



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

FINAL REPORT

RP-C1741
CESSNA 152P

OPERATOR: ALL ASIA AVIATION ACADEMY

TYPE OF OPERATION: FLIGHT TRAINING

DATE OF OCCURRENCE: JANUARY 19, 2019

***PLACE OF OCCURRENCE: IBA COMMUNITY AIRPORT (RPUI),
IBA ZAMBALES, PHILIPPINES***

TABLE OF CONTENTS

(RP-C1741, Cessna 152P Final Report)

Description	Page
Title Page	----- i
Table of Contents	----- ii
Foreword	----- iii
Synopsis	----- iv
List of Acronyms and Abbreviations	----- 1
1 Factual Information	----- 1
1.1 History of Flight	----- 2
1.2 Injuries to Person	----- 2
1.3 Damage to Aircraft	----- 2
1.4 Other Damages	----- 3
1.5 Personnel Information	----- 3
1.5.1 Pilot	----- 3
1.6 Aircraft Information	----- 3
1.6.1 Aircraft Data	----- 3
1.6.2 Engine Data	----- 3
1.6.3 Propeller Data	----- 4
1.7 Meteorological Information	----- 4
1.8 Aids to Navigation	----- 4
1.9 Communications	----- 4
1.10 Aerodrome Information	----- 4
1.10.1 General Information	----- 4
1.11 Flight Recorders	----- 5
1.12 Wreckage and Impact Information	----- 5
1.13 Medical & Pathological Information	----- 6
1.14 Fire	----- 6
1.15 Search and Survival Aspects	----- 6
1.16 Organization and Management Information	----- 6
1.16.1 Aircraft Training Organization (ATO)	----- 6
1.16.2 Maintenance	----- 6
2 Analysis	----- 7
2.1 General	----- 7
3 Conclusions	----- 8
3.1 Findings	----- 8
3.2 Probable Cause	----- 8
3.2.1 Primary Cause	----- 8
3.2.2 Contributory Cause	----- 8
4 Safety Recommendations	----- 9
5 Safety Actions	----- 9
Signatories	----- 10

FOREWORD

This report was produced by the Aircraft Accident Investigation and Inquiry Board (AAIIB), Civil Aviation Authority of the Philippines, MIA Road, Pasay City, Philippines.

The report is based upon the investigation carried out by the AAIIB in accordance with Annex 13 to the Convention on International Civil Aviation, Republic Act 9497 Section 42, and Philippine Civil Aviation Regulation Part 13.

Readers are advised that the AAIIB investigates for the sole purpose of enhancing aviation safety. Consequently, AAIIB reports are confined to matters of safety significance and may be misleading if used for any other purpose. It should be noted that the information in AAIIB reports and recommendations is provided to promote aviation safety, and in no case is it intended to imply blame or liability.

Furthermore, no part of the AAIIB report or reports relating to any accident or investigation shall be admitted as evidence or used in any suit or action for damages arising out of any matter mentioned in such report or reports.



FINAL REPORT

TITLE: Incident involving a Cessna 172P type aircraft with Registry Number RP-C1741 and operated by All Asia Aviation Academy that had a ground collision with a parked aircraft while on taxi at Iba Community Airport, Iba, Zambales, Philippines, on January 19, 2019, at 1145H/0345UTC.

Notification of Occurrence to National Authority

The Notification of incident to AAIB CAAP was relayed by the Operator of the aircraft at 1300H (LOCAL) on January 19, 2019.

Identification of the Investigation Authority

The Aircraft Accident Investigation and Inquiry Board (AAIB), the mandated accident investigation organization within the Civil Aviation Authority of the Philippines (CAAP) as the State of Occurrence/Registry/ Operator conducted the investigation.

Organization of the Investigation

In accordance with provisions of Philippine Civil Aviation Regulation (PCAR) Part 13, an Investigator-In-Charge and Deputy Investigator-In Charge were appointed.

Authority Releasing the Report

The Final investigation report was released by Aircraft Accident Investigation and Inquiry Board (AAIB) and published on the CAAP website on **2 April 2025.**

Synopsis:

On January 19, 2019, at about 1145H/0345UTC, a Cessna 172P type aircraft with Registry Number RP-C1741 sustained minor damage after a ground collision with a parked aircraft while on taxi at Iba National Airport. On board was a student pilot (SP) on a solo training flight while taxiing after a full-stop landing when the incident happened. The cause of the occurrence was attributed to the failure of the student pilot to maintain directional control of the aircraft that resulted in a ground collision with parked aircraft.

LIST OF ACRONYMS AND ABBREVIATIONS

AAIIB	:	Aircraft Accident Investigation and Inquiry Board
AANSOO	:	Aerodrome and Air Navigation Services Oversight Office
AIP	:	Airmen Information Publication
ATO	:	Aircraft Training Organization
ATOC	:	Aviation Training Organization Certificate
AMO	:	Approved Maintenance Organization
CAAP	:	Civil Aviation Authority of the Philippines
CPL	:	Commercial Pilot License
CRF	:	Crash Fire Rescue
CRM	:	Crew Resource Management
FI	:	Flight Instructor
ICAO	:	International Civil Aviation Organization
IR	:	Instrument Rating
ME	:	Multi-engine
PPL	:	Private Pilot License
OFSAM	:	Office of the Flight Surgeon and Aviation Medicine
SE	:	Single Engine
SP	:	Student Pilot
VFR	:	Visual Flight Rules



1. FACTUAL INFORMATION

Registration No. : RP-C1741

Make and Model : Textron Aviation Inc., Cessna, C-172P

Operator : All Asia Aviation Academy

Address of Operator : Unit 4 & 5 Bldg., 4 Salem Int'l. Commercial Complex,
Domestic Road, Pasay City, Philippines

Date/Time of Occurrence : January 19, 2019 / 1145H/0345UTC

Type of Operation : Flight Training

Phase of Operation : Taxi

Type of Occurrence : Aircraft collision with parked aircraft

Place of Occurrence : Iba Community Airport, Iba, Zambales, Philippines

1.1 History of Flight

On January 19, 2019, at about 1145H/0345UTC, a Cessna 172P type aircraft with Registry Number RP-C1741 sustained minor damage after a ground collision with a parked aircraft while on taxi at Iba National Airport. On board was a student pilot (SP) on a solo training flight while taxiing after a full-stop landing when the incident happened. The SP allegedly said he was not aware of the ground collision until airport personnel caught his attention, signaling him to stop. The aircraft made a full stop on the ramp approximately 20 meters in front of the Crash Fire Rescue (CFR) building at coordinates 15°32'51.98"N, 119°09'69.844"E, and a heading of 090 degrees.



Figure 1 - RP-C1741 final position.

1.2 Injuries to Person (s)

Injuries	Crew	Passengers	Others	TOTAL
Fatal	0	0	0	0
Serious	0	0	0	0
Minor	0	0	0	0
Missing	0	0	0	0
None	0	0	0	0

1.3 Damage to Aircraft

The aircraft sustained minor damage.

1.4 Other Damages

There were no other damages reported.

1.5 Personnel Information

1.5.1 Student Pilot (SP)

Gender	: Male
Date of Birth	: 22 September 1997
Nationality	: Indonesian
License	: 138430-PPL
Valid up to	: 30 April 2020
Type rating	: Airplane: Single engine Land C152, C172
Medical Certificate	: Class II
Last proficiency check	: N/A
Time on C172	: 77 + 00 Hours as per pilot logbook
Grand Total time	: 171 + 00 Hours as per pilot logbook

1.6 Aircraft Information

1.6.1 Aircraft Data

Registration Mark	: RP-C1741
Manufacturer	: Textron Aviation Inc.
Country Of Manufacturer	: United States of America
Type/Model	: Cessna 172P
Operator	: All Asia Aviation Academy
Serial No.	: 17274486
Date of Manufacture	: 1981
Certificate of Airworthiness Valid up to	: 31 January 2020
Certificate of Registration Valid up to	: 17 November 2022
Number of Crew	: 1
Number of Passenger Seat	: 3
Hours Flown Since Last C of A	: 645+05
Airframe Total Time	: 18,712+33 as per Last C Of A

1.6.2 Engine Data

Manufacturer	: Textron Lycoming
Type	: Piston
Model	: O-320-D25
Serial No.	: RL-18638-39A
Time Since New	: 4,085+05 as per Last C Of A



1.6.3 Propeller Data

Manufacturer	: McCauley
Type/Model	: Fixed Pitch 2 Blade/ICI60 DTM7557M1
Serial No.	: 83790
Propeller last fitted	: November 22, 2018
Time Since New	: 325+30 as per aircraft logbook

1.7 Meteorological Information

Visual Meteorological Conditions (VMC) prevailed at the time of the occurrence.

1.8 Aids to Navigation

The flight was carried out under Visual Flight Rules (VFR). Using VFR, the pilot must be able to operate the aircraft with visual references to the ground and visually avoiding obstructions and other aircraft.

1.9 Communications

The aircraft has a standard radio communication equipment and was in contact with RPUI Unicom frequency at 121.90 Mhz (Operational).

1.10 Aerodrome Information

Iba Community Airport was listed as a Community Aerodrome in the Airmen Information Publication (AIP) and under the Civil Aviation Authority of the Philippines - Aerodrome and Air Navigation Services Oversight Office (CAAP-AANSOO) approved aerodrome facility data.

1.10.1 General Information

Aerodrome Name	: Iba Community Airport
Coordinates	: N15°19'53.8213" E119°58'05.1856"
Aerodrome Operator	: Civil Aviation Authority of the Philippines Iba Airport, Iba Zambales 2201
Runway Direction	: 14 /32 (140° MAG)/(320° MAG)
Runway Length	: 900M
Runway Width	: 30M
Surface	: Concrete/Asphalt
Types of traffic permitted	: VFR



AD Operator	: Airport Operations: 2300 - 0800
Security	: 2200 - 1000
Restaurants	: At the airport and at the town proper
Transportation	: Vehicle for hire.
Medical facilities	: Within the town proper
AD category for fire fighting	: CAT III.
Rescue equipment	: Wheel Type Fire Extinguisher. SIDES DODGE VIRM 13.
Capability for removal of disabled aircraft	: Nil.
TORA 14/32	: 900M
TODA 14/32	: 980M
ASDA 14/32	: 980M
LDA 14/32	: 900M

1.11 Flight Recorders

The aircraft was not equipped with any flight recorders and existing CAAP regulation does not require it.

1.12 Wreckage and Impact Information

Upon entering the ramp area, the pilot did not notice that his aircraft's left wing had come into contact with another parked aircraft's left wing. The RP-C1741 left wing leading edge sustained a dent that measured approximately 20 inches by 4 inches. The aircraft made a full stop on the ramp approximately 20 meters in front of the Crash Fire Rescue (CFR) building at coordinates 15° 325198N, 119° 969844E, and a heading of 90 degrees.



Figure 2 - The aircraft wing collided with another aircraft parked at the ramp.

1.13 Medical and Pathological Information

The pilot did not sustain any injuries but was brought to the nearest hospital for medical checkup. He also had undergone the post-accident medical examination at CAAP-Office of the Flight Surgeon and Aviation Medicine (OFSAM). There was no warrant for grounding of the pilot from performing flying duties.

1.14 Fire

No fire was reported by Iba Airport CFR.

1.15 Search and Survival Aspects

The incident was survivable.

1.16 Organizational and Management Information

1.16.1 Aircraft Training Organization (ATO)

All Asia Aviation Academy is located at Unit 4 & 5 Bldg., 4 Salem Int'l. Commercial Complex, Domestic Road, Pasay City, Philippines as its primary place of business. The company has Principal Operations Base at Iba Community Airport, Iba, Zambales. The school offers student pilots the following ratings, Primary and Commercial Flight Training Courses (PPL, CPL) Instrument Rating (IR) for fixed wing aircraft, Flight Instructor Course (FI) for Single Engine (SE) and Multi-engine (ME) aircraft. The institution is also duly approved and licensed by the Civil Aviation Authority of the Philippines (CAAP) with an Aviation Training Organization Certificate (ATOC) number # 2006-99. Currently it is operating four (4) Cessna 152, four (4) Cessna 172 and one (1) Beech Baron BE58. It also operates one (1) PFC DCS-Max flight simulator.

1.16.2 Maintenance

The maintenance function of RP-C1741 was undertaken by All Asia Aviation Maintenance which was an Approved Maintenance Organization (AMO) with certificate No. 160-16. The AMO facility is located at IBA Airport, Zambales 2201, Philippines.



2. ANALYSIS

2.1 General

All Asia Aviation Academy was operating the Cessna 172P in this aircraft incident. It had a ground collision with another parked aircraft on the ramp while on taxi operation at Iba National Airport (RPUI), Iba Zambales. The investigation revealed that the SP was taxiing the aircraft towards the parking ramp after a full-stop landing. He also said that he did not notice that the left wing of his aircraft came into contact with the left wing of another aircraft parked on the ramp. The investigation also revealed that the ramp and apron area was undergoing renovations when the incident occurred. The aerodrome operator has developed a program of work that includes providing visual markings for aircraft movement on the ramp. The airport manager stated that the work program was in progress and the said visual markings will follow soon (Figure 3).

The occurrence happened at an airport without a control tower facility. The assessment revealed that the SP lacked adequate planning and situational awareness during taxi operations. He has to consider that performing taxi operations requires constant vigilance. Apparently, the SP was taxiing fast that he was unable to stop the aircraft from getting closer to the parked aircraft. When taxiing, the pilot has to be proactive instead of reactive. He must constantly apply small alternate inputs to each rudder pedal to feel what is happening as it happens. Waiting for something to happen could delay the need for a correction, leading to a longer time to make it. It was likely that the operation of the directional control correction by the pilot was delayed because the aircraft went closer to the parked aircraft. He should also apply the necessary brakes to stop the aircraft instead of allowing it to collide.

The primary requirements for safe taxiing are positive control, the ability to identify potential hazards in time to avoid them, and to stop or turn where and when desired without undue reliance on the brakes. Pilots should proceed at a cautious speed at a rate where the movement of the aircraft is dependent on the throttle. That is, slow enough so that when the throttle is closed, the aircraft can be stopped promptly. Although the aerodrome has no line marking in place, the pilot's primary responsibility is to see and avoid other aircraft, as well as to help them see and avoid his aircraft. When taxiing, the pilot's eyes should be looking outside to the sides as well as in front. The pilot must be aware to ensure that the entire area is clear of any obstructions. If at any time there is doubt, the pilot should stop the aircraft. It is encouraged further that the operator includes in their safety program topics to improve pilots' "see-and-avoid" capabilities. Meanwhile, a follow-up of the visual markings of the ramp on the said airport shows that the aerodrome operator initiated the completion of the taxiway line markings as a safety corrective action.

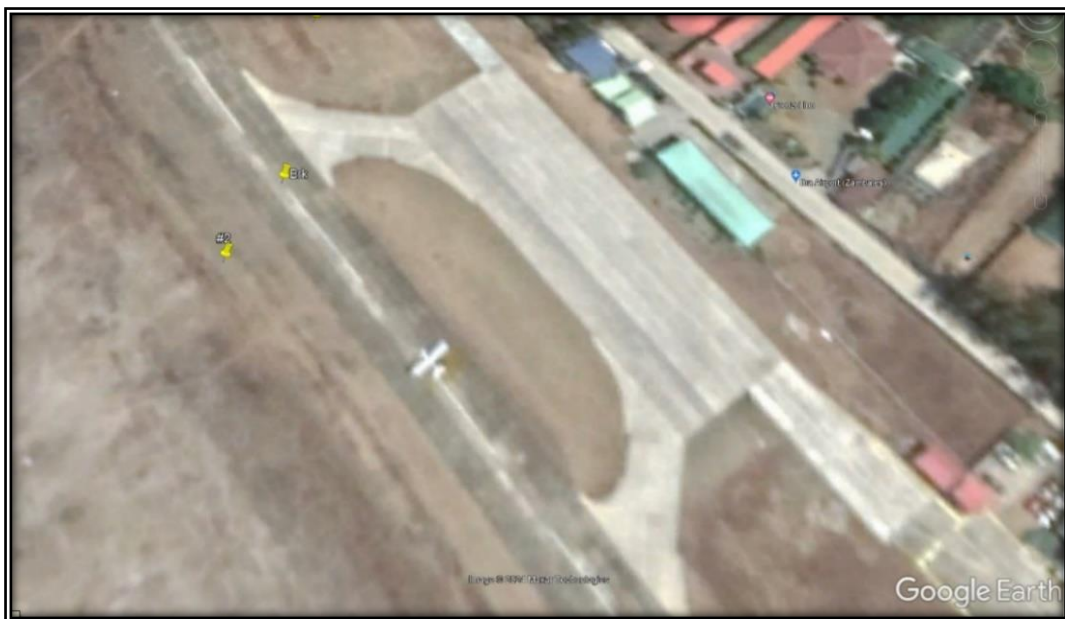


Figure 3 - The apron & ramp area during the incident without line marking.

3. CONCLUSIONS

3.1 Findings

- a. The aircraft has a valid Certificate of Registration and Certificate of Airworthiness, respectively.
- b. The aircraft was released for flight with no discrepancies recorded on the day of the occurrence.
- c. The aircraft sustained impact damage to its left-wing leading-edge assembly and left-wing wingtip fairing.

3.2 Probable Cause

3.2.1 Primary Cause

- a. Failure of the student pilot to maintain directional control of the aircraft that resulted in a ground collision with parked aircraft.

3.2.2 Contributory Cause

- a. The student pilot's inadequate situational awareness during taxi operation.

- b.** The ramp apron of the aerodrome does not provide continuous taxiway marking.

4. SAFETY RECOMMENDATION

4.1 For CAAP-FSIS to ensure that the operator All Asia Aviation Academy:

- a.** Includes in their safety program the topics to improve pilots' "see-and-avoid" capabilities.
- b.** Incorporates in their Operation/Procedures Manual the Threat and Error Management (TEM) principles, enabling pilots to identify and handle potential threats and errors that could result in procedural errors.
- c.** Integrates Crew Resource Management (CRM) principles into their Operation Procedures Manual to improve pilots' situational awareness.

5. SAFETY ACTIONS

5.1 Following the occurrence, the aerodrome operator initiated the following safety corrective action:

- a.** Provision for the taxiway line markings was started on April 2019 and completed pavement markings on January 2020.

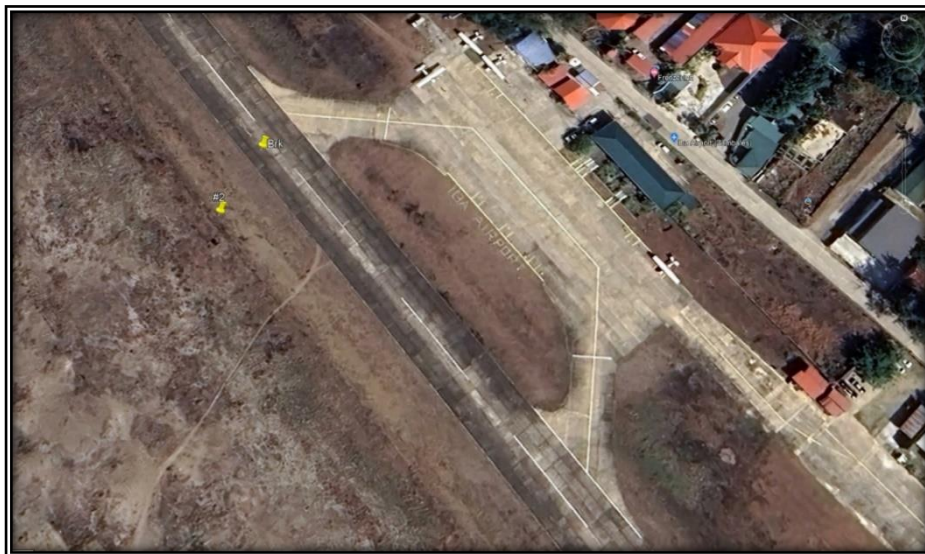


Figure 4 -The apron & ramp area with line marking.

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