



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-C 1789**  
**TECNAM P2006T**

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***OPERATOR: ALL ASIA AVIATION ACADEMY***

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

***DATE OF OCCURRENCE: NOVEMBER 22, 2022***

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



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**BASIC INFORMATION**

Aircraft Registration No. : RP- C1789

Aircraft Type/Model : Tecnam P2006T

Operator : All Asia Aviation Academy

Address of Operator : Iba Community Airport, Iba, Zambales

Place of Occurrence : Iba Community Airport, Iba, Zambales

Date/Time of Occurrence : November 22, 2022 at about 1555H/0755 UTC

Type of Operation : Flight Training (PCAR Part 3)

Phase of Flight : Landing

Type of Occurrence : Gear-up Landing resulting to Runway Excursion

**EXECUTIVE SUMMARY**

On or about 1555H local time on November 22, 2022, a Tecnam P2006T type of aircraft with registry number RP-C1789, operated by All Asia Aviation Academy sustained substantial damage following a runway excursion after a gear-up landing. Onboard the aircraft were the Flight Instructor (FI), the Flight Instructor Trainee (FIT), and an Observer (Obs). Visual Meteorological Condition prevailed at the time of the incident.

After finishing eight (8) touches and gos, the crew executed a “go-around” over Runway (RWY) 14 of Iba Community Airport due to the presence of a stray dog on the runway as seen by the pilots. Additionally, in anticipation of the closing of operations at the airport at 1600H/0800UTC, the FI commanded the FI trainee to perform a short pattern approach. However, during the approach, the crew failed to extend the aircraft's landing gears before touching down. The aircraft touched down 250 meters after the threshold of runway 14 and continued to move forward for another 160 meters directly over the runway centerline, then started to veer off to the right, creating runway scars and dents underneath the aircraft fuselage. The aircraft entered the grassy portion of the runway and stopped ninety-five (95) meters before the number #2 runway 14 marker, approximately 475 meters from the threshold of runway 14 with coordinates 15°19'32.43"N 119°58'6.59"E and a heading of 260 degrees.

Duty airport personnel, together with their company maintenance group, responded immediately to assist the occupants and secure the aircraft. The airport caretaker contacted

CAAP-OPCEN, informing them of the occurrence on the airport/runway and requesting closure due to disabled aircraft on the runway effective 1600H (0800UTC) as a result of the incident. Even though the runway was cleared at 1430H (0630UTC) on November 23, 2022, with the relocation of the disabled aircraft to the operator's designated hangar, normal airport/runway operation resumed at 0800H (0000UTC) the following day, as decided by the airport caretaker.

## **PROBABLE CAUSE**

- **Primary Cause Factor**

- a. Failure of the FI and FI trainee to perform landing gear extension procedures leading to a gear-up landing resulting to a lateral runway excursion.

- **Contributory Factors**

- a. Unable to identify and recognize visual and aural cues inside cockpit that gave the pilots signals as to the aircraft's current configuration due to the encountered distractions and self-imposed urgency to immediately land the aircraft which led to the omission important in-flight procedures, particularly the pre-landing checks and approach to landing procedures;
- b. Lack of proper Crew Resource Management (CRM) between the pilots; and
- c. Pilot's complacency by not using the checklist; and the non-confirmatory actions inside the cockpit between the pilot-flying and the pilot-not-flying during the flight's critical phase, specifically during landing.

## **SAFETY RECOMMENDATIONS**

### **4.1 For CAAP-FSIS to ensure that the Operator (All Asia Aviation Academy):**

- a. Emphasize to all flight crew the importance of following SOPs during touch and go patterns, particularly the gear and flap extension/retract procedures.
- b. Reinforce training and practice for flight crews on CRM (pilot-flying and pilot-not-flying duties and responsibilities). This will ensure a sterile cockpit in order to prevent the breakdown of the situational awareness of pilots and crew, especially during critical phases of the flight.

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