



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-C3521 **TEXTRON AVIATION INC. CESSNA C172S**

OWNER: AAG INTERNATIONAL CENTER FOR AVIATION TRAINING

TYPE OF OPERATION: FLIGHT TRAINING (PCAR PART 3)

DATE OF OCCURRENCE: AUGUST 14, 2020

***PLACE OF ACCIDENT: IBA COMMUNITY AIRPORT, IBA,
ZAMBALES, PHILIPPINES***



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

BASIC INFORMATION

Aircraft Registration No. : RP- C3521

Aircraft Type/Model : Textron Aviation Inc. / Cessna C172S

Operator : AAG International Center for Aviation Training

Address of Operator : 1092 Jose Abad Santos Ave., Clark Freeport Zone,
Pampanga 2023, Philippines

Place of Occurrence : Iba Community Airport, Iba, Zambales, Philippines

Date/Time of Occurrence : August 14, 2020 at about 1500H/0700UTC

Type of Operation : Flight Training (PCAR Part 3)

Phase of Flight : Taxi

Type of Occurrence : Runway Excursion

EXECUTIVE SUMMARY

On August 14, 2020, about 1500H local time, a Textron Aviation Inc., Cessna, C-172S type of aircraft with Registry Number RP-C3521 veered off the side of the runway while initiating 180 degrees turn for take-off at runway 32 at Iba Community Airport, Iba, Zambales, Philippines. It was being operated by AAG International Center for Aviation Training under PCAR Part 3. Both Flight Instructor (FI) and Student Pilot (SP) on board did not sustain any injury. The aircraft did not sustain any damage as a result of the incident. Visual meteorological conditions (VMC) prevailed on the time of occurrence, and a local flight plan had been filed.

The aircraft while turning to the left prior executing a 180 degree turn for take-off on RWY 32, continued to roll towards the left side of the runway. The wheels departed the pavement and continued to roll for another 36 meters before it came to a full stop in a soft ground about 10 meters from the runway edge (main wheels) with last heading of 040 degrees and coordinates of 15 32.14 N, 119 97.11E. Review of the documents shows that the aircraft and pilot's documentation are in proper order. There were no significant remarks listed on the aircraft logbook before the incident.

PROBABLE CAUSE

- Failure of the SP to control the aircraft while initiating a 180 degrees right turn resulting to taxi excursion. (Human Factor)

- **Contributory Cause Factor.**
 - a. Failure of the FI to caution the SP to slow down while on high-speed taxi before initiating the turn. (Human Factor)
 - b. Lack of situation awareness on the part of the FI. (Human Factor).

SAFETY RECOMMENDATIONS

- **CAAP- FSIS** to ensure that the Operator
 - a. Establish appropriate SOP and operational guidelines to manage and execute appropriate aircraft speed while taxiing.

 - b. Conducts safety meeting which covers the following:
 - 1. Review of safety protocols on aircraft ground operation.
 - 2. Review of Crew Resource Management.
 - 3. Safety briefing reminder.

-----END-----