

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

**FACTUAL INFORMATION**

Aircraft Registration	:	RP-C6328
Make and Model	:	Dornier 328-100
Owner / Operator	:	Southeast Asian Airline
Address of Operator	:	Hangar 7224, Clark International Airport, CSEZ, Clarkfield, Pampanga
Date / Time of Accident	:	August 23, 2009
Type of Operation	:	Scheduled Commercial Flight
Phase of Operation	:	Landing
Type of Occurrence	:	Runway ran-off
Place of Accident	:	NAIA Runway 13

**EXECUTIVE SUMMARY**

On 23 August 2009, a Dornier 328-100 aircraft, with registration no. RP-C6328, was being operated by SEAIR on a scheduled flight, from Malay, Aklan to Manila as flight no. DG024. There were 35 people on board; two pilots, one cabin crew and 32 passengers.

The aircraft departed from Caticlan airport (RPVE) at about 1145H, with estimated arrival time at Ninoy Aquino International Airport (RPLL) of 1235H.

The Pilot-in-Command (PIC) was the pilot flying (PF) while the first officer was the pilot not flying (PNF).

The aircraft was conducting visual approach into runway 13 and touched down smoothly. Subsequently, at approximately 6 seconds after touch down the aircraft started veering to the right and departed the runway surface to a soft grassy portion at the side of the runway, the nose wheel collided with a runway light before foxtrot 4.

An emergency evacuation was not required, and all of the aircraft's occupants disembarked normally through the aircraft's main door. There were no injuries reported.

**PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determine that the probable cause of this incident was the uneven traction of the nose wheel tires on the ground because of the difference in height, contributed by the cross tail wind which was quite substantial at the time of the incident. (Weather vaning into the wind). Another contributory factor is the incorrect pilot technique used when the aircraft started to veer to the right by applying left rudder instead of differential braking to realign the aircraft to the runway.

## **SAFETY RECOMMENDATIONS**

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

- **For the Pilot Flying**
  - a. To anticipate the effect of cross tail wind specially during landing roll (weather vaning to the wind).
  - b. To exercise the use of differential braking particularly on speed below 60 knots to control the swerve during landing roll.
  
- **For the Operator's Maintenance Provider**
  - a. To ensure that tires being installed in the aircraft landing gears are all identical and in acceptable conditions.
  - b. To include functionality test of the CVR before the first flight of each day as part of an approved aircraft checklist and should include listening to the signals on each channel to verify that the audio recorder is properly working.
  - c. To perform a periodic maintenance checks of the CVR as part of an approved maintenance check of the aircraft. The periodic maintenance check of the CVR should include an audio test followed by a download and review of each channel of recorded audio. The downloaded recording should be checked for overall audio quality, CVR functionality, and intelligibility.