

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

BASIC INFORMATION

Registration : N888VS

Make and Model : Gulfstream Aerospace Corporation GV-SP (G550)

Owner/Operator : Prime Jet

Address of Operator : United States of America

Date/Time of Incident : 17 December 2014 o/a 0330(UTC)

Type of Operation : Chartered Flight

Phase of Operation : Taxi

Type of Occurrence : Aircraft wingtip contact with parked helicopters

Place of Incident : South General Aviation Taxiway, General Aviation Area, Pasay City

EXECUTIVE SUMMARY

Last 17 December 2014 at about 0257 UTC, N888VS landed at NAIA Runway 06 after uneventful flight from Hong Kong. The pilots were given the instruction by Air Traffic Control to taxi at South General Aviation taxiway, where they will be guided by the "Follow Me" vehicle to their designated parking area. At H3 taxiway, the pilots proceeded to follow the "Follow Me" vehicle upon reaching the PNP hangar the Pilot-In-Command (PIC) noticed the close proximity of the helicopters parked near the taxiway. The PIC moved off-center to the right to provide additional clearance to clear the parked helicopters at the left. As the PIC proceeded to taxi slowly, he noticed the rotor of one of the parked helicopters moved from his side hence, stopped the aircraft. Personnel from PNP Aviation immediately moved back the parked helicopters to give way to the taxiing aircraft towards its designated parking area in front of LBC hangar where the passengers disembarked. There were no injuries sustained by the pilots and passengers.

Aircraft G550 N888VS when checked, sustained scuff marks along its left winglet leading edge. On the other hand, damages on the PNP helicopters shall be determined in-depth by the PNP AMO Provider.

PROBABLE CAUSE

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

- **Primary Cause Factor**
 - a. Pilot decision to taxi the aircraft even when there was very close proximity of obstruction from the parked helicopters. (Human Error)
- **Contributing Factors**
 - a. The duty MIAA-AGOD is not familiar with the area of operation and must have communication with the pilot of the aircraft being guided.
 - b. The “Follow Me” operator must provide safety consideration on aircraft being guided.
 - c. There must be a prior coordination with the MIAA authority for aircrafts being brought outside the hangar that are not scheduled for flight.

SAFETY RECOMMENDATIONS

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

- Pilots to maintain awareness on standard taxi safety procedures especially to stop when in doubt.
- Aircraft operators, and ground handlers must be familiar with their area of operations and provide safety consideration on aircraft being guided. "Follow Me" vehicle must have positive communication and control for any aircraft they are providing service.
- MIAA-AGOD must ensure that taxiways are clear from obstructions and provide wing-walker service as necessary.

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