



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-C511 **KODIAK 100**

***OWNER: WORLD AVIATION INTERNATIONAL SERVICES
CORPORATION (WAISCO)***

TYPE OF OPERATION: NON-SCHEDULED COMMERCIAL

DATE OF OCCURRENCE: DECEMBER 5, 2020

***PLACE OF OCCURRENCE: DIVILACAN AIRSTRIP, DIVILACAN,
ISABELA, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP-RC511

Aircraft Type/Model : Quest Aircraft Design, LLC / Kodiak 100

Operator : World Aviation International Services Corporation (WAISCO)

Address of Operator : 2316 KIA Building Aurora Blvd. Tramo Pasay City

Place of Occurrence : Divilacan Airstrip, Divilacan, Isabela, Philippines

Date/Time of Occurrence : December 5, 2020/ 1200H

Type of Operation : Non-scheduled Commercial

Phase of Operation : Landing

Type of Occurrence : Bounced Landing

EXECUTIVE SUMMARY

On December 5, 2020, at about 1200H, a Quest Aircraft Kodiak 100 with registration no. RP-C511 sustained damage on its nose landing gear following a bounced landing at Divilacan Airstrip, Divilacan, Cagayan. After the bounce landing the Pilot initiated a go-around and proceeded to Cauayan Airport. The aircraft landed safely using RWY 20 and came to complete stop between distance-to-go markers 2 and 3. The aircraft is being operated by World Aviation International Services Corporation (WAISCO) holder of Air Operator Certificate (AOC) authorized to perform commercial air operations. The pilot and the nine (9) passengers did not sustain any injury. The passengers disembarked in the middle of the runway. Visual Meteorological Conditions (VMC) prevailed at the time of the incident.

PROBABLE CAUSE

- **Primary Cause Factor**

- a. Failure of the Pilot to maintain control of the aircraft following a bounced landing.

- **Contributory Factors**

- a. Utilizing a non-CAAP certified airstrip as destination aerodrome.
- b. Non-availability of wind direction indicator to serve as reference to the pilot for actual wind speed and direction.

SAFETY RECOMMENDATIONS

Before the issuance of the final investigation report, the Aircraft Accident Investigation and Inquiry Board (AAIIB) received documents of the following safety actions initiated by WAISCO as a result of this incident.

- a. Immediately suspended all its flights to all airport/airstrip not certified by CAAP through a Memorandum issued dated December 6, 2020.
- b. The Pilot involved was subjected to ground refresher training with emphasis on analyzing weather maps, data and information, approaching and landing procedures on cross wind or in sudden change of wind direction and speed including go-around procedures on January 4, 2021.
- c. The involved Pilot was subjected to flight refresher training on February 6, 2021 by the Head of Training.
- d. The Pilot involved underwent line check last February 26, 2021 before he was released for line flying.

The safety deficiencies presented in this report have been fully addressed and no further safety actions are recommended.

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