



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-C8846
CESSNA 152

OPERATOR: OMNI AVIATION CORPORATION

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURRENCE FEBRUARY 16, 2023

PLACE OF OCCURRENCE: OMINI AIRSTRIP, OMNI AVITAION CORPORATION, MANUEL A. ROXAS HWY, CLARK FREEPORT, MABLACAT, PAMPANGA



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BASIC INFORMATION

Registration No. : RP-C8846

Make and Model : Cessna Aircraft Manufacturer, Cessna, C-152

Operator : OMNI Aviation Corporation

Address of Operator : Manuel A. Roxas Hwy, Clark Freeport,
Mabalacat, Pampanga, Philippines

Date/Time of Occurrence : February 16, 2023 / 1539H/0730 UTC

Type of Operation : Flight Training

Phase of Operation : Landing

Type of Occurrence : Bounced landing

Place of Occurrence : OMNI Aerodrome, OMNI Aviation Corporation, Manuel A.
Roxas Hwy, Clark Freeport, Mabalacat, Pampanga

EXECUTIVE SUMMARY

On or about 1530H, February 16, 2023, a Cessna 152 type of aircraft with registry number RP-C8846 sustained damage following a bounced landing at RWY 02 of OMNI Aerodrome, OMNI Aviation Corporation, Mabalacat, Pampanga. The student pilot (SP) on board did not sustain any injuries. The aircraft is being operated by OMNI Aviation Corporation under PCAR Part 3. Visual meteorological conditions prevailed, and a VFR flight plan had been filed.

The aircraft took off at Omni Aerodrome with the SP on board for a series of solo accuracy landings within the traffic pattern. During touch-down of his eighth (8th) landing, the aircraft bounced three (3) times, and the nose landing gear collapsed. Seven (7) propeller strikes were also seen on the runway. The aircraft continued to move towards the right side of the runway for another sixty (60) feet before it came to a full stop with a heading of 62 degrees and grid coordinates of 15° 10' 23" N; 120° 33' 52" E.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. Failure to execute the Go-Around Procedures during unstable approach for landing
- **Contributory Cause Factor**
 - a. Fast approach during landing
 - b. Lack of situation awareness

SAFETY RECOMMENDATIONS

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

4.0 SAFETY ACTION

As a result of the accident, the Operator initiated the following safety corrective actions.

1. A safety meeting was conducted to all FI and SP to mitigate the probability of the same incident from happening again. The meeting covered the following subject matter/topic:
 - a. Bounced and Balloon Landing recovery procedures
 - b. Rejected Landing.
2. Reinforced and included as part of the Training and Procedure Manual the following:
 - a. Recovery procedures on bounced and balloon landing.
 - b. Factors that contribute to landing conditions requiring a go-around.

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