



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-C1174** **TEXTRON AVIATION INC. CESSNA U206F**

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***OPERATOR: OUR BUILDERS WAREHOUSE, INC.***

***TYPE OF OPERATION: GENERAL AVIATION***

***DATE OF OCCURRENCE: JANUARY 24, 2023***

***PLACE OF OCCURRENCE: BARANGAY DITARUM, DIVILACAN, ISABELA,  
PHILIPPINES***



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**BASIC INFORMATION**

Aircraft Registration No. : RP-C1174

Aircraft Type/Model : Textron Aviation Inc., Cessna U206F

Operator : Our Builders Warehouse, Inc.

Address of Operator : Sta. Agueda, Purok Sal-Ing, Pamplona, Negros Oriental, Philippines

Place of Occurrence : Barangay Ditarum, Divilacan, Isabela, Philippines

Date/Time of Occurrence : January 24, 2023/On or about 1455H

Type of Operation : General Aviation

Phase of Operation : Descent

Type of Occurrence : Controlled Flight into Terrain (CFIT)

**EXECUTIVE SUMMARY**

On or about January 24, 2023, a Cessna U206F type of aircraft with registry number RP-C1174 departed Cauayan airport (RPUY) for Maconacon, Isabela. Onboard the aircraft were one (1) pilot and five (5) passengers. It was expected to arrive at Maconacon at 1445H that day. At around 1455H, the said aircraft was reported to be missing. Search and rescue activities were then initiated by the Philippine Aeronautical Rescue Coordinating Center (PARCC) in coordination with the Philippine Air Force (PAF) and the Isabela Provincial Disaster Risk Reduction and Management Office (PDRRMO). After forty-four (44) days of search, the crash site was discovered on March 9, 2023, at Brgy. Ditarum, Divilacan, Isabela. The pilot and all the passengers were fatally injured. The aircraft was destroyed upon impact with a forested area along the slope of a mountain. The remains of the passengers were then recovered and transported by air to Cauayan, Isabela.

## PROBABLE CAUSE

- **Primary Cause Factor**
  - a. The pilot failed to clear off the terrain during the cruise-descent phase of the flight due to reduced visibility as a result of inclement weather conditions.
- **Contributory Cause Factor**
  - a. The decision of the pilot to continue the flight even with the initial information of a developing localized adverse weather condition within the flight route and destination.
  - b. Lack of available real time accurate weather data at Maconacon Airport.
  - c. The aircraft is being operated commercially without established internal procedure (i.e., SOP on weather briefing and flight following) to ensure the safe completion of every flight.
  - d. Non-observance of flight duty time and rest periods restrictions for commercial like operations which could have compromise the sound judgement and decision-making ability of the pilot.

## SAFETY RECOMMENDATIONS

The following Safety Recommendations were proposed and forwarded to the **CAAP-FSIS** dated September 28, 2023:

- a. Implement additional measures by collaborating with aerodrome operators as well as with the Air Traffic Services in order to monitor and identify general aviation flights operating illegally as commercial flights.
- b. Ensure that the veracity of submitted airmen documents (i.e., Certificate of Flying Time, Certificate of Completion of EQC, etc.) from personnel applying for CAAP-issued licenses is thoroughly validated and checked prior to their processing.

In addition to the above, the following additional recommendations are being proposed as a result of the investigation:

- For **CAAP- FSIS** to ensure that:
  - a. Review be made on possible implementation of appropriate procedures on the flight and duty time restrictions of general aviation pilots.
  - b. Enhanced measures have been implemented in the evaluation process of entities/organization applying for CAAP authorization to conduct humanitarian flights to include the conduct of random surveillance to those operating this type of operations.

- c. Operators consider establishing proper monitoring and tracking of their aircraft flying to an uncontrolled airport.
- For **CAAP- AANSOO** to ensure that:
  - a. Additional measures are implemented in order to monitor and identify Aerodrome that are being operated without Permit to Operate.
  - b. Review and consider mandating all aerodrome operator to provide a readily available source of weather information for all operators operating at their respective airport.

## **SAFETY ACTIONS**

- Following this occurrence, the Maconacon LGU initiated the following safety actions:
  - a. Installed a VHF radio communication equipment at the airport to monitor incoming and outgoing traffic and make the necessary advisories if required.
  - b. Submitted to the CAAP their request for issuance of a temporary Permit To Operate Maconacon aerodrome last February 07, 2023.

**-END-**