



Aviation Investigation Final Report

Location:	San Pedro Sula,	Accident Number:	DCA13WA051
Date & Time:	December 31, 2012, Local	Registration:	HR-AWG
Aircraft:		Aircraft Damage:	Substantial
Defining Event:		Injuries:	19 None
Flight Conducted Under:	Non-U.S., commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

On December 31, 2012, at 1014 local time, a British Aerospace Jetstream 3101, registration HR-AWG operated by EasySky as flight EKY-734 veered off the runway and came to rest in a ditch upon landing at San Pedro Sula Airport (SAP), Honduras .The flight was a scheduled passenger flight from Roatan, Honduras. There were no injuries and the airplane sustained substantial damage.

The accident is being investigated by the Honduras DGAC, who requested recorder assistance from the NTSB.

Information

Certificate:

Age:

Airplane Rating(s):

Seat Occupied:

Other Aircraft Rating(s):

Restraint Used:

Instrument Rating(s):

Second Pilot Present:

Instructor Rating(s):

Toxicology Performed:

Medical Certification:

Last FAA Medical Exam:

Occupational Pilot:

Last Flight Review or Equivalent:

Flight Time:

Aircraft and Owner/Operator Information

Aircraft Make:		Registration:	HR-AWG
Model/Series:		Aircraft Category:	
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	EasySky	Operating Certificate(s) Held:	Foreign air carrier (129)

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	
Destination:		Type of Clearance:	
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	16 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	19 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Bower, Daniel

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=86168>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).