

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

**BASIC INFORMATION**

Aircraft Registration No.	:	RP-C2282
Make and Model	:	Dornier 228-202K
Owner / Operator	:	Island Aviation Inc.
Address of Operator	:	Manila Domestic Airport
Date of Incident	:	October 22, 2009
Type of Operation	:	Non-Schedule Air Taxi
Phase of Operation	:	Landing
Type of Occurrence	:	Belly landing
Place of Incident	:	Pamalican II Aerodrome

**EXECUTIVE SUMMARY**

At around 1300H of October 22, 2009, RP-C2282 a Dornier 228 type of aircraft with thirteen (13) passengers onboard took off Manila Domestic Airport bound for Pamalican Island, Palawan. The duration of flight was one hour and fifteen (15) minutes. Upon turning final 10 NM to Pamalican, the pilot commanded flaps 1 but both pilot focusing outside looking for the runway due to haze. At about 3 ½ miles when the pilot commanded flaps “2”. They missed to activate the landing gear lever to down position so the aircraft belly landed on runway 03 before runway marker No. 1 and skidded at approximately 180 meters and stop at the center of the runway.

**PROBABLE CAUSE**

The Aircraft Accident Investigation and Inquiry Board determine that the probable causes of this incident were the following:

- Poor coordination between PF and PNF.
- PNF was remised on his duties as First Officer.

## **SAFETY RECOMMENDATIONS**

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

- Two captains must not be scheduled to fly together.
- Both pilots must undergo Crew Resource Management (CRM) seminar.
- Use of checklist shall be emphasized. Delineation of duties for PF and PNF should be indicated.
- Both Pilots should be checked for proficiency on take offs and landings.
- Cockpit sterilization should be observed during critical phases of the flight.
- If construction of a tower is not feasible, the person acting as controller should position himself outside, on the runway, where he could visibly check for the approach configuration of the aircraft especially the landing gears.