



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-C5911
DHC-8-402 (Q400)

OPERATOR: PAL EXPRESS CORPORATION

TYPE OF OPERATION: COMMERCIAL/AIR TRANSPORT

DATE OF OCCURRENCE: APRIL 16, 2023

***PLACE OF OCCURRENCE: BASCO AIRPORT, BASCO BATANES,
PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP-C5911

Aircraft Type/Model : DHC8-402 (Q400)

Operator : PAL Express Corporation

Address of Operator : R-1 Hangar, Andrews Avenue, Pasay City

Place of Occurrence : Basco Airport, Basco Batanes, Philippines

Date/Time of Occurrence : April 16, 2023/ 08000H

Type of Operation : Commercial/Air Transport

Phase of Flight : Landing

Type of Occurrence : Runway Excursion

EXECUTIVE SUMMARY

On April 16, 2023, at about 0800H, a DHC-8-402 type of aircraft with Registry Number RP-C5911 had a runway excursion during landing at RWY 06 of Basco Airport, Basco Batanes, Philippines. The aircraft did not sustain any damage as a result of the incident. The four (4) crew and 78+ 1 infant passengers did not sustain any injuries. The aircraft is registered and operated by PAL Express Corporation, authorized to perform Commercial/ air Transport Operations. The Pilot in Command (PIC), who is the pilot flying during the landing roll while approaching the end of the runway, made a 180-degree turn from right to left. During the turn, the aircraft departed the concrete pavement of the runway. After the aircraft momentarily stopped, the PIC then performed reverse thrusts to bring the aircraft back to the cemented portion of the runway. The aircraft was then taxied toward the ramp to disembark the passengers normally. After inspecting that the aircraft did not sustain any damage, the aircraft was flown back to Manila with passengers on board.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. The flight crew failed to follow the standard procedures for 180 degrees turn that resulted to runway excursion
- **Contributory Cause Factor**
 - a. Lack of situation awareness

SAFETY RECOMMENDATIONS

As a result of the Operator's safety actions, the safety deficiencies presented in this report have been fully addressed therefore no further safety recommendations are being proposed.

SAFETY ACTIONS

Safety Actions taken by the Operator

As a result of the serious incident, the Operator initiated the following safety corrective actions:

- a. The PIC involved in the incident had undergone the line proficiency check and route qualification checks while the FO had undergone the line proficiency check.
- b. Memo for Company pilots, reminding to strictly follow and exercise caution in executing the SOP on 180 degree turns for runways with 30-meter width.
- c. Publication of SMS Bulletin: Notification of Accident and Serious Incident.
- d. Accident & Serious Incident Reporting Meeting/ Table Top Exercise- Aircraft Runway Excursion Incident.

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