



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

## AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

### **FINAL REPORT**

**JA13JJ**  
**A320-232**

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***OWNER: JJSA2 CO., LTD.***

***TYPE OF OPERATION: SCHEDULED COMMERCIAL***

***DATE OF OCCURRENCE: DECEMBER 13, 2019***

***PLACE OF OCCURRENCE: RUNWAY 13, NINYOY AQUINO  
INTERNATIONAL AIRPORT, PASAY CITY***



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**BASIC INFORMATION**

Aircraft Registration No. : JA13JJ

Aircraft Type/Model : A320-232

Owner : JJSA2 Co., Ltd.

Address of Owner : 1.2.70 Konan, Minato-ku, Tokyo, Japan

Date/Time of Occurrence : December 13, 2019; 1835UTC

Place of Occurrence : Runway 13 Ninoy Aquino International Airport,  
Pasay City

Type of Operation : Scheduled Commercial

Phase of Operation : Take-off

Type of Occurrence : Runway Excursion

**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 takeoff 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 nosewheel 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 airstair and were brought to Terminal 1.

## PROBABLE CAUSE

- **Primary Cause Factor**

Flight crew's failure to allow initial stabilization on both engines when setting takeoff power that resulted in a runway excursion.

- **Contributory Cause Factors:**

- a. The Flight crew failed to initiate the aborted take-off in a timely manner and failed to follow standard aborted take-off procedures.
- b. The PM failed to make proper observations and timely callouts to advise to the PF regarding asymmetric takeoff thrust settings
- c. The Flight crew's selection of high engine power after the runway excursion.
- d. The Flight Crew failed to follow ATC instructions after they were cleared to line up and wait from F1.

## SAFETY RECOMMENDATIONS

As a result of the safety investigation conducted by the Aircraft Accident Investigation and Inquiry Board (AAIIB), the following safety recommendations are being proposed:

- For Jetstar Japan to:
  - a. Review its procedures on engine anomalies and failures at low speed (less than 10 knots) during takeoff roll.
  - b. To include Airbus recommendations on recovery procedure to be used in asymmetrical thrust on takeoff scenarios.
  - c. To include in the procedure the prohibition of thrust applications after runway/taxiway excursion.
  - d. To include in the procedures the preservation of cockpit voice recorder after an accident/serious incident.
- Before the issuance of the final investigation report, the AAIIB received documents from Jetstar Japan (JJP) on following safety actions that they have already initiate in response to the safety recommendations.
  - a. Additional Full Flight Simulator (FFS) training which consist of subjects on engine anomalies and failures at low speed during takeoff roll has been implemented for all flight crew as a special training (Training Notice no. 01-20 dated February 28, 2020, APP A).
  - b. Recovery procedure to be used in asymmetrical thrust on takeoff scenarios has been incorporated in the FCOM thru Jetstar Japan Flight Standing Order (JFSO) 018/21 dated April 23, 2021 and to A320 Flight Crew Techniques Manual (App B).

- c. The procedure on the prohibition of thrust applications following a runway/taxiway excursion is now incorporated in their manual (APP C).
- d. The procedures the preservation of cockpit voice recorder after an accident/serious incident has been incorporated in General Operation Manual effective July 15, 2021 (APP D).

The safety deficiencies presented in this report have been fully addressed and no further safety actions are being recommended.

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