

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

BASIC INFORMATION

Aircraft Registration : HZ-AIX

Aircraft Type/Model : Boeing 747-468

Owner/Operator : Owner-Air Finance Corp (No. 2) LTD (Lessor)
Operated by Saudi Arabian Airlines (Lessee)

Date/Time of Accident : August 5, 2014 at 1903H (LOCAL)/1103Z (UTC)

Type of Operation : Commercial Air Transport

Phase of Operation : Taxi

Type of Occurrence : Taxiway Excursion

Place of Accident : Ninoy Aquino International Airport (RPLL) Manila
Philippines

EXECUTIVE SUMMARY

On August 5, 2015 at around 1103 UTC, Saudi Arabian Airlines Boeing B747-400 with registration number HZ-AIX performing flight SV-871 from Manila (Philippines) to Riyadh (Kingdom of Saudia Arabia) with 295 passengers was instructed to line up and wait at runway 24. After initiating right turn from taxiway C1 to taxiway H1, RH Wing Landing Gear left the paved surface disabling the aircraft on the taxiway. The crew tried to bring back the RH Wing Landing Gear to the paved surface by using differential power and nose wheel steering but to no avail. Almost half of RH Wing Landing Gear wheels sank into the soft ground and came to halt after approximately 4 meters with fuselage almost perpendicular to the taxiway with the RH body gear just on the pavement edge.

The passengers and the crew disembarked after 90 minutes using external stairs utilizing forward exits (L1 & L2). None of the crew nor passengers suffered injuries.

The aircraft sustained minor damage on its RH Wing Landing Gear wheel tires. A taxiway edge light was broken when it was ran over by the RH Wing Landing Gear.

PROBABLE CAUSE

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

- **Primary Cause Factors**

Early turn made by the PIC after he was misled by the threshold and wing bar lights as the extension of taxiway center line lights towards the runway.

The threshold wing bars appeared to be the extension of taxiway center line lights (both illuminating green) leading to the runway. He initiated an early 90 degrees right turn towards taxiway H1 that resulted to the right hand wing stuck departing from the paved surface of the taxiway.

- **Contributory Factors**

The simultaneous task of doing the “before take-off checklist” while performing 90 degrees turn.

The carrying out of before takeoff checklist should be suspended before making maneuvers such as 90 degrees turn for the PIC to concentrate on the on-going task.

SAFETY RECOMMENDATIONS

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

- a. For Saudi Arabian Airlines to include in their procedure the suspension of carrying out the checklist procedures before performing maneuvers such as 90 degrees turn.
- b. For Saudi Arabian Airlines to emphasize in their initial and re-current pilot trainings the responsibility of the flight crew (as per GOM) in the preservation of the CVR recordings following an accident or incident.

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