

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

BASIC INFORMATION

Aircraft Registration	:	RP-C7257
Aircraft Type/Model	:	ATR 72-212A
Owner/Operator	:	Surigao Leasing Limited / Cebu Pacific Air, Inc.
Address of Owner	:	8006 Domestic Road, Pasay City
Date/Time of Incident	:	June 2, 2013 / 0930 UTC
Type of Operation	:	Commercial Air Transport
Phase of Operation	:	Landing
Type of Occurrence	:	Runway light damage
Place of Incident	:	Francisco Bangoy International Airport, Davao City

EXECUTIVE SUMMARY

On June 02, 2013, ATR 72-212A turbo propeller aircraft RP-C7257 based in Cebu, departed from Cagayan de Oro at about 1000UTC bound for Davao with 65 passengers on board. The aircraft initially departed Mactan International Airport on the same date for its scheduled flight to Legazpi airport, back to Cebu and to Cagayan de Oro airport bound for Francisco Bangoy International Airport, Davao City. The aircraft, upon instructions from Davao approach controller, proceeded to the VOR fix at 5,000ft then commenced its approach for VOR/DME 23. On the final approach, the aircraft, stabilized and configured for landing, was cleared to land with winds at 270 deg/ 17 kts., with moderate rain over the field.

The aircraft touched down at the left portion from runway centerline, bounced once and skidded 270 degrees at 17 knots further left. On the process, the RH MLG inner wheel tire hit one (1) light at the left runway edge light while the LH MLG was about one (1) meter from left edge of runway. As the aircraft was steered back to the runway centerline, the LH MLG wheel tires hit another light of the runway edge lights about 60 meters from the first light hit by RH MLG. Regaining lateral control, the Pilot-In-Command (PIC) continued down the runway and then exited via A3 taxiway going to the ramp terminal. At about 0030UTC, the next morning, the deflated/damaged left wheel tires were discovered by maintenance personnel during their inspection.

PROBABLE CAUSE

- **Primary cause**

Lack of event proficiency on Low visibility non-precision VOR/DME with strong cross-wind. Human Factor (Pilot Error)

The pilot after making a touchdown at the center of the runway failed to maintain lateral control during the landing roll to correct for left wind-drift until the aircraft

rolled beyond the left runway edge lights before it was recovered back to the centreline and on the process hit and broke two (2) lights of the left runway edge lights.

- **Contributory factors:**

- a. **Inaccurate surface wind indications. Environmental. (Technology-wind velocity instruments).**

There was no record of regular calibration of the wind velocity instruments installed at the control tower. Hence, it was probable that wind velocity indication from interpolation of data from two (2) wind cones located at both ends of the runway was inaccurate.

- b. **Existence of Wind Shear effect. Environmental (Natural Environment)**

The accompanying strong right cross-wind with cumulonimbus cloud and heavy rainfall magnified the pressure of gust wind shear or microburst that contributed to the loss of lateral control of the aircraft during landing.

- c. **Inadequate training in cross-wind landing. Human Factor (Training)**

The effect of cross-wind was not adequately corrected during the approach phase until the touchdown at the left side of the runway

SAFETY RECOMMENDATIONS

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

- CAAP shall ensure that training standards for ATR 72-500 aircraft type especially for PIC are strictly validated and enforced with special focus on lateral control for strong cross-winds and low visibility non-precision (VOR/DME) approach and landing thru realistic simulator event scenario.
- CAAP shall ensure that wind velocity instruments in airports especially Francisco Bangoy International Airport, Davao City are evaluated, calibrated and upgraded for safe operation.
- CAAP shall ensure that pilots and operators specially the Airlines are aware of their occurrence/incident/accident reporting responsibilities in PCAR Part 5 and PCAR Part 13 and the need to preserve evidence including the flight recorders