

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

FACTUAL INFORMATION

Aircraft Registration	:	RP-C8893
Make and Model	:	MA-60
Owner / Operator	:	Asian Spirit (Zest Air)
Address of Operator	:	Domestic Airport, Pasay City
Date / Time of Accident	:	January 11, 2009 / 0658H
Type of Operation	:	Scheduled Domestic Flight
Phase of Operation	:	Landing
Type of Occurrence	:	Undershoot
Place of Accident	:	Caticlan Airport Runway 06

EXECUTIVE SUMMARY

On or about 0613H 11 January 2009, flight 6K865 RP-C8893 departed NAIA (RPLL) for Caticlan Airport (RPVE) with 22 passengers and 5 crew members on board. The flight was uneventful until a go-around was initiated during the first approach, A second attempt to land was made which ended with the aircraft undershooting the runway. After the first touchdown the aircraft bounce and landed on the runway and veered to the left side of the runway due to the left landing gear failure upon the contact with the embankment before the road at the end of the runway. The aircraft settled down at the concrete wall of the ramp facing the passenger lounge of the Zest Air.

Three (3) passengers suffered serious injuries, and 19 passengers with minor one, the crew member escape injuries except the Captain suffering slight injury. The aircraft was damaged beyond economical repair.

PROBABLE CAUSE

The captain's low level of experience (2,675 hours) and less than 500 hours PIC.

- The critical runway conditions (950 M and gusty wind conditions No PAPI).
- The absence of crew coordination (monitoring and CRM).

SAFETY RECOMMENDATIONS

As result of this investigation, the Aircraft Accident Investigation and Inquiry Board made the following safety recommendations:

- Evaluate training of MA AIRCREW of Zest Air.
- Extensive supervision of all newly upgraded captains of MA60.
- Immediate expansion of parking ramp.
- Decongestion of traffic to Caticlan Airport.
- Diversion of other flights to Kalibo Airport.
- Extension of Caticlan Runway / flattening of hill at the approach of rwy24 / upwind rwy06.
- Relocation of wind instrument.
- Conduct CRM / Human Factor seminar.
- Crew to be checked on the simulator.