



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-C8811 **TEXTRON AVIATION INC., CESSNA C172R**

OPERATOR: FIRST AVIATION ACADEMY, INC.

TYPE OF OPERATION: FLIGHT TRAINING (PCAR PART 3)

DATE OF OCCURRENCE: AUGUST 16, 2022

***PLACE OF OCCURRENCE: OMNI AIRFIELD,
CIVIL AVIATION COMPLEX, CLARK FREEPORT ZONE,
PAMPANGA, PHILIPPINES***



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BASIC INFORMATION

Aircraft Registration No. : RP- C8811

Aircraft Type/Model : Textron Aviation Inc., Cessna C172R

Operator : First Aviation Academy, Inc. (FAA)

Address of Operator : Bldg. 8303S Southwest Apron B, Subic Bay International Airport, SBFZ, Zambales, Philippines

Place of Occurrence : Omni Airfield (PH-0178), Civil Aviation Complex Clark Freeport Zone, Pampanga, Philippines

Date/Time of Occurrence : August 16, 2022 at about 0844H/0044 UTC

Type of Operation : Flight Training (PCAR Part 3)

Phase of Flight : Landing

Type of Occurrence : Bounced Landing resulting to runway excursion.

EXECUTIVE SUMMARY

On or about 0844H, August 16, 2022, a Textron Aviation Inc. Cessna C172R type of aircraft with Registry Number RP-C8811 sustained substantial damage after a bounced landing that resulted in a runway excursion at Omni Airfield (RPLC), Civil Aviation Complex Clark Freeport Zone, Pampanga, Philippines. First Aviation Academy, Inc. is operating the aircraft in accordance with PCAR Part 3. The Student Pilot (SP) on board was not injured. Visual meteorological conditions prevailed at the time of the occurrence, and a training flight plan was filed. The solo flight originated from the same airfield at 0730H and was to be terminated after the flight training operation.

The Flight Instructor (FI) released the Student Pilot for a solo flight after about two (2) years of flight training due to the 2019 pandemic. The FI released her for a solo after she accumulated fifty-five (55) prior flight hours, seventeen (17) recent flight hours, and performed well in all recent flight lessons.

The SP was scheduled to perform two (2) touch-and-go followed by a full-stop landing. The FI was monitoring the flight via radio nearby at the makeshift tower at Omni. The first touch- and-go was uneventful. In her second pattern, the SP landed approximately 70 meters after the threshold of runway (RWY) 20.

The aircraft bounced three (3) times, consuming one hundred (100) meters of runway. The SP lost directional control of the aircraft, swerved to the right side of the runway, and eventually went out of the paved portion of the runway. The aircraft exited the runway pavement and settled on the grassy area about twenty (20) meters away from RWY marker three (3) at coordinates 15°10'23.22"N, 120°33'51.13"E, with a final heading of 261°. Witnesses rushed to the scene to help secure the aircraft. The SP alighted safely from the aircraft by herself. Inspection of the aircraft shows it sustained impact damage to its nose landing gear, engine fire wall, propeller, and engine. No fire ensued.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. Improper recovery techniques during bounced landing. (Human Factor).
- **Contributory Cause Factor**
 - a. The SP's decision to continue landing despite its unstabilized approach.
 - b. Lack of situational awareness.
 - c. Unable to identify and manage threat during landing.

SAFETY RECOMMENDATIONS

The safety deficiencies presented in this report have been fully addressed and no further safety recommendations are being proposed.

SAFETY ACTIONS

Following the occurrence, First Aviation Academy, Inc. initiated the following safety corrective action:

- a. Conducted Lectures on flight instructors and pilot trainees with emphasis on “Go-Around” procedures and items to consider on landing.
- b. The Operator issued a stabilized approach and bounce landing policy.

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