



Republic of the Philippines
DEPARTMENT OF TRANSPORTATION
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
MIA Road, Pasay City 1300

AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

INTERIM STATEMENT

**RP-C7202
ATR 72-212A**

OPERATOR: AIRSWIFT TRANSPORT, INC.

TYPE OF OPERATION: COMMERCIAL AIR TRANSPORT

DATE OF OCCURENCE: FEBRUARY 23, 2024

PLACE OF OCCURENCE: LIO AIRPORT, EL NIDO, PALAWAN, PHILIPPINES

In accordance with paragraph 6.6 of Annex 13 to the Convention on International Civil Aviation, if the report cannot be made publicly available within twelve months, the State/Administration conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

BASIC INFORMATION

Aircraft Registration No.	:	RP-C7202
Make and Model	:	ATR 72-212A
Operator	:	AirSWIFT Transport, Inc.
Address of Operator	:	5001-5006 5th Floor, Ayala Malls Manila Bay, Diosdado Macapagal Blvd., corner ASEANA Ave., Parañaque City, Philippines
Date/Time of Serious Incident	:	February 23, 2024/2258 UTC
Type of Operation	:	Commercial Air Transport
Phase of Operation	:	Landing
Type of Occurrence	:	Runway side excursion
Place of Accident	:	Lio Airport, El Nido, Palawan, Philippines

EXECUTIVE SUMMARY

On or about 0658H of February 23, 2024, an ATR 72-212A type of aircraft with registration number RP-C7202 and flight number ATX-106 experienced a runway excursion incident after landing on runway 15 of Lio Airport in El Nido, Palawan, Philippines. The aircraft is owned and operated by AirSWIFT Transport, Inc. The aircraft had earlier departed at around 0531H from Manila for a scheduled commercial flight to El Nido, Palawan. On the aircraft were two (2) flight deck crew and two (2) cabin crew, along with sixty-six (66) passengers.

Based on DFDR data, the Training Captain (T/Capt.) was at the controls during landing. The aircraft touched down slightly left of the runway centerline within the touchdown zone. Following touchdown, recorded data show that initial braking was applied by the left-hand seat (CM1), with further inputs observed from the right-hand seat (CM2). Alternating rudder and brake pedal efforts were recorded from both pilots during the landing roll. Despite these inputs, the aircraft veered left of runway 15, resulting in a momentary runway excursion, with the left main landing gear exiting the paved surface. The crew subsequently maneuvered the aircraft back onto the runway and executed a 180° turn to taxi toward the ramp.

STATUS OF INVESTIGATION

The AAIB is currently in the process of reviewing and incorporating the contribution report submitted by the Accredited Representative of the State of the Manufacturer/Design. Additionally, further information is being confirmed with the aerodrome operator regarding the certification of its weather instruments, in response to the comments made by the Accredited Representative. Once the contribution report has been fully incorporated and the necessary information from

the aerodrome operator has been obtained, the final draft report will be sent to the Accredited Representative for their substantial comments, in accordance with Section 6.3 of the International Civil Aviation Organization (ICAO) Annex 13 to the Convention.

DATE ISSUED

February 23, 2025.

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