



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**

### **RP-C4202** **AVION DE TRANSPORT REGIONAL** **ATR 42-500**

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***OPERATOR: AIRSWIFT TRANSPORT, INC.***

***TYPE OF OPERATION: COMMERCIAL AIR TRANSPORT (PCAR PART 9)***

***DATE OF OCCURRENCE: JANUARY 09, 2023***

***PLACE OF OCCURRENCE: LIO AIRPORT RUNWAY 15, EL NIDO,  
PALAWAN, PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-C4202

Aircraft Type/Model : Avion De Transport Regional ATR 42-500

Operator : AirSWIFT Transport, Inc.

Address of Operator : 5001-5006 5th Floor, Ayala Malls Manila Bay,  
Diosdado Macapagal Blvd., corner ASEANA  
Ave., Paranaque City, Philippines

Place of Occurrence : Lio Airport, El Nido, Palawan, Philippines

Date/Time of Occurrence : January 09, 2023/1248H

Type of Operation : Commercial Air Transport (PCAR Part 9)

Phase of Operation : Landing

Type of Occurrence : Damaged aircraft main landing gear tires and  
wheel hubs during landing roll

**EXECUTIVE SUMMARY**

On or about 1248H of 09 January 2023, an ATR 42-500 type of aircraft with registry number RP-C4202, encountered damaged main landing gear tires and wheel hubs during landing roll at Lio airport (El Nido) runway 15. On-board the aircraft were two (2) pilots, one (1) cabin crew and forty-eight (48) passengers.

The flight departed Manila for El Nido at around 1145H. The flight was uneventful from take-off until its final approach. Upon touchdown, the pilot noticed that the aircraft was decelerating faster than the usual and while on landing roll, the pilot of the other aircraft holding at west taxiway was heard on the radio requesting for a fire truck from Lio airport Tower. Vibration was then felt on the cockpit as the aircraft continue its roll. As the aircraft comes to a complete stop, the crew performed precautionary engine shutdown procedures and pulled the fire handles in case there is a confirmed engine fire. Following the information from Tower and ground personnel that there was no evidence of fire, the Pilot-In-Command (PIC) then ordered a normal deplaning of passengers while the aircraft is still on the runway. The crew and all passengers completed the disembarkation from the aircraft without any reported injuries

## PROBABLE CAUSE

- **Primary Cause Factor**
  - a. The emergency parking brake lever was manually engaged to PARKING position prior to landing.
  - b. The flight crew failed to cross-check critical instrument indications in the EWD because they were in a hurry completing the checklist.
- **Contributory Cause Factor**
  - a. Non-adherence to the sterile cockpit requirements of both flight crew resulting to lack of focus during the critical phase of the flight;

## SAFETY RECOMMENDATIONS

- **CAAP-FSIS** to ensure that the Operator:
  - a. To reiterate to all concerned strict adherence to the sterile cockpit requirements and the diligent accomplishment of every flight checklist.

## SAFETY ACTIONS

- Following this occurrence, AirSWIFT initiated the following safety corrective actions on the issue regarding emergency/parking brake engagement inflight:
  - a. Counselling of the involved flight crew;
  - b. The involved flight deck crew undergone a check ride from AirSWIFT Chief Pilot. Emphasis was made on the proper observance of all flight procedures, use of checklist and correct use of brakes during landing;
  - c. Revision of the Landing Checklist to include “Parking brake message ... OFF” was made last 16 January 2023;
  - d. Pilot meeting was conducted emphasizing the following:
    - Monitoring of parking brake status during flight.
    - Proper use of checklist.
    - Review of the landing gear, hydraulic and brake systems.

(Reference: AirSWIFT VP-Flight Operations letter (DO 2023-025) to AirSWIFT President and CEO dated 10 March 2023).

- e. Coordination was made by AirSWIFT with ATR regarding “Parking Brake Engagement during Flight – Alert/Warning” wherein ATR recommended reinforcing flight crew training on the matter.

(Reference: Email thread between AirSWIFT and ATR dated 07 March 2023 and 13 March 2023)

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