



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

RP-C5880
IAI WESTWIND II 1124A

OPERATOR: LIONAIR, INC.

TYPE OF OPERATION: COMMERCIAL AIR TRANSPORT (NON-SCHEDULED)

DATE OF OCCURENCE: MARCH 29, 2020

***PLACE OF OCCURENCE: NINYO AQUINO INTERNATIONAL AIRPORT (RPLL)
MANILA, 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.

1. BASIC INFORMATION

Aircraft Registration No.	:	RP-C5880
Make and Model	:	IAI Westwind II 1124A
Owner/Operator	:	Lionair Inc.
Address of Operator	:	PADC, Hangar 5, General Aviation Area, Domestic Rd. Pasay City
Date/Time of Accident	:	March 29, 2020, 1957H/ 1157UTC
Type of Operation	:	Commercial, Non-scheduled
Phase of Operation	:	Take-off
Type of Occurrence	:	Runway excursion
Place of Accident	:	Ninoy Aquino International Airport, Manila, Philippines

2. EXECUTIVE SUMMARY

On March 29, 2020 at about 1957H/1157 UTC, an IAI 1124A Westwind II type of aircraft with registry number RP-C5880, was destroyed following a runway excursion while taking-off at RWY 06, Ninoy Aquino International Airport (NAIA), Manila Philippines. All eight (8) occupants (six (6) Filipino, one (1) Canadian and one (1) American citizen) are fatally injured. The aircraft is being operated by Lionair Inc. and was bound for Haneda, Japan on a medical evacuation flight.

While the aircraft was on take-off roll before reaching R2, sparks were noted at the runway, it continued until the aircraft came to complete stop and engulfed by fire. Chunks of rubber and metal debris were present on the runway. Scrape marks coming from the right hand (RH) wheel hub were also visible.

Tire marks followed by scrape marks on the runway coming from the LH tire and wheel hub were also seen after H1 intersection. Large portion of the remaining LH tire was recovered from the grassy portion near H1. After exiting from the asphalted portion of runway safety area, the aircraft initially run over two (2) runway edge lights then impacted into a concrete electric junction box and came to a complete stop at the secondary fence. The aircraft settled almost 172 meters away from the end of RWY 06, in an upright position at 14°30'53.50"N; 121°1'48.48"E and heading of 170 degrees. The flight was on Instrument Flight Rules (IFR) condition.

3. 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.

4. DATE ISSUED

March 29, 2021

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