



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-C8098 **AIRBUS HELICOPTERS EC130 T2**

OPERATOR: PHILJETS AERO CHARTER CORPORATION

TYPE OF OPERATION: AGRICULTURAL SPRAYING

DATE OF OCCURRENCE: APRIL 25, 2019

***PLACE OF OCCURRENCE: BRGY. ANILAO, MALOLOS, BULACAN,
PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No.	:	RP-C8098
Make and Model	:	Airbus Helicopters EC130 T2
Operator	:	Philjets Aero Charter Corporation
Address of Operator	:	AAOP Hangar 2, General Aviation Area, Domestic Airport Road, Pasay City
Date/Time of Accident	:	April 25, 2019 at 1240H (PST)/0440UTC
Type of Operation	:	General Aviation
Phase of Operation	:	Cruise
Type of Occurrence	:	Loss of control in flight (LOC-I)
Place of Accident	:	Barangay Anilao, Malolos, Bulacan, Philippines

EXECUTIVE SUMMARY

On April 25, 2019, at 0930H (0130UTC) an Airbus Helicopter EC130 T2 type of aircraft with registry number RP-C8098 operated by Philjets Aero Charter Corporation was totally damaged following a loss of control in-flight (LOC-I). The aircraft originated at Carworld Bldg., Jose Abad Santos Avenue, San Fernando City, Pampanga for Pasay City. On board was the pilot, and two (2) passengers. All the occupants sustained fatal injuries. Visual Meteorological Condition (VMC) prevailed at the time of accident.

On or about 1230H, RP-C8098 departed at Airbus Helicopter hangar, General Aviation Area, Pasay City for a return flight to San Fernando, Pampanga. While enroute the aircraft crashed into a fish pond located at Brgy. Anilao, Malolos, Bulacan. The aircraft settled on its left side with the cockpit sustaining the most damage. There was no reported impact damage on nearby vertical structures and residences. The aircraft's final resting location was recorded at coordinates 14° 50' 38" N; 120° 47' 87" E. and heading of 84 degrees.

FINDINGS

- **Pilot**
 - a. Has a valid license and current Medical Certificates.
- **Aircraft**
 - a. There was no evidence of pre-crash failure or discrepancy during the complete examination of the aircraft and engine.
 - b. It impacted the ground with significant longitudinal speed and was in left roll attitude.
 - c. All the damages of the aircraft and the engine were due to the crash sequence.
 - d. Have valid Certificates of Registration and Airworthiness.

PROBABLE CAUSE

- a. Apparent pilot incapacitation that resulted to the loss of control in-flight (LOC-I).

SAFETY RECOMMENDATIONS

- **CAAP – FSIS (FOD)** to ensure the Operators remind their pilots of single-pilot crew helicopters that in an event the pilot is not feeling well during flight, the pilot shall immediately discontinue the flight and land at the nearest suitable landing area or airport.
- **CAAP-FSIS (OFSAM)**
 - a. To review medical standards and tests requirements in determining the physical and mental fitness of airmen.
 - b. To re-enforce airmen health education and promotion including airmen' understanding of pilot's responsibility not to exercise the privileges of the certificate during the period of s known deficiency.

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