



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-C4321
PIPER AIRCRAFT INC., PA-23-250

OPERATOR: FLITELINE AIRWAYS

TYPE OF OPERATION: NON-SCHEDULED COMMERCIAL TRANSPORT

DATE OF OCCURRENCE: APRIL 18, 2022

***PLACE OF OCCURRENCE: BASCO AIRPORT, BASCO, BATANES,
PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP- C4321

Aircraft Type/Model : Piper Aircraft Inc., PA-23-250

Operator : Fliteline Airways

Address of Operator : 1513 Metrica St, Sampaloc Manila

Place of Occurrence : Basco Airport, Basco, Batanes Philippines

Date/Time of Occurrence : April 18, 2022/ 0909H/0109 UTC

Type of Operation : Non-Scheduled Commercial Transport

Phase of Flight : Landing

Type of Occurrence : Propeller Strike

EXECUTIVE SUMMARY

On or about 0909H, April 18, 2022, a Piper Aircraft Inc., PA-23-250 type of aircraft with Registry Number RP-C4321 sustained damage on both propellers following a runway propeller strike at runway 06, Basco Airport, Basco, Batanes Philippines. The aircraft is being operated by Fliteline Airways under non-scheduled commercial transport. The pilot and five (5) passengers were not injured. Visual meteorological conditions (VMC) prevailed on the time of occurrence, and a local flight plan had been filed.

The pilot was on his fourth leg back to Basco, Batanes after departing from Itbayat, Batanes. The Pilot realized that the landing gears were not extended after the control tower informed him. He was able to perform the landing gear extension and land the aircraft. However, both right and left propellers sustained damages just before the landing gears were fully extended. There were sixteen (16) and ten (10) runway propeller strikes from both right and left propellers respectively that were seen 922 meters away from the threshold of RWY 06. One of the witnesses took a video while the aircraft was in short finals showing the landing gears were not extended prior to landing.

PROBABLE CAUSE

- **Primary Cause Factor**

The Pilot was late in extending the landing gears that resulted to propeller ground strike.

- **Contributory Factors**

- a. Pre-landing checklist was not performed.
- b. The Pilot lacks situational awareness.

SAFETY RECOMMENDATIONS

- For **CAAP-FSIS** to ensure that the Operator:
 - a. Strictly impose the mandatory use of checklist to its pilots.
 - b. Reinforce training of pilots in the area of Crew Resource Management, and Situational Awareness.

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