



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-C7653
TEXTRON AVIATION INC., CESSNA, C-172M

***OPERATOR: LEADING EDGE INTERNATIONAL AVIATION ACADEMY
INC.***

TYPE OF OPERATION: FLIGHT TRAINING, (PCAR PART 3)

DATE OF OCCURRENCE: MARCH 02, 2019

***PLACE OF OCCURRENCE: LINGAYEN COMMUNITY AIRPORT (RPUG),
LINGAYEN, PANGASINAN, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP-C7653

Aircraft Type/Model : Textron Aviation Inc., Cessna, C-172M

Operator : Leading Edge International Aviation Academy Inc.

Address of Operator : San Fernando Airport, Poro Point Freeport Zone, La Union, Philippines

Place of Occurrence : Lingayen Community Airport, Lingayen, Pangasinan, Philippines

Date/Time of Occurrence : March 02, 2019 / 1515H/0715 UTC

Type of Operation : Flight Training, (PCAR Part 3)

Phase of Operation : Landing

Type of Occurrence : Runway Excursion

EXECUTIVE SUMMARY

On or about 1515H, March 2, 2019, a Cessna 172M with Registry Number RP-C7653 sustained substantial damage on its nose landing gear and propeller after colliding with the perimeter fence at Lingayen Community Airport, Lingayen, Pangasinan (RPUG). The aircraft is being operated by Leading Edge International Aviation Academy Inc. under PCAR Part 3. The Flight Instructor (FI) and Student Pilot (SP) on board were not injured. Visual meteorological conditions prevailed, and a Visual Flight Rules (VFR) flight plan had been filed.

The aircraft with the SP in the control touched down 600 meters after the threshold of Runway 08. The FI took over to stop the aircraft but to no avail as it continued its path and came in contact with the airport concrete perimeter fence. Witnesses on the ground stated that the aircraft landed after passing the security outpost which was located mid-field and tried to stop, leaving tires marks on the runway but later hit the fence.

PROBABLE CAUSE

- **Primary Cause Factor**

The aircraft landed more than one half of the usable runway.

- **Contributory Factors**

- a. Fast approach during landing.
- b. Lack of situational awareness.

SAFETY RECOMMENDATIONS

- For **CAAP-FSIS** to ensure that the Operator:
 - a. Strictly follow the go-around procedures during unstable approach for landing.
 - b. Should establish operational SOP to provide approved stabilization criteria necessary guidance for go around such as (but not limited to):
 1. Aircraft stabilization before 500 feet AGL.
 2. Landing configuration, required flap setting
 - 3, Approach speed.
 4. Lateral direction with reference to runway centerline.

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