



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

AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

INTERIM STATEMENT

**JA13JJ
AIRBUS 320-232**

OPERATOR: JETSTAR JAPAN Co., LTD.

TYPE OF OPERATION: COMMERCIAL AIR TRANSPORT

DATE OF OCCURENCE: DECEMBER 13, 2019

***PLACE OF OCCURENCE: NINYO AQUINO INTERNATIONAL AIRPORT (RPLL)
PASAY CITY, PHILIPPINES***

In accordance with paragraph 6.6 of Annex 13 to the Convention on International Civil Aviation, if the report cannot be made publicly available within twelve months, the State/Administration conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

BASIC INFORMATION

Aircraft Registration No.	:	JA13JJ
Make and Model	:	Airbus 320-232
Operator	:	Jetstar Japan Co., Ltd.
Address of Operator	:	1.2.70 Konan, Minato-ku, Tokyo, Japan
Date/Time of Accident	:	December 13, 2019 / 1835UTC
Type of Operation	:	Commercial Air Transport
Phase of Operation	:	Take-off
Type of Occurrence	:	Runway excursion
Place of Accident	:	Runway 13 Ninoy Aquino International Airport, Pasay City Philippines

EXECUTIVE SUMMARY

On December 13, 2019 at about 1835Z, an Airbus 320 type of aircraft operated/lessee 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 take-off 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 nose wheel 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 air stair and were brought to Terminal 1.

STATUS OF INVESTIGATION

Progress on the Investigation has been slower than anticipated due to COVID-19 restrictions and other investigative commitments of the Investigator-In-Charge (IIC). Work on the preparation of a Draft Report is almost in the final stage. Once finalized, the report will be sent to relevant parties for their substantial comments in line with the requirements of section 6.3 of International Civil Aviation Organization (ICAO) Annex 13 to the convention.

DATE ISSUED

December 13, 2020

-END-