Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

AIRCRAFT ACCIDENT INVESTIGATION AND INQUIRY BOARD

FINAL REPORT

RP-C5907
BOMBARDIER, DHC-8-402 (Q400)

OPERATOR: PAL EXPRESS

TYPE OF OPERATION: SCHEDULED COMMERCIAL

DATE OF OCCURRENCE: JUNE 24, 2022

PLACE OF OCCURRENCE: CATARMAN AIRPORT, POBLACION, CATARMAN, PHILIPPINES

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(DHC 8-402 (Q400), RP-C5907 Final Report)

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 Bombardier, DHC 8-402 (Q400) type of aircraft with Registry Number RP-C5907 operated by Air Philippines Corp. (PAL Express), had a runway excursion at Catarman Principal Airport, Poblacion, Northern Samar, Catarman, Philippines on June 24, 2022 at about 1222H/0422 UTC.

Notification of Occurrence to National Authority

The Notification of incident to AAIIB CAAP was relayed by the Operator of the aircraft at 1330H (LOCAL) on June 24, 2022.

Identification of the Investigation Authority

The Aircraft Accident Investigation and Inquiry Board (AAIIB), 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 was appointed.

Authority Releasing the Report

The Final investigation report was released by Aircraft Accident Investigation and Inquiry Board (AAIIB) and published on the CAAP website on **31 March 2025.**

Synopsis:

On June 24, 2022, at about 1222H, a Bombardier, DHC 8-402 (Q400) type of aircraft with registry number RP-C5907 operated by Air Philippines Corp. (PAL Express), had a runway excursion at Catarman Principal Airport, Poblacion, Northern Samar, Catarman, Philippines. The flight had no reported injury; the aircraft was not damaged as a result of the occurrence. Visual Meteorological Condition (VMC) prevailed at the time of the incident. The cause of the incident was attributed to the inappropriate aircraft maneuvering technique of the pilot to maintain adequate visual lookout during aircraft ground operation.

LIST OF ACRONYMS AND ABBREVIATIONS

AAIIB	:	Aircraft Accident Investigation and Inquiry Board
AMO	:	Approved Maintenance Organization
ARFF	:	Aircraft Rescue & Fire-fighter
ATC	:	Air Traffic Controller
ATPL	:	Airline Transport Pilot License
CAAP	:	Civil Aviation Authority of the Philippines
COA	:	Certificate of Airworthiness
CPL	:	Commercial Pilot License
CVR	:	Cockpit Voice Recorder
DHC	:	De Haviland Corporation/ Bombardier Dash
FDR	:	Flight Data Recorder
FO	:	First Officer
ICAO	:	International Civil Aviation Organization
IFR	:	Instrument Flight Rules
IMC	:	Instrument Meteorological Conditions
MLG	:	Main Landing Gear
OFSAM	:	Office of the Flight Surgeon and Aviation Medicine
PAL	:	Philippines Airlines
PCAR	:	Philippine Civil Aviation Regulations
PIC	:	Pilot-In-Command
RPVF	:	ICAO Code for Catarman Principal Airport
RWY	:	Runway
SA	:	Situational Awareness
UTC	:	Universal Time Coordinated
VFR	:	Visual Flight Rules
VMC	:	Visual Meteorological Condition

1. FACTUAL INFORMATION

Aircraft Registration No.	:	RP-C5907
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, Philippines
Place of Occurrence	:	Catarman Principal Airport, Poblacion, Northern Samar, Catarman, Philippines
Date/Time of Occurrence	:	June 24, 2022 at about 1222H/0422 UTC.
Type of Operation	:	Scheduled Commercial
Phase of Flight	:	Taxi
Type of Occurrence	:	Runway side excursion

1.1 History of Flight

The aircraft is being operated by PAL Express under PCAR Part 9. The four (4) crew and seventy-five (75) passengers on board did not sustain any injuries. Visual meteorological conditions prevailed at the time of the occurrence, and a scheduled flight plan had been filed. The aircraft came to a complete stop at the grassy left-side corner portion of the RWY turning pad and at about twenty (20) meters from the threshold of RWY 04.

The Pilot-in-Command (PIC), who was at the controls, stated that the event happened during his entry to the runway turn-around pad for a 180-degree turn for take-off. The left main landing gear (MLG) exited the runway edge and got stuck on grassy soft ground at the corner of the runway turn-around pad before the threshold edge of RWY 04. The PIC noticed that the aircraft could not move forward. The PIC decided to contact his supervisor for advice and the duty air traffic controller (ATC) about their situation. The aircraft settled with no damage at coordinates 12°2948.48 N and 124°3749.76 E, with a final heading of 280^0. Catarman emergency aircraft rescue and firefighter (ARFF)

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personnel were dispatched by ATC to the site 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 shuttle services. The aircraft was recovered the following day and was transferred to the airport terminal ramp for further assessment.

Figure 1 - RP-C5907 at its final resting point.

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
None	2	75	2	79

1.3 Damage to Aircraft

The aircraft did not sustain any damage.

1.4 Other Damages

There were no reported other damages during the site investigation.

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1.5 Personnel Information

1.5.1 Pilot-In-Command (PIC)

Gender	:	Male
Date of Birth	:	December 20, 1982
Nationality	:	Filipino
License	:	100526-ATPL
Valid up to	:	June 30, 2026
Type rating	:	Airplane: Multi-Engine Land-Instrument-Dash 8 Q400
Medical Certificate	:	Expiry September 19, 2022
Time on Aircraft	:	3,321+52 Hours as per Pilot logbook
Grand Total time	:	5,535+52 Hours as per Pilot logbook

1.5.2 First Officer (FO)

Gender	:	Male
Date of Birth	:	July 22, 1989
Nationality	:	Filipino
License	:	129104-CPL
Valid up to	:	February 28, 2025
Type rating	:	Airplane: Multi-Engine Land-Instrument-Dash-8-Q400
Medical Certificate	:	Expiry September 22, 2022
Time on Aircraft	:	2,635+36 Hours as per Pilot logbook
Grand Total time	:	2,496+36 Hours as per Pilot logbook

1.6 Aircraft Information

In 2016, the PAL Express started operating the Bombardier Dash (DHC) 8-Q400 aircraft. The Dash 8, is a series of turboprop-powered regional airliners, introduced by De Havilland Canada in 1984. Its cabin was configured in a two-class 86-seat configuration.

1.6.1 Aircraft Data

Registration Mark	:	RP-C5907
Manufacturer	:	Bombardier
Country of Manufacturer	:	Canada
Type/Model	:	DHC-8-402 (Q400)
Operator	:	PAL Express
Serial No./Type Certificate	:	4580/A-142

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Date of Manufacture	:	1980
Certificate of Airworthiness Valid up to	:	May 24, 2023
Certificate of Registration Valid up to	:	May 24, 2022
Category	:	Transport
Number of Crew	:	2
Passenger Seats	:	86
Time Since New	:	5,390+54 Hours as of last COA

1.6.2 Engine Data

The Pratt & Whitney PW150 engine was first entered into service in 1995. It has a higher-power version of the PW100 series, with the low-pressure compressor changed from a single-stage centrifugal compressor to a three-stage axial compressor, and the turbine modified to have improved cooling. All PAL Express Bombardier Dash 8-Q400 aircraft is fitted with this type of engine.

Manufacturer	:	Pratt & Whitney
Type/Model	:	PW150A
Engine Serial Number (1)	:	PCE-FA1317
Engine Serial Number (2)	:	PCE-FA1312
Time Between Overhaul (1)	:	Modular Overhaul
Time Between Overhaul (2)	:	Modular Overhaul
Time Since Overhaul (1)	:	New
Time Since Overhaul (2)	:	New
Time Since New (1)	:	5,390+54 Hours
Time Since New (2)	:	5,390+54 Hours

1.6.3 Propeller Data

The aircraft is equipped with an all-composite blade propeller built by Dowty Propellers a GE Aviation company. The Bombardier Q400 Propeller is designated as the Dowty R408 propeller. The Bombardier Q400 Propeller has 6 blades with an advanced swept blade design. The design has optimized aerofoil sections, excellent climb and cruise performance in which has very low noise levels.

Manufacturer	:	Dowty Propellers
Type/Model	:	Composite/R408/6-123-F/17
Propeller Serial Number (1)	:	DAP1294
Propeller Serial Number (2)	:	DAP0504
Time Since Overhaul (1)	:	New
Time Since Overhaul (2)	:	4,798+19 Hours
Time Since New (1)	:	5,390+54 Hours
Time Since New (2)	:	13,645+16 Hours

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1.7 Meteorological Information

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

1.8 Aids to Navigation

The flight was conducted through Instrument Flight Rules (IFR). Instrument Flight Rules (IFR) allows aircraft to be flown under Instrument Meteorological Conditions (IMC) by reference to aircraft flight instruments and advanced navigation systems.

1.9 Communications

The aircraft was equipped with a standard radio transceiver. Communications were carried out between the pilot and air traffic controller.

1.10 Aerodrome Information

Catarman Principal Airport (IATA: CRM, ICAO: RPVF) is operated by the Civil Aviation Authority of the Philippines. The airport is classified as a Class 2 principal (minor domestic) and is listed in the CAAP approved aerodrome facility data as well the Philippine Aeronautical Information Publication. Catarman Airport is located approximately 10 km (6.6 miles) from Catarman town center. It takes approximately 17 minutes from town center to get to this airport with light traffic.

1.10.1 General Information

Aerodrome Name	:	Catarman Principal Airport – RPVF/CRM
ARP coordinates and site at AD	:	123008.0304N 1243809.0737E
Aerodrome Operator address, telephone, telefax, telex, AFS	:	Civil Aviation Authority of the Philippines Catarman Airport, Barangay Dalakit, Poblacion, Catarman 6400 Northern Samar Phone: (055) 500-9461
Types of traffic permitted (IFR/VFR)	:	VFR
Elevation	:	5.5901M AMSL
AD category for fire fighting	:	CAT VI. Two (2) fire trucks (SIDES VMA 28 & Oshkosh Striker 4x4).
Apron surface and strength		Surface: Concrete. Strength: Nil.
Taxiway width, surface and strength	:	Width: 45M. Surface: Concrete.

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		Strength: Nil.
Aerodrome Obstacles		Terrain at 625FT at 122723.9820N 1243909.0030E
ATS Communication Facilities	:	Catarman FSS Radio
Frequency/Operation	:	122.7MHZ (Primary), 5205.5KHZ
Airspace classification	:	Class G
Runway Direction	:	04/22
Runway Length	:	1,573 Meters
Runway Width	:	30 Meters
Surface	:	PCN 24.5 R/B/W/T/CONC

1.11 Flight Recorders

1.11.1 General

The recorders were placed under the custody of the Aircraft Accident Investigation and Inquiry Board (AAIIB), Civil Aviation Authority of the Philippines (CAAP). After a week, the recorders were returned to the operator. The AAIIB-CAAP investigator found the on-scene investigation consistent with the fact that the flight crews are limited within aircraft ground operations and that there is no further interest in downloading the aircraft's flight recorders to continue the investigation.

1.11.2 Cockpit Voice Recorder (CVR)

The aircraft was equipped with a CVR-123b cockpit voice recording with part number 1606-00-01 with serial number 1593 and manufactured in the USA. It was manufactured by Universal Avionics Systems Corporation. The recording medium has a recording duration of approximately 2 hours and 02.45 minutes. The CVR provided 2 hours and 02.45 minutes of recordings.

1.11.3 Flight Data Recorder (FDR)

The aircraft has an FDR-C124b solid-state flash memory type data recorder with part number 1607-00-00 and serial number 1748, also manufactured by Universal Avionics Systems Corporation in the USA, with a recording duration of approximately 25 hours of flight data.

1.12 Wreckage and Impact Information

The left MLG exited the runway edge and got stuck on grassy soft ground at the right-angled corner of the runway turn-around pad that was about twenty (20) meters from the threshold of RWY 04. The PIC noticed that the aircraft could not move forward. The PIC decided to contact his supervisor for advice and informed the duty air traffic

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controller (ATC) about their situation. The aircraft settled at coordinates 12°2948.48 N and 124°3749.76 E, with a final heading of 280^0. Catarman Airport emergency personnel were dispatched by ATC to the site 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 rental shuttle services.

Figure 2 - The left main landing gear lodged on the soft ground.

1.13 Medical and Pathological Information

The pilots have undergone the post-incident medical examination at CAAP-OFSAM, and there were no medical impediments that hindered their fitness to fly. Both pilots' medical results confirmed that they met the CAAP and ICAO Annex 1 Medical Standards for exercising the privileges of the licenses held.

1.14 Fire

There was no reported post-crash fire during on-site investigation.

1.15 Search and Survival Aspects

The incident was survivable; there was no damage to the aircraft. No search operation has been deployed since the occurrence happened within the controlled aerodrome at RPVF runway.

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1.16 Organization and Management Information

1.16.1 Operator

PAL Express, legally known as Air Philippines Corporation and formerly branded as Air Philippines and AirPhil Express, is a wholly owned subsidiary airline of Philippine Airlines. It is PAL's regional brand, with services from its hubs in Manila, Clark, Cebu, and Davao. PAL Express currently is operating nine (9) Airbus A320-200, four (4) Airbus A321-200 and eleven (11) Bombardier DHC-8-400 Q400.

1.16.2 Maintenance

The maintenance function of RP-C5907 is being undertaken by Air Philippines Corporation Repair Station with AMO Organization Number: AMO-0005 with official address at PAL R1 Hangar, Andrews Avenue, Nichols, Pasay, Philippines.

2. ANALYSIS

2.1 General

The Pilot-in-Command (PIC), who was at the controls of the aircraft during taxi, elected to use the runway turn-around pad for the 180-degree turn for take-off. During his entry, the PIC misjudged the maneuver, and the left main landing gear departed from the runway pavement. The RH landing gear got stuck on the grassy, soft ground at the right-angled corner of the runway turn-around pad. The PIC noticed that the aircraft could not move forward anymore. The PIC contacted his supervisor for advice and informed the duty air traffic controller (ATC) about their situation. The aircraft settled at coordinates 12°2948.48 N and 124°3749.76 E, with a final heading of 280^0. Catarman emergency personnel were dispatched by ATC to the site to help secure the aircraft.

A review of the document shows that the aircraft and pilot's documentation are in proper order. There were no significant remarks listed on the aircraft logbook before the occurrence. The PAL regional aircraft manufacturer technical representative was informed of the occurrence. Pictures and data on the circumstances were provided by the operator for reference.

After completion of the inspection task sent by the technical representatives, work was done on the affected landing gear. A new set of wheels was installed as part of the scheduled task as per the aircraft maintenance manual and was then released for a ferry flight to Manila on June 27, 2022, for further assessment.

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2.2 Perceptual Blindness

The Pilot-In-Command (PIC) who was at the controls stated that the event happened during his entry to the runway turn around pad. During his previous flights at Catarman airport, he does not usually use the provision. The pilot was in good tone to wonder the runway turn around pad, for the last two (2) weeks flying the area he tried the pad. The pilot is familiar with PAL Express standard operating procedures on the aircraft taxi and runway operations. Nevertheless, the pilot observed the turning pad edge which in his perception was chamfered. The pilot was seated on the left side, as the left main gear went out of the paved portion of the runway, it got lodged on the corner of the runway and the turn around pad. The corner was not chamfered as expected by the PIC but right angled.

The pilot stumble across what is known to be “Perceptual Blindness” or “Inattentional Blindness” the moment the runway turn-around pad corner passed the PIC peripheral vision. Perceptual Blindness or Inattentional Blindness: is the phenomenon of not being able to perceive things that are in plain sight. It is caused by an absence of attention to the unseen object and is clear evidence of the importance of attention for perceiving. In hindsight, the PIC realized that he should had made his maneuver the same as he did before and could not have caused the occurrence. But there was one landing gear limitation that the crew exceeded. When they missed to observed that the clearance between the outer MLG and runway edge is 1.2 meter as described in the company standard operating procedures (Appendix A).

The left MLG exited the runway edge while preparing for 180-degree turn for departure. It got stuck on the grassy soft ground at the corner of the runway turn around pad and was about twenty (20) meters from the threshold of RWY 04. The PIC noticed that the aircraft could not move forward. The L1 cabin crew informed the PIC regarding the left landing gears position. The PIC decided to contact his supervisor for advice and the duty air traffic controller (ATC) about their situation. The aircraft settled at coordinates 12°29'48.48"N 124°37'49.76"E with a final heading of 280^0. Catarman airport emergency personnel were dispatched by ATC to the site to help and secure the aircraft. The passengers deplaned normally out of the aircraft using L1 door and was ferried to the airport terminal by shuttle services. The aircraft was recovered the following day at about 0730H (local time) and was transferred to the ramp at about 0930H (local time) for further assessment.

2.3 Distraction

The flight crew did not mention about using the runway turn-around pad during departure briefing, the usual ATC radio communications, flap setting, the aircraft lights and aircraft take-off performance were their distractions. The First Officer stated he had flown less than usual duty time during the pandemic interlude but had recently passed a

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proficiency check. The PIC, who maneuvered early for initiating the turn, had been flying regularly even during the pandemic period but in anyway not using the said turning pad.

3. CONCLUSIONS

3.1 FINDINGS

a. The pilots were trained and qualified on the Bombardier DHC Q400-402 type of aircraft and PAL Express procedures.
b. The pilots possesses valid airmen licenses and medical certificates issued by the CAAP.
c. All the aircraft occupants alighted the aircraft safely.
d. Visual meteorological condition prevailed at the time of the occurrence.
e. The aircraft was properly released for flight without any discrepancies noted on the day of the occurrence.
f. The aircraft has a current Certificates of Airworthiness and Registration.
g. The PIC was not aware of the angled edge of the turning pad.

3.2 Probable Cause Factor

3.2.1 Primary Cause Factor

The inappropriate aircraft maneuvering technique of the pilot to maintain adequate visual lookout during ground operation, which resulted to runway excursion. (Human Factor).

3.2.2 Contributory Cause Factors:

a. Non-adherence to the company standard operating procedures on the aircraft taxi and runway operations.
b. The pilot experienced perceptual blindness.
c. The lack of situational awareness.

4. SAFETY RECOMMENDATION

4.1 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.

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5. SAFETY ACTIONS

5.1 Following the occurrence, PAL Express initiated the following safety corrective actions (Appendices A-C):

a. Conducted Line Proficiency Check to the flight crew, focusing on company procedures and their responsibilities**.**

b. Dissemination of pilot's information file to all turboprop pilots with regards to Catarman airport turning pad.

-----End-----

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4) received within a reasonable time after clearance to "position and hold", contact ATC .suggested phraseology: (call sign) holding in position (runway designator or intersection). For example, "**AIRPHIL 2033 holding in position runway 24,**" or "**AIRPHIL 2033 holding in position runway 24 at bravo**."

Note: **FAA** analysis of accident /incidents involving aircraft holding in position indicate that **TWO MINUTES** or more elapsed between the time instruction was issued to "position and hold" and the resulting event (eg. Landover or go-around). Pilots should consider the length of time they have been holding in position whenever they **HAVE NOT** been advised of any expected delay to determine when it's appropriate to query the controller.

xii) To signal intent to aircraft downfield; turn on landing lights when cleared for takeoff.
xiii) As part of the approach briefing /checklist, review the airport diagram and anticipated taxi route.

Caution: A potential pitfall of pre-taxi and pre-landing planning is setting expectation and then receiving different instruction from ATC. Pilot need to follow the clearance or instruction that are actually received, and not the ones they expected to receive.

2. **Checklist Use**. The Taxi Checklist will begin once clear of any congested areas and should be completed before arrival at the runway holding point using Read-and-Do method, except for flaps, trims, and Condition Levers, which must be confirmed by the Left Seat Pilot.

3. **Crew Duties**. The crewmember in the LH seat will taxi the airplane while the crewmember in the RH seat will be responsible for the radio communications and for copying any further clearances. The crewmember taxiing the airplane must look outside to maximum extent possible.

4. **Procedures**. Advance the power levers slowly to commence rolling and check the brakes by gently feeling for initial response. The crew must be constantly aware for their present position on the airport and the intended taxi route. In the event of a failure during taxi, the PF will stop the airplane and apply the parking brake while the PNF informs ATC.

i.) 180 Degrees Taxi Procedure on Runway with 30 meters width

1. Turn left maintaining 30 degrees of divergence from runway centreline.
2. Before the threshold, align the nose wheel on the straight line (Approximately 2 slabs away from runway edge or 9 meters from the centreline.)
3. When the nose tip of aircraft reaches the end of threshold, turn the nosewheel to fully right. Use Power Lever no. 1 as required while maintaining Power Lever no. 2 at DISC.

***NOTE**: A low speed mode, controlled by a steering hand control, found on the pilot's side console, giving a steering angle of 70 degrees each side of center.*

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4. Complete the turn as to align the aircraft to the runway centerline. If in doubt that the pivot turn is not enough, stop the aircraft and use the power back taxi in reverse. (Refer to Q400 AOM 2.4.3)

5. During turns, the maximum taxi ground speed is 10 knots. (Refer to OM 8.4.1.3.2 Taxiing) When the runway condition is determined to be slippery, use a maximum ground speed of 5 knots to prevent nosewheel from skidding.

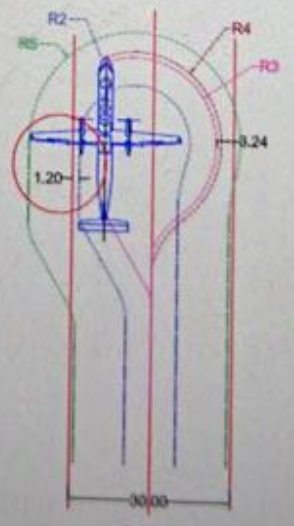
***NOTE**: Use turning pad when available to make turns large.*

ii.) COMPARISON ON A 30 METERS RUNWAY WIDTH

NOTE: All units are in meters.

AIRCRAFT TYPE	R2 (Outer Gear)	R3 (NLG)	R4 (Nose)	R5 (Wingtip)
Q400	10.32	15.41	16.73	19.74

Legend:
- Wingtip Path
- Outer MLG Path
- NLG Path
- Nose Path



Q400

NOTE: Although Q400 can execute a turn using this turning procedure, it must be observed that the clearance between the Outer MLG and runway edge is only 1.2m.

SUPPLEMENTARY:
Using Power Lever no. 1 as required and maintaining Power Lever no. 2 at DISC in a Q400, greatly minimizes the turning radii of the aircraft.

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PAL express

Flight Operations Department

PILOTS INFORMATION FILE

Date	:	28 June 2022
Reference No.	:	FOD-DHC8-2022-029
Validity	:	Temporary

TO : **ALL PILOTS**

FROM : **CHIEF PILOT – TURBOPROP**

SUBJECT : **RUNWAY EXCURSION**

To prevent excursion in narrow-width runways, please be reminded to strictly follow and exercise caution in executing the standard operating procedure on 180-degree turns for runways with 30-meter width (SOP Chapter 3.9 item no.4)

Temporarily, avoid utilizing the turning pad in Catarman Airport.

FOR YOUR STRICT COMPLIANCE

CAPT. ANTHONY G. LARENA

CC:VP-FOD,CHIEF PILOT-DHC8,FOD ADMIN,IOCC, TRAINING,FILE

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Ref. No.: FOD-VP-RTA-2022-207

27 September 2022

COL. ROMMEL RONDA
Aircraft Accident Investigator
Aircraft Accident Incident Investigation Board
Pasay City

SUBJECT: CORRECTIVE TRAINING COMPLETION

Dear Col. Ronda:

Greetings from PAL express!

This is to inform your office that the following pilots involved in Catarman Runway Excursion incident last June 24, 2022 have completed and passed the required corrective training and proficiency checks.

Captain Joseph O. Cardiel

Line Proficiency Check – June 30, 2022 (MNL-USU-MNL)
Route Qualification (CRM) - June 30, 2022

First Officer Jaime Jerome S. Santos

Line Proficiency Check – June 30, 2022 (MNL-USU-MNL)

For your information and reference.

Very truly yours,

CAPT. RAFAEL T. ANDRES
Vice President-Flight Operations