did not show any turbulent conditions. The aircraft touched down on the right hand main landing gear (RHMLG) first, followed by the left (LHMLG). One (1) second after touchdown, retard was applied on all engines and all ground spoilers were deployed. Then, the nose landing gear touched down the runway and bounced.

Aircraft Trajectory and Lateral Deviation: The touchdown of the main landing gear went out the edge of the runway. The RH MLG exited the paved surface approximately 400 meters after touch down.



The figure above shows representation of the following:

- The runway is presented by two (2) lines separated by 45 meters, the bottom one being graduated.
- The blue dotted line represents the trajectory of the center of gravity.
- The red plain line represents the trajectory of the left hand main landing gear.

- The black line represents the nose landing gear trajectory.
- The green line represents the right hand main landing gear trajectory.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- **Primary Cause Factor**

- a. **Lack of pilot event proficiency in non-precision landing (VOR/DME) with low visibility. Human Factor. Pilot Error.**

The pilot failed to maintain adequate alignment until the touchdown with low visibility.

- b. **Poor judgement of Pilot. Human Factor. Pilot Error.**

The pilot failed to make a GO-AROUND even at the time when a GO-AROUND was necessary as indicated by unstabilized approach conditions until before touchdown.

- **Contributory Factor**

The sudden change of weather (Low precipitation to high precipitation) and loss of visibility especially during the night has rendered the PIC proficiency training in this kind of scenario as inadequate.

- **Underlying Factor - Inadequate Pilot Training in non-precision, low visibility approach and landing. Human Factor. Training.**

The recurrent training undertaken by the PIC every six (6) months is likely inadequate specifically in techniques and skills in maintaining stabilized approach and making decisions for the necessity of a GO-AROUND.

The Company's Operations Manual clearly states the procedures on when to conduct a Missed Approach. It is most likely not given adequate emphasis during recurrent and proficiency training.

SAFETY RECOMMENDATIONS

As a result of this investigation, the Aircraft Accident Investigation and Inquiry Board made the following safety recommendation:

- CAAP-FSIS shall ensure that PIC Training in Airbus 319/320 adequately contains event proficiency on low visibility non-precision approach skills/techniques including decision-making for a GO-AROUND.
- CAAP-FSIS and the Philippine Air Carriers operating A319/320 shall ensure that Pilot Training give emphasis specifically on approach/landing during low visibility by non-precision conditions for accident prevention.