



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-C2080 **TEXTRON AVIATION INC., CE340A**

OPERATOR: ENERGY DEVELOPMENT CORPORATION

TYPE OF OPERATION: GENERAL AVIATION

DATE OF OCCURRENCE: FEBRUARY 18, 2023

***PLACE OF OCCURRENCE: ABOUT 6,300FT. AMSL SOUTH WEST SIDE
SLOPE OF MT. MAYON VOLCANO WITHIN THE MUNICIPALITY OF
CAMALIG, ALBAY, PHILIPPINES.***



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

BASIC INFORMATION

Aircraft Registration No. : RP- C2080

Aircraft Type/Model : Textron Aviation Inc., CE340A

Operator : Energy Development Corporation

Address of Operator : 5th floor, Rockwell Business Center, Tower 3, Ortigas Ave., Ortigas Center, Pasig City 1604, Philippines

Place of Occurrence : About 6,300ft. AMSL South West side slope of Mt. Mayon Volcano within the municipality of Camalig, Albay, Philippines

Date/Time of Occurrence : February 18, 2023 at about 0650H/2250 UTC

Type of Operation : General Aviation

Phase of Flight : Climb

Type of Occurrence : Controlled Flight Into Terrain

EXECUTIVE SUMMARY

On or about 0650H local time, 18 February 2023, a Textron Aviation Corporation Cessna CE340A type of aircraft with Registry Number RP-C2080 was involved in a Controlled Flight Into Terrain (CFIT) accident after it impacted into the slopes of Mt. Mayon Volcano located at Camalig, Albay.

The flight was bound for Manila with one (1) pilot, one (1) aircraft mechanic, and two (2) passengers on board. The aircraft was reported missing after it took off from Bicol International Airport (RPLK) at Daraga, Albay. The aircraft is being operated by the Energy Development Corporation (EDC) and was on a routine general aviation flight. All aircraft occupants were fatally injured in this accident.

The pilot submitted a VFR to IRF flight plan that will utilize standard departure on RWY 05 of RPLK. According to the flight plan, it will be transitioning to IFR and intercepting NAGA VOR. It will further continue W9 airway and proceed to ALABAT for the arrival procedure in Manila.

The flight departed from RWY 05, made a procedural right upwind turn, and crossed the final approach of RWY 05. At 0647H, ATC established contact with the aircraft while passing

2,600ft. The ATC inquired if the flight had already passed Camalig by-pass, and the pilot responded "We're passing Camalig by-pass now". The pilot was instructed by ATC to continue climbing and report twenty (20) nautical miles out of RPLK, which was acknowledged by the pilot.

At 0650H, no position report was received from the aircraft. The ATC initiated contact with the aircraft several times, but no response was received.

The duty ATC contacted the Manila Area Control Center (MACC) for any signatures of the aircraft that they might have picked up. The MACC informed the ATC that there was an initial signature contact that later disappeared on the radar monitor. At about 0900H, the Philippine Aeronautical Rescue Coordinating Center (PARCC) elevated the alert to a DETRESFA on the missing aircraft.

On the next day, February 19, 2023, the operator launched their own search operation using an AW139 helicopter, which was able to locate the missing aircraft at about 6,300 feet on the south-west slope of Mt. Mayon Volcano with grid coordinates of 13°14'56.45 N and 123°40'57.79 E (Figure 1).

An aerial reconnaissance by CAAP-AAIIB investigators and EDC using a helicopter was conducted on 20 February 2023. The general impact area shows the scattered wreckage of aircraft debris and signs of post-impact fire. A joint search and rescue operation by the local government of Camalig Albay, AFP components (PA, PAF, PN, and PNP), and EDC was then launched on 21 February 2023. The rescuers were able to reach the area after a local farmer guided them towards the crash site on February 24 February 2023. The bodies of the four occupants were retrieved on 02 March 2023 and brought to SOCO for autopsy and identification.

PROBABLE CAUSE

- **Primary Cause Factor**

The pilot failed to follow the flight plan and made an unauthorized deviation.

- **Contributory Cause Factor**

Pilot lack situational awareness

SAFETY RECOMMENDATIONS

- For **CAAP-FSIS** to ensure that:
 - a. The operator strictly adheres to the flight plan and published route.
 - b. The operator conducts additional training on IFR operations and flights over mountainous areas.

-END-