



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-C9077**  
**TEXTRON AVIATION INC., CESSNA, C-152**

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***OPERATOR: ORIENT AVIATION CORPORATION***

***TYPE OF OPERATION: FLIGHT TRAINING, (PCAR PART 3)***

***DATE OF OCCURRENCE FEBRUARY 4, 2020***

***PLACE OF OCCURRENCE: SAN JOSE PRINCIPAL AIRPORT, MINDORO,  
PHILIPPINES (RPUH)***



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## **BASIC INFORMATION**

Aircraft Registration No. : RP-C9077

Aircraft Type/Model : Textron Aviation Inc., Cessna C152

Operator : Orient Aviation Corporation

Address of Operator : 24 Cessna Sr., Concord Village, Tambo, Parañaque City

Place of Occurrence : San Jose Principal Airport, Mindoro, Philippines (RPUH)

Date/Time of Occurrence : February 4, 2020 at about 0900H/0100 UTC

Type of Operation : Flight Training, (PCAR Part 3)

Phase of Flight : Taxi

Type of Occurrence : Runway Excursion

## **EXECUTIVE SUMMARY**

On or about 0900H, February 4, 2020, a Cessna C-152 type of aircraft with Registry Number RP-C9077 sustained damage to its propeller following a runway excursion on runway 10 at San Jose Principal Airport, Mindoro, Philippines (RPUH). The aircraft is being operated by Orient Aviation Corporation under PCAR Part 3. All two (2) occupants on board were not injured. Visual Meteorological Conditions (VMC) prevailed at the time of the occurrence, and a local flight plan had been filed. The flight originated at RPUH for a routine flight training on the area.

After landing and completing the 180-degree turn, the student pilot who was at the controls initiated a high-speed taxi. However, the aircraft suddenly veered towards the right side of the runway centerline. The aircraft's main wheels exited the paved portion of the runway and continued to roll for about 10 meters. Subsequently, the nose landing gear lodged in a soft ground about 1,200 meters from the threshold of RWY10. The FI requested assistance from the San Jose Tower, and the Aerodrome Rescue Fire Fighter (ARFF) was dispatched. The aircraft was immediately removed and pushed to the ramp for further damage assessment.

## **PROBABLE CAUSE**

- **Primary Cause Factor**

- a. The student pilot's inability to maintain directional control and operate the aircraft safely on the runway during the high-speed taxi resulted in a runway excursion. (Human Factor).

- **Contributory Factors**

- a. Lack of situational awareness on the part of the flight instructor to warn the student pilot to stay within the safe taxi speed (Human Factor).
  - b. The inadequate logbook entry of the maintenance personnel on the replacement of the aircraft brake pads. (Human Factor)

## **SAFETY RECOMMENDATIONS**

- **CAAP-FSIS** to ensure that the Operator:

- a. In accordance with applicable regulations, every maintenance performed on the aircraft is documented in the maintenance logbook.
  - b. Conduct regular safety meetings to discuss subjects related to safe aircraft ground operations.

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