



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-C6198 **SUPER KING AIR B300-350i**

OPERATOR: CHALLENGER AERO AIR CORPORATION

TYPE OF OPERATION: GENERAL AVIATION FLIGHT (NON-REVENUE)

DATE OF OCCURRENCE: JANUARY 17, 2023

***PLACE OF OCCURRENCE: NINYO AQUINO INTERNATIONAL AIRPORT
(NAIS) RUNWAY 31, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP- C6198

Aircraft Type/Model : Super King Air B300-350i

Owner : Aerospeed, Inc.

Operator : Challenger Aero Air Corporation

Address of Operator : Andrews Avenue, North General Aviation Area, NAIA Complex, Pasay City

Place of Occurrence : Ninoy Aquino International Airport (NAIA) Runway 31, Philippines

Date/Time of Occurrence : January 17, 2023 at about 1001H/ 0201 UTC

Type of Operation : General Aviation Flight (Non-Revenue)

Phase of Flight : Take-Off

Type of Occurrence : Aborted Take-off resulting to Runway Excursion

EXECUTIVE SUMMARY

On January 17, 2023, at about 1001H local time, a Super King Air B300-350i type of aircraft with registry number RP-C6198, operated by Challenger Aero Air Corporation was on a general aviation flight when it experienced a low-speed runway excursion following a rejected takeoff. Onboard the aircraft were the Pilot-in-Command (PIC), Co-Pilot (CP), and nine (9) other occupants. During the take-off run, just before the CP could call out "Air Speed Alive," the right-hand propeller suddenly went into feather position, causing the aircraft to veer off to the right side of the runway. The aircraft came to a complete stop, with the Nose LDG Gear and RH Main LDG Gear settled in a grassy portion of the runway shoulder while the LH Main LDG Gear was still within the runway pavement of RWY 31.

While rolling for take-off, the PIC heard the sudden RH propeller's sound as an indication of a decreasing engine power with the propeller's feathering. The PIC immediately responded by aborting the take-off roll. However, the PIC felt that the brakes on his side were weak and commanded the Co-Pilot/ First Officer to assist in applying pressure on the brakes on her side in order to stop the aircraft on the runway. The aircraft continued to veer-off to the right due to its momentum, which led the aircraft to leave the prepared surface of the runway. The aircraft slightly

exited the paved surface of RWY 31 and stopped between taxiway F4 and F5, approximately 60 meters from the aircraft's take-off position with coordinates at 14°30'43.0"N 121°00'59.2"E and general heading of 050 degrees.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. Failure of the PIC to maintain directional control of the aircraft following a low-speed rejected take-off, leading to runway excursion.
- **Contributory Cause Factor**
 - a. The PIC's decision to continue the flight despite the discovery of brake system discrepancies from the initial taxi for departure.
 - b. The CP's failure to suggest any corrective action to resolve the brake system discrepancy.

SAFETY RECOMMENDATIONS

- **CAAP-FSIS to ensure that:**
 - a. The operator establishes safety protocols to ensure aircraft discrepancies are reported and corrected before the start of every flight.
 - b. The Operator develop a CRM training designed to enhance teamwork, communication and decision-making for flight crew to prevent CRM failure.

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