



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-C5880
IAI WESTWIND II 1124A

OPERATOR: LIONAIR, INC.

TYPE OF OPERATION: NON-SCHEDULED COMMERCIAL

DATE OF OCCURRENCE: MARCH 29, 2020

***PLACE OF OCCURRENCE: NINYOY AQUINO INTERNATIONAL AIRPORT,
MANILA, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No.	:	RP-C5880
Aircraft Type/Model	:	IAI Westwind II 1124A
Operator	:	Lionair Inc.
Address of Operator	:	PADC, Hangar 5, General Aviation Area, Domestic Rd. Pasay City
Place of Occurrence	:	Ninoy Aquino International Airport, Manila, Philippines
Date/Time of Occurrence	:	March 29, 2020, 1957H/ 1157UTC
Type of Operation	:	Commercial, Non-scheduled
Phase of Flight	:	Take-off
Type of Occurrence	:	Runway excursion

EXECUTIVE SUMMARY

On March 29, 2020 at about 1957H/1157 UTC, an IAI Westwind II 1124A type of aircraft with registry number RP-C5880, was destroyed following a runway excursion while taking-off at RWY 06, Ninoy Aquino International Airport (NAIA), Manila Philippines. All eight (8) occupants (six (6) Filipino, one (1) Canadian and one (1) American citizen are fatally injured. The aircraft is being operated by Lionair Inc. and was bound for Haneda, Japan on a medical evacuation flight.

While the aircraft was on take-off roll before reaching taxiway R2, sparks were noted at the runway, it continued until the aircraft came to complete stop and engulfed by fire. Chunks of rubber and metal debris were present on the runway. Scrape marks coming from the right hand (RH) wheel hub were also visible.

Tire marks followed by scrape marks on the runway coming from the LH tire and wheel hub were also seen after taxiway H1 intersection. Large portion of the remaining LH tire was recovered from the grassy portion near taxiway H1. After exiting from the asphalted portion of runway safety area, the aircraft initially run over two (2) runway edge lights then impacted into a concrete electric junction box and came to a complete stop at the runway secondary fence.

The aircraft settled almost 172 meters away from the end of RWY 06, in an upright position at 14°30'53.50"N; 121°1'48.48"E and heading of 170 degrees. The flight was on Instrument Flight Rules (IFR) condition. A Notice to Airmen (NOTAM) of NAIA RWY 06/24 closure for aircraft operation was declared at 2000H and opened for operation at 0420H, March 30, 2020.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. The decision of the PF to abort the take-off after VR that resulted to runway excursion.
 - b. Incorrect pilot techniques or procedures in the high-speed rejected take-off.
- **Contributory Cause Factors:**
 - a. Operational pressures related to the delay of schedule due to late filing of the flight plan compelling the crew to rush and meet the schedule demand.
 - b. The crew's complacency by skipping required briefing item in the before take-off checklist, in this case, the considerations in the event of a malfunction before/after V1.

SAFETY RECOMMENDATIONS

- **CAAP-FSIS** to ensure that the operator:
 - a. Strictly adhere to standard operating procedures (SOPs) during all phases of flight.
 - b. Document in their Operations Manual Flight Crew includes in the Standard Operating Procedures on the following:
 - i. Use of checklist (PCAR 8.5.1.9)
 - ii. Standard call-outs (normal and abnormal situations)
 - iii. Threat and Error Management (TEM)
 - iv. PF and PNF duties particularly on the delegation and handover of controls by the PIC
 - c. Review the policy, procedures and training syllabus for RTO to include recognition, applications and decision during abnormal conditions (i.e., tire failure).
 - d. Review the policy on the utilization of pilots who are not regularly employed in their Operations Manual.

- e. Implement continued serviceability and inspection of flight recorder systems in compliance with the provisions of PCAR Part 7 “Instrument and Equipment” paragraph 7.7.1.3.
- f. Complies with the provisions of PCAR Part 7 specifically the requirements of appropriate flight recorders installed in the aircraft.

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