

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

FACTUAL INFORMATION

Aircraft Registration	:	RP-C7250
Aircraft Type/Model	:	ATR-72-500
Owner / Operator	:	Cebu Pacific Air
Address of Operator	:	Domestic Airport, NAIA, Pasay City
Place of Incident	:	NAIA, Pasay City M.M
Date / Time of S. Incident	:	January 07, 2009 / approximately 7:20am
Type of Operation	:	Scheduled Domestic Flight
Phase of Operation	:	Climb
Type of S. Incident	:	Engine Fire

EXECUTIVE SUMMARY

On January 7, 2009 (Wednesday) at around 7:20 am RP-C7250, an ATR-72-500 type of aircraft owned and operated by Cebu Pacific Air departed Manila for Caticlan. There were 58 people on board, three pilots (one observed), two cabin crew and fifty three passengers.

The Pilot-in-Command (PIC) was the pilot flying (PF) while the First Officer was the pilot not flying (PNF).

As per PF and PNF, the usual standard pre-flight, cockpit preparation / briefings were done by them from hotel mode, engine start for 1 and 2, taxi take off and up to gears up. All parameters were within standards and an instrument indication was normal.

At 600 feet during acceleration altitude and climb sequence procedure, the Airplane Performance Monitor (APM) caution illuminated and the CAPT ordered the FO to reset. After resetting, few seconds later the “engine on fire” the Crew Alerting Panel (CAP) illuminates as well as the red master warning, repetitive chime sounded engine fire handle at #2 and condition lever red light also lit.

The flight crew performed engine fire procedure as per memo items and ATR checklist while maintaining 3,000 feet at downwind 06. After performing said procedures pilot requested ATC for re-land to Manila. At short finals approximately 500 feet the ENG FIRE 2 indications was extinguished.

Aircraft landed at runway 06 then took on rapid 1, crossed runway 13, left on delta and parked at bay 114A at Terminal 3. Captain ordered normal deplaning of passengers since engine fire was already out.

PROBABLE CAUSE

It was determined that the probable cause of the fire was due to fuel nozzle failure.

SAFETY RECOMMENDATIONS

In connection to this incident, it is respectfully recommended that the following safety recommendations be performed by the CPA:

- Visual inspection of fuel nozzle must be conducted prior to the first flight of the day.
- To enhance safety and prevent occurrence of similar incident the company may shorten interval inspection of fuel nozzles based from their maintenance program of ATR-72-500.
- Aforementioned recommendations shall be monitored by CAAP Airworthiness Inspectors on their implementations.

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