

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

BASIC INFORMATION

Aircraft Registration	:	RP-C2792
Aircraft Type/Model	:	Cessna 152
Owner/Operator	:	Adventure Flight Education & Sports, Inc.
Date/Time of Accident	:	April 28, 2015/0830H
Type of Operation	:	Flight Training
Phase of Operation	:	Landing
Type of Occurrence	:	Runway Incursion
Place of Accident	:	Daniel Z. Romualdez Airport, Tacloban City

EXECUTIVE SUMMARY

On April 28, 2015 at about 0830H, a Cessna 152 type of aircraft with Registry No. RP-C 2792, departed Runway 04 of Mactan International Airport for an instructional dual cross-country flight after performing a 360 degrees inspection check. A Flight Plan was filed accordingly by the Flight Crew thru telephone call to the Control Tower and requested for a copy of NOTAM for Tacloban Airport but unfortunately, none was provided. They proceeded with their scheduled flight and upon reaching Danao, Cebu, switched to Tacloban Approach for landing instructions. Upon touchdown at Runway 36 and rolled for about 150 meters, the pilots noticed an elevated pavement about 6-7 inches thick right after the runway end marker before threshold. It was too late when the crew realized that they landed on the displaced runway due to on-going asphalt overlay. They applied full brakes to avoid the obstruction but unfortunately, the aircraft hit the elevated pavement causing the nose landing gear to dive due to sudden impact.

PROBABLE CAUSE

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

- **Primary Cause Factor**

Failure of the pilots to recognize the displaced threshold markings as their touchdown point for the landing, instead they landed on the displaced runway pavement undergoing asphalt overlay work.

- **Contributory Cause Factors:**

- a. Pilots' failure to secure NOTAM prior to departure from Mactan International Airport.

- b. Pilots' failure to comprehend ATC instruction of the usable runway length of 1,440m.
- c. No unusable runway "X" marker painted on the displaced runway surface undergoing asphalt overlay work.
- d. Inadequate pre-flight planning in preparation for their instructional flight operation.

SAFETY RECOMMENDATIONS

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

- **CAAP-FSIS** to emphasize in their oversight responsibilities in ensuring that aircraft operators must secure and understand clearly NOTAMS issued to aerodromes prior to allowing departure to ensure that they are familiar of the limitations and restrictions of the intended destinations.
- **CAAP-ADMS** and **AANSSOO** must ensure that any unserviceable area especially on movement areas in an aerodrome shall be painted with an "X" marking as provided for in CAR governing Aerodromes and the Manual of Standards (MOS).
- **CAAP-FSIS** to emphasize in their oversight responsibilities in ensuring that Aviation Schools are fully aware and compliant with the provisions of PCAR Part 3, particularly Flight Training Requirements on communication procedures to ensure that all instructions are understood and carried out effectively to avoid another accident of this kind.