



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-C8598 **TEXTRON AVIATION INC. CESSNA 152**

OPERATOR: ECHO AIR INTERNATIONAL AVIATION ACADEMY INC.

TYPE OF OPERATION: FLIGHT TRAINING (PCAR PART 3)

DATE OF OCCURRENCE: AUGUST 1, 2023

***PLACE OF OCCURRENCE: SITIO MATAD, BARANGAY SALVACION,
LUNA, APAYAO, CORDILLERA ADMINISTRATIVE REGION, PHILIPPINES.***



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BASIC INFORMATION

Aircraft Registration No. : RP- C8598

Aircraft Type/Model : Textron Aviation Inc., Cessna 152

Operator : Echo Air International Aviation Academy Inc.

Address of Operator : Echo Air International Aviation Hangar, Apple St. Extension, Airport Village, Pengue Ruyu, Tuguegarao, Philippines

Place of Occurrence : Sitio Matad, Barangay Salvacion, Luna, Apayao, Cordillera Administrative Region (CAR), Philippines

Date/Time of Occurrence : August 01, 2023 at about 1247H/0447 UTC

Type of Operation : Flight Training (PCAR Part 3)

Phase of Flight : Cruise

Type of Occurrence : Loss of Control In-Flight (LOC-I)

EXECUTIVE SUMMARY

On or about 1330H local time, August 1, 2023, a Textron Aviation Inc. Cessna 152 type of aircraft with registry number RP-C8598 was declared missing after another company flight reported the occurrence to the Tuguegarao airport tower. Said aircraft took off from Laoag International Airport (RPLI) bound for Cauayan Principal Airport (RPUY) with a flight instructor and a student pilot on board.

On the same day, at around 1400H, Echo Air International Aviation Academy Inc. (EAIAAI) initiated a search and rescue (SAR) operation within 32 nautical miles of the aircraft's last reported location, but to no avail. Additionally, Tactical Operations Group 2 (TOG 2), PDRRMC 2, PA, PCG, and PNP, as well as AFP and civilian drone operator's volunteers, launched a coordinated SAR operation in the mountainous terrain of Apayao, Cordillera Administrative Region (CAR) at around 1700H.

At about 1130H of August 3, 2023, TOG 2 Search and Rescue Group and PAF drone operators found the location of the crash site at an elevation of about 660 feet ASL within the vicinity of Sitio Matad, Barangay Salvacion, Luna, Apayao, CAR. At about 1600H, AFP/PNP Search and Rescue personnel reached the crash site (Figure 1) at coordinates 18° 15' 2.16" N, 121° 18'

9.24” E. The crash site has traces of a post-fire event isolated within the aircraft engine perimeter, and the terrain slope was about 35 degrees with steep ridges, dense vegetation, and trees covering the stream area. Rescue personnel found the bodies of the two pilots on the aircraft, both fatally injured. The cadavers were brought about three (3) miles away from the crash site to Pudtol Central School for the PAF helicopter to pick up and ferry the body of the flight instructor to Manila, while the remains of the student pilot was transferred to Tuguegarao via land travel.

Based on CAAP records, a Visual Flight Rule (VFR) flight plan had been filed at Tuguegarao Principal Airport (RPUT) for a round-robin cross-country training flight starting at RPUT, then Laoag International Airport (RPLI), and Cauayan Principal Airport (RPUY) before terminating at RPUT.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. The Flight Instructors’ decision to continue the VFR flight in a deteriorating weather condition resulted in a loss of control inflight.
 - b. The Flight Instructor’s decision to deviate from the published training route
- **Contributory Cause Factor**
 - a. Insufficient weather information during pre-flight briefing;
 - b. The organization and pilot’s lack of competency to perform threat and error management;
 - c. Absence of documented guidelines within the organization regarding the procedure for RON.

SAFETY RECOMMENDATIONS

The AAIIB provides the following recommendation to the **CAAP-FSIS** in view of the investigation conducted:

- a. To ensure that the operator conducts additional training for their FI’s on reduced visibility operation under adverse weather condition to include flight operations over mountainous areas.
- b. To ensure that the operator establishes a clear policy on VFR operations in deteriorating weather conditions.
- c. To ensure that the operator reinforces their FIs and SPs competency on threat and error management through additional training sessions.

- d.** To ensure that the pre-flight briefing procedures of the operator are established and the specific responsibilities for each identified task is documented.
- e.** To ensure that operators regularly conduct reviews of internal procedure in case of diversion or emergency during cross-country training.
- f.** To ensure that all procedures and processes implemented by the organization are fully documented and updated in the manuals.
- g.** To review the competency of its LCD-TOCID inspectors and ensure the diligent evaluation of any documents and records during the conduct of audit and inspection.

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