



AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

FINAL REPORT

RP-C9076 **TEXTRON AVIATION INC. CESSNA 152**

OPERATOR: ORIENT AVIATION CORP.

TYPE OF OPERATION: FLIGHT TRAINING (PCAR PART 3)

DATE OF OCCURRENCE: FEBRUARY 18, 2022

***PLACE OF OCCURRENCE: CAUAYAN AIRPORT, BRGY. SAN FERMIN,
CAUAYAN, ISABELA, PHILIPPINES***



BASIC INFORMATION

Aircraft Registration No. : RP- C9076

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

Operator : Orient Aviation Corp.

Address of Operator : Northsky Air Inc., Tuguegarao Airport, Pengue Ruyu, Tuguegarao City, Cagayan Valley, Philippines

Place of Occurrence : Cauayan Airport, Brgy. San Fermin, Cauayan, Isabela, Philippines

Date/Time of Occurrence : February 18, 2022/1230H

Type of Operation : Flight Training (PCAR Part 3)

Phase of Flight : Landing

Type of Occurrence : Runway Excursion

EXECUTIVE SUMMARY

On or about 1230H of February 18, 2022, a Cessna 152 type of aircraft with registry number RP-C9076 and operated by Orient Aviation Corp. had a runway excursion at Cauayan (RPUY) airport runway 12. The flight was a training flight with a Flight Instructor (FI) on board together with a trainee FI. The aircraft sustained minor damage on its propeller and on the left-hand wing tip.

The flight took off from runway 30 of Cauayan airport for the scheduled flight training at 10 NM north of the station. After 1 hour and 20 minutes, the training was completed, and they proceeded back to the airport. During the approach, the flight was slightly high and off the centerline, and the trainee FI initiated correcting their alignment. The aircraft then landed on the left-hand side of the runway, and during the landing roll, the FI trainee who was at the controls applied right rudder correction to return the aircraft to the centerline. However, the aircraft continued to veer to the right and subsequently left the paved portion of the runway.

PROBABLE CAUSE

- **Primary Cause Factor**
 - a. Failure to initiate the go-around procedure during an unstabilized approach.

- **Contributory Cause Factor**
 - a. Lack of proper Crew Resource Management (CRM) between the flight crew.
 - b. Lack of situational awareness and inability to manage threats during landing.
 - c. Pilot's complacency caused by the knowledge of having more than enough runway length and width for the type of aircraft.

SAFETY RECOMMENDATIONS

As a result of the safety investigation, the Aircraft Accident Investigation and Inquiry Board hereby proposes the following safety recommendations.

For **CAAP-FSIS**:

- a. For the operator, Orient Aviation Corp., to ensure that they strictly implement go-around procedures during unstable approach for landing.

- b. For the operator, Orient Aviation Corp., to ensure that they reinforce training of flight crew on threat and error management as well as practice of proper CRM.

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