



## AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

### **FINAL REPORT**

## **RP-C5911** **BOMBARDIER, DHC-8-402 (Q400)**

---

***OPERATOR: PAL EXPRESS***

***TYPE OF OPERATION: SCHEDULED COMMERCIAL OPERATION  
(PCAR PART 9)***

***DATE OF OCCURRENCE: DECEMBER 10, 2021***

***PLACE OF OCCURRENCE: MACTAN-CEBU INTERNATIONAL AIRPORT,  
MACTAN, CEBU, PHILIPPINES***



## **BASIC INFORMATION**

Aircraft Registration No. : RP- C5911

Aircraft Type/Model : Bombardier/DHC 8-402 (Q400)

Operator : Air Philippines Corp. (PAL Express)

Address of Operator : APC PAL R1 Hangar, Gate 1, Andrew Avenue, Pasay City

Place of Occurrence : Mactan-Cebu International Airport (RPVM), Philippines

Date/Time of Occurrence : December 10, 2021/ 1140H(Local)/0340UTC

Type of Operation : Scheduled Commercial Operation (PCAR Part 9)

Phase of Flight : Landing Roll

Type of Occurrence : Runway Excursion

## **EXECUTIVE SUMMARY**

On or about 1140H local time, December 10, 2021, a Bombardier DHC 8-402 (Q400) type of aircraft with Registry Number RP-C5911 experienced a runway excursion while on landing roll at RWY 04, Mactan-Cebu International Airport, Lapu-Lapu City, Mactan. The flight took off from Godofredo Ramos Principal Airport (RPVE) in Caticlan, Kalibo, and Aklan at 1050H local time. The aircraft is being operated by PAL Express under PCAR Part 9. The four crew members and 29 passengers on board did not sustain any injuries. Instrument meteorological conditions prevailed at the time of the occurrence.

The aircraft came to a complete stop at the grassy left side portion of the RWY, about 1,500 meters from the threshold of RWY 04, at coordinates 10.309431N, 123.980965E, and with a final heading of 22 degrees. Inspection of the aircraft shows it sustained no damages. No post-fire ensued. Mactan-Crash Fire Rescue Unit (CFRU) immediately responded to help secure the aircraft. The passengers deplaned normally out of the aircraft using the L1 door and were ferried to the airport terminal by bus services. At 1141H, Mactan Tower declared the activation of Emergency Plan: Aircraft Accident On-Airport (Emplan 1) and informed all responding units. At 1438H, the runway was opened and back to normal operation.

## PROBABLE CAUSE

- **Primary Cause Factor**

The aircraft encountered a nose wheel steering fault that led to runway excursion. (Software malfunction).

- **Contributory Cause Factor**

- a. The runway condition was wet at the time of the occurrence.
- b. The flight crew became distracted in maintaining situational awareness when the nose wheel steering indicator illuminated at the annunciator panel.

## SAFETY RECOMMENDATIONS

The safety deficiencies detailed in this report have been fully addressed as a result of the safety measures implemented by the Operator. Consequently, no further safety recommendations are being proposed.

## SAFETY ACTIONS

After the occurrence, PAL Express have the PIC and FO undergone and completed the required corrective training and proficiency checks with the following scheduled respectively (Appendix D).

### PIC

- a. Simulator type recurrent with corrective training at flight safety international (Seattle) – Jan 28, 2022.
- b. Simulator proficiency check at flight safety international (Seattle) – Jan 29, 2022.
- c. line proficiency check – Feb 4, 2022 (MNL-ILO-MNL & MNL- CEB-MNL).

### FO

- a. Simulator type recurrent with corrective training at flight safety international (Seattle) – Mar 14, 2022.
- b. Simulator proficiency check at flight safety international (Seattle) – Mar 15, 2022
- c. Line proficiency check – Feb 4, 2022 (MNL-KLO-MNL & MNL- LGP-MNL).

-----END-----