

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

BASIC INFORMATION

Aircraft Registration : RP-C3264

Aircraft Type/Model : Airbus 320

Owner/Operator : Cebu Air Inc.
Address of Owner/Operator : c% 8006 Airline Operations Center, Domestic
Airport, Pasay City

Date/Time of S. Incident : April 10, 2012 at 1831H (LOCAL)/1031Z
(UTC)

Type of Operation : Scheduled Commercial Transport

Phase of Operation : Taxi-out, 180deg left pivot from the ramp

Type of Occurrence : Wing-tip collision with a parked aircraft

Place of S. Incident : Parking ramp, Puerto Princesa Airport, Phil
Coordinates 09 44' 36" N 118 45' 20" E

EXECUTIVE SUMMARY

On April 10, 2012 at 1831H (LOCAL)/1031Z (UTC), aircraft Airbus 320 with Registry RP-C3264 parked at bay 5 of airport ramp initiated a left 180deg turn taxi-out toward the active runway. At the left in bay 4 was a parked A320 and at the right in bay 6 was another parked A320 and both parked aircraft were on the process of uploading cargo and passengers. The PIC (at left seat) was on the aircraft controls. During the left pivot, the aircraft right wing tip hit the right-wing tip of the parked aircraft at bay 4 (A320 RP-C8994). After announcing to passengers the incident, the PIC shut down the engines and the passengers were guided to disembark from the aircraft. The Navigation lights of both aircraft were damaged and broken glasses scattered on the ramp.

PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was the PIC's poor judgment in selecting safer pivot direction. Pilot Error. (Human Factor)

- The PIC failed to select a better and safer pivot direction to the right which provides wider space as the measurement was for A330 but the aircraft actually parked was a A320.

- Underlying causes lack of standard taxi-out lines at the ramp as guide for 180deg pivot. Airport Management Error. (Environment (ground) Factor).
- The airport management shall provide and maintain taxi-out lines at the parking to serve as guide to pilots for the 180deg pivot in case the tow tractor for push-back capability is not operational.
- Lack of push-back (equipment) capability. Operator's SMS error and Airport Management oversight error. (Human Factor)
- The operator failed to provide safety support equipment (push-back) to enhance their safety management system in Puerto Princesa Airport operations.

SAFETY RECOMMENDATIONS

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

- The operator shall require PICs' proficiency training in 180deg taxi-out techniques as part of the route check including exposure to a worse scenario (flank left and right at the parking ramp) and inform CAAP of compliance and full closure.
- The Airport management in Puerto Princesa Airport shall work out a CAAP regulatory requirement that will require operators of airlines with regular scheduled flights to Puerto Princesa Airport to provide safety support (push-back) equipment to their flight operations facility. (The involved operator in this incident has already provided push-back capability to the airport immediately after the incident). Further, it shall provide and maintain taxi-out lines for the 180deg pivot as guide to pilots in case the push-back capability is not operational.

-----END-----