

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

BASIC INFORMATION

Aircraft Registration No.	:	RP-C3031
Make and Model	:	Bombardier DHC-8-402
Owner/Operator	:	Air Philippines Corporation (Philippine Airlines)
Address of Operator	:	R1 Hangar APC Gate 1 Andrews Avenue, Pasay City, Philippines
Date/Time of Serious Incident:		July 1, 2014 1202H/ 0402 UTC
Type of Operation	:	Commercial Operations
Phase of Operation	:	Landing
Type of Occurrence	:	Runway Excursion during landing
Place of Serious Incident	:	Surigao National Airport, Surigao, Philippines

EXECUTIVE SUMMARY

On July 1, 2014 at about 1017H/0217UTC, PAL Express Flight 2P2095 with Registry No. RP-C3031, a Bombardier DHC-8-402 type of aircraft took-off Runway 13 for a scheduled commercial flight to Surigao. Upon reaching its destination at about 1202H/ 0402 UTC, the aircraft was cleared by Surigao Flight Service Station (FSS) to land using Runway 18. During landing, the aircraft was hit by 14 knots left cross wind causing the aircraft to bounce upon touchdown and swerve to the right side of the runway with its Right Main and Nose Landing Gears left the pave portion of the runway. The Pilot Flying (PF) was able to maneuver the aircraft back to the active runway and taxied to its assigned bay area and disembarked its passengers.

PROBABLE CAUSE

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

- **Primary Cause Factor**
 - a. Failure of the FO to align the aircraft to the runway centerline prior to touchdown. Human Factor**

The FO made a normal approach however, he failed to correct the aircraft to align to the runway centerline prior to touchdown causing the aircraft to bounce and swerve outside the runway.

b. Failure of the Captain to supervise the FO during landing. Human Factor

The Captain failed to intervene on the controls when the aircraft was hit by left crosswind gust prior to touchdown.

- **Contributory Factor**

- a. Violation by the Captain on Company Policy. Human Factor**

The Captain failed adhere to PAL Express Operations Manual by allowing the FO to land the aircraft despite Surigao Airport was categorized as Category “C” where the Captain shall be the PF for takeoff and landing. The scheduled flight was not a Training Flight and should not have delegated the landing of the aircraft.

SAFETY RECOMMENDATIONS

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

- a.** To strictly implement Company Policy especially during take-off and landing on Category “C” airport.
 - b.** To include in their Post accident/incident checklist specific instructions of preserving the flight recorders such as pulling off the circuit breakers to disable the flight recorders.

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