

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C3195
Make and Model	:	Airbus A319-111
Operator	:	Cebu Air, Inc.
Date/Time of Incident	:	February 15, 2014 at 1014H /0214Z UTC
Type of Operation	:	Commercial /Air Transport
Phase of Operation	:	Taxi
Type of Occurrence	:	Runway Excursion during taxi for departure
Place of Incident	:	Butuan National Airport

**EXECUTIVE SUMMARY**

On 15 February 2014 at about 1014H, Cebu Pacific Air flight 5J220, an Airbus A319-111 Registry No. RP-C3195 with 6 aircrew and 107 passengers on board bound for Cebu was performing a 180 degrees turn at the far end of Runway 30 in preparation for takeoff at Runway 30. During the 180 degrees taxiing turn in preparation for RWY 30 takeoff the aircraft came to a complete stop at the RH portion edge of RWY 30 with its Nosewheel (NW) and Left Hand Main Landing Gear (LHMLG) partially sunk and rested on the grassy/soil area approximately 20.1 feet (NW) and 1.8 feet (LHMLG) from RWY 30 end/edge respectively, while the Right Hand Main Landing Gear (RHMLG) rested on the concrete portion of RWY30 threshold approximately 9 feet from RWY30 threshold end/edge.

After recovery and initial inspection of the aircraft, except for minor scratches, no significant damage was found specifically on the NLG and LHMLG as well as the whole aircraft in general. Further, thorough inspection and operational tests on site as per Airbus AMM conducted by the SIAEC and Cebu Pacific Air safety personnel, revealed that there were no discrepancies noted on the aircraft.

The disabled aircraft was extricated back to the ramp after approximately 11 hours of recovery operation. With Airbus' (OEM) concurrence on the inspection and maintenance performed, the maintenance provider released the aircraft for flight.

The A+ mechanics performed the pre-flight inspection on the aircraft before the first flight as indicated in the maintenance release dated 14 February 2014. Additionally, prior to the incident, there were no significant aircraft discrepancies noted for the past 7 days except for the MEL Cat C item "Nav 2 fault on ECAM".

## PROBABLE CAUSE

The Aircraft Accident Investigation and Inquiry Board determined that the probable cause of this accident was:

- **Primary Cause Factor**

**Miscalculation of the remaining runway during 180 degrees turn that resulted on the nosewheel going off the paved portion of the runway end. (Human factor)**

The PIC has a knowledge on the procedure to perform the 180 degrees taxiing turn as embodied in the Airbus Flight Crew Manual. However, while performing 180 degrees turn the Flight Crew were still performing below the line checklist. The simultaneous task reduced the awareness of the PIC who was performing the maneuvers on the runway remaining during turn.

- **Contributory Factor**

- a. Lack of safety measures on the runway.**

The airport runway lacks the necessary safety measures such as turning pads, turning guides to direct the pilots during maneuver.

- b. The simultaneous task of doing the “before take off checklist” while performing 180 degrees maneuver.**

The carrying out of before take off checklist should have been suspended while making a critical maneuvers such as 180 degrees turn for the PIC to concentrate on the ongoing task.

## SAFETY RECOMMENDATIONS

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

- CAAP-FSIS shall require Cebu Air Inc. to:
  - a. To include in their SOPs the suspension of carrying out the checklist procedures while performing critical maneuvers like 180 degrees turn.
  - b. To emphasize in their initial and re-current pilot training the responsibility of the flight crew in the preservation of the CVR recording following an accident or incident.
- CAAP-ADMS shall:

Plan and execute the installation and construction of safety features on the runway such as turning pads, turning guides and compacting the overrun area.