



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-C979
TEXTRON AIRCRAFT INC. CESSNA U206B

OPERATOR: BATANES ISLANDS AIR SERVICES INCORPORATED (BIASI)

TYPE OF OPERATION: GENERAL AVIATION

DATE OF OCCURRENCE: JUNE 3, 2021

***PLACE OF OCCURRENCE: SUBIC BAY INTERNATIONAL AIRPORT (RPLB)
SUBIC BAY METROPOLITAN AUTHORITY, FREE PORT ZONE, ZAMBALES,
PHILIPPINES***

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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.

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FINAL REPORT

TITLE: An incident involving a Textron Aircraft Inc. Cessna U206B type of aircraft with Registry Number RP-C979 operated by Batanes Islands Air Services Incorporated (BIASI) that had a taxiway excursion at Subic Bay International Airport (RPLB), Subic Bay Metropolitan Authority, Free Port Zone, Zambales, Philippines on June 3, 2021 at about 1115H/0315UTC.

Notification of Occurrence to National Authority

The notification of incident to AAIB CAAP was relayed by the Operator of the aircraft at 1630H (local) on June 3, 2021.

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 **18 January 2022.**

Synopsis:

On June 3, 2021 at about 1115H (local), a Textron Aircraft Inc. Cessna U206B type of aircraft with Registry Number RP- C979 operated by Batanes Islands Air Services Incorporated (BIASI) had a taxiway excursion at Subic Bay International Airport (RPLB), Subic Bay Metropolitan Authority, Free Port Zone, Zambales, Philippines. The pilot did not sustain any injuries, however the aircraft sustained minor damage as a result of the incident. Visual Meteorological Condition (VMC) prevailed at the time of the incident. The cause of the occurrence was attributed to the failure of the pilot to control the aircraft while taxiing that resulted to the excursion.

LIST OF ACRONYMS AND ABBREVIATIONS

AAIIB	:	Aircraft Accident Investigation and Inquiry Board
AMO	:	Approved Maintenance Organization
APCH	:	Approach
ATZ	:	Approach Terminal Zone
CAAP	:	Civil Aviation Authority of the Philippines
CAT	:	Category
CCTV	:	Closed Circuit Television Camera
COA	:	Certificate of Airworthiness
COR	:	Certificate of Registration
CPL	:	Commercial Pilot License
CFR	:	Crash Fire Rescue
CTR	:	Center
DOTr	:	Department of Transportation
FPZ	:	Free Port Zone
IATA	:	International Air Transport Association
ICAO	:	International Civil Aviation Organization
LGT	:	Light
MLG	:	Main Landing Gear
OFSAM	:	Office of the Flight Surgeon and Aviation Medicine
PIC	:	Pilot-In-Command
POH	:	Pilot Operating Handbook
RPLB	:	Subic Bay International Airport
RPM	:	Revolution Per Minute
RWY	:	Runway
SBMA	:	Subic Bay Metropolitan Authority
SOP	:	Standard Operating Procedures
TMA	:	Terminal Maneuvering Area
TWY	:	Taxiway
VFR	:	Visual Flight Rules
VMC	:	Visual Meteorological Conditions

1.0 FACTUAL INFORMATION

Aircraft Registration No. : RP-C979

Aircraft Type/Model : Textron Aircraft Inc. Cessna U206B

Operator : Batanes Islands Air Services Incorporated (BIASI)

Address of Operator : GF VM Tower, 727 Roxas Boulevard corner Airport Road, Pasay City, Philippines

Place of Occurrence : Subic Bay International Airport (RPLB) Subic Bay Metropolitan Authority, Free Port Zone, Zambales, Philippines

Date/Time of Occurrence : June 3, 2021 at about 1115H/0315UTC.

Type of Operation : General Aviation

Phase of Flight : Taxi

Type of Occurrence : Taxiway excursion

1.1 History of Flight

On or about 1115H, June 03, 2021, a Textron Aviation Inc. Cessna U206B type of aircraft with Registry Number RP-C979 experienced taxi excursion while taxiing at Subic Airport Mid-way apron E1 crossing E2 – C – South Terminal area to file a flight plan. The event happened at Subic Bay International Airport (RPLB) SBMA FPZ, Zambales, Philippines. The aircraft is being operated by Batanes Islands Air Services Incorporated on a company utility flight.

The pilot egress safely and no damage was reported on the aircraft. Visual meteorological conditions prevailed at the time of the occurrence. The aircraft was pushed back to Midway Apron and further assessment was conducted.

The aircraft was observed by air traffic controller to have turned left towards the grassy portion of the taxiway. The aircraft left main landing gear fell into a dug-out dirt which stopped the aircraft from further movement. The air traffic controller dispatched Crash Fire Rescue (CFR) units to help and secure the aircraft. The aircraft settled on its final position with heading of 270 degrees and coordinates 14.797316 N 120.281258 E. Subic Bay International Airport Closed Circuit Television Camera (CCTV) recorded the event.



Figure 1. The aircraft at its final resting point.

1.2 Injuries to Person (s)

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

1.3 Damage to Aircraft

The aircraft was not damaged.

1.4 Personnel Information

1.4.1 Pilot (P)

Gender	: Male
Date of Birth	: February 07, 1982
Nationality	: Filipino
License	: 101630 - CPL
Valid up to	: April 30, 2024
Type rating	: Airplane: Single Engine Land-Instrument- C152, C172 CT206 (7-23-2019)
Medical Certificate	: Expiry February 4, 2022
Time on Aircraft	: 300 Hours as per Pilot logbook
Grand Total Time	: 1,900 Hours as per Pilot logbook

1.5 Aircraft Information

1.5.1 Aircraft Data

Registration Mark	:	RP-C979
Manufacturer	:	Textron Aircraft Inc.
Country of Manufacturer	:	USA
Type/Model	:	Fixed Wing/ Cessna U206
Operator	:	Batanes Island Air Services Incorporated (BIASI)
Serial No.	:	0903
Date of Manufacture	:	1967
Certificate of Airworthiness valid up to	:	April 5, 2022
Certificate of Registration valid up to	:	January 2, 2022
Category	:	Normal
Number of Aircrew	:	1

1.5.2 Engine Data

Manufacturer	:	Continental Motors
Type	:	Piston
Type/Model	:	Injection/IO-520-F (22)
Engine Serial No.	:	821597-R
Engine Time Since New	:	3,101+14 Hours

1.6 Meteorological Information

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

1.7 Aids to Navigation

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

1.8 Communications

Normal communication was carried out between the Pilot and the Subic ground and tower controllers.

1.9 Aerodrome Information

Subic Bay International Airport or SBIA (IATA: SFS, ICAO: RPLB), serves as a secondary and diversion airport for Ninoy Aquino International Airport in Metro Manila and Clark International Airport in Pampanga. It also serves the immediate area of the Subic Bay

Freeport Zone at the provinces of Bataan and Zambales, and the general area of Olongapo in the Philippines. It is classified as a Principal Class 1 airport by the Civil Aviation Authority of the Philippines (CAAP), a body of the Department of Transportation (DOTr) responsible for the operations of airports in the Philippines.

1.9.1 General Information

Aerodrome Name	: Subic Bay International Airport - RPLB
ARP coordinates and site at AD	: 14°47'40.0162"N; 120° 16'16.9175"E
Aerodrome Operator address, telephone, telefax,	: Subic Bay Metropolitan Authority Bldg. 229, Waterfront Road Subic Bay Freeport Zone 2222 Subic Bay International Airport Bldg. 8015, Argonaut Highway Subic Bay Freeport Zone 2222 Tel No.: (047) 252-3131 / 252-9360 to 252-9365
Types of traffic permitted	: IFR-VFR CAT X.
AD category for fire fighting Rescue Equipment	: Three (3) rescue trucks, two (2) back-up fire trucks and two (2) ambulances. Twenty (20) firefighter/rescue personnel. Nineteen (19) paramedic personnel. A. On Airport Helipad landing areas: 1. Helipad Spot #1 - located on the south of RWY07/25 (unregistered). 2. Helipad Spot #2 - located on the south of RWY07/25 (unregistered). B. Off Airport Helipad landing areas:
Helicopter Take-off/Landing Area	: 1. Hospital - elevation 550FT MSL (unregistered) NOTE: Prior to any helicopter utilizing this helipad, inform Subic Tower and Airport Operation Center, the hospital and the fire station. 2. Grande Island Helipad - elevation 15FT MSL (unregistered). NOTE: Prior coordination required with Subic Tower and Airport Operation Center (Grande Fire House will be notified).
ATS Communication Facilities	: H24 TOWER 118.20Mhz/122.20Mhz GROUND CONTROL: 121.80Mhz
Operational Frequencies	: APPROACH CONTROL: 119.10Mhz CLEARANCE DELIVERY: 121.30Mhz Subic ATIS: 134.40Mhz
Airspace classification	: ATZ - B; CTR - D; TMA - D (exclusive ATS routes at FL130 & above; ATS routes inside TMA below FL130) and A (ATS routes inside TMA at FL130 & above).
DVOR/DME	: SBA 113.50Mhz
Runway Direction	: 07/25
Runway Length	: 07/25 840Meters
Runway Width	: 07/25 60Meters
Surface	: 07/25 PCN 66 R/B/W/T First 540M - CONC

1.10 Wreckage and Impact Information

The aircraft was not damaged but due to the speed of the aircraft which made it uncontrollable it went out to the grassy portion of the runway. The aircraft left main landing gear fell on a dug-out dirt which stopped the aircraft from further movement, it then settled about ten (10) meters from the edge of the taxiway.

1.11 Fire

No fire was reported by RPLB Airport Crash Fire Rescue Unit (CFRU).

1.12 Search and Survival Aspects

The occurrence happened within the aerodrome and search operations was not deployed, and the incident was survivable.

1.13 Flight Recorders

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

1.14 Medical and Pathological Information

The pilot was subjected to medical examination and drug test after the occurrence. The result has no significant medical findings. He also undergone a post incident medical examination conducted by the Office of the Flight Surgeon and Aviation Medicine (OFSAM). There were also no significant findings on the result.

1.15 Organizational and Management information

1.15.1 The Organization

Batanes Island Air Services Incorporated (BIASI) is located at GF VM Tower 727 Roxas Boulevard cor. Airport Road., Pasay City, Philippines. The Company has its Principal Flight Operations Base at Subic Bay International Airport.

1.15.2 Maintenance

The maintenance functions of RP-C979 are being undertaken by Pegasus Air Services Inc. Repair Station with official address at Plaridel Airport, Bagong Bayan, Plaridel, Bulacan, Philippines with a current Approved Maintenance Organization (AMO) Certificate number 155-18 for contracted maintenance on annual airworthiness inspection and 100 hours inspections and the like.

2.0 ANALYSIS

2.1 General

On or about 1115H, June 03, 2021, a Textron Aviation Inc., Cessna U206B type of aircraft with Registry Number RP-C979 while the pilot was on taxi from Subic Airport Mid-way apron E1 crossing E2 – C – South Terminal area to file the flight plan. The Pilot lost directional of control of the aircraft that resulted in going out of the paved portion of the taxiway. at Subic International Airport (RPLB) SBMA FPZ, Zambales, Philippines. The aircraft is being operated by Batanes Island Air Services Incorporated (BIASI) on a company utility flight.



Figure 2. The yellow line is the aircraft path to its final resting point at RPLB.

2.2 Pilot's Preparation and Actions

Interview with the pilot revealed that he performed the preflight check on the aircraft. He made the necessary communication with the tower to taxi towards the terminal building and file the flight plan. While taxiing, he was constantly applying brakes until he is about to turn right at the southeast apron then suddenly, he lost directional control of the aircraft that resulted in taxiway excursion.

Witnesses on the ground stated that about 1115H, the aircraft was observed to have suddenly turned left towards the grassy portion of the taxiway. The left main landing gear fell in a dug-out dirt which stopped the aircraft from further movement. The air traffic controller dispatched Crash Fire Rescue (CFR) units to help and secure the aircraft. 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. Subic Bay International Airport Closed Circuit Television Camera (CCTV) recorded the event and shows that the aircraft was moving faster than the expected taxi speed. Taxiing way above the taxi speed resulted to the aircraft being uncontrollable.

Taxiing is the controlled movement of the aircraft under its own power while on the surface. Since an aircraft is moving under its own power between a parking area and the runway, the pilot must thoroughly understand and be proficient in taxi procedures. A safe taxiing speed must be maintained. The primary requirements for safe taxiing are positive control, the ability to recognize any potential hazards in time to avoid them, and the ability to stop or turn where and when desired, without undue reliance on the brakes. Pilots should proceed at a cautious speed on congested or busy ramps. Normally, the speed should be at the rate where movement of the aircraft is dependent on the throttle. That is, slow enough so when the throttle is closed, the aircraft can be stopped promptly.

2.3 Maintenance

During the course of the investigation, the main landing gears brake pad were inspected. It revealed that the aircraft left side main landing gear brake pad is thinner than the right side. Based on the submitted documents, a record reflects servicing of the landing gears performed last February 3, 2020 with satisfactory remarks by the AMO.



Figure 2. The aircraft left side main landing gear brake pad is thinner than the right side.

3.0 CONCLUSION

3.1 Findings

- a. The pilot was trained and qualified on the Textron Cessna U206B aircraft.
- b. The pilot possesses valid airmen license and medical certificates issued by the CAAP.
- c. The pilot safely egressed the aircraft.
- d. Visual meteorological condition prevailed at the time of the incident.
- e. The aircraft was properly released for flight without any discrepancies noted on the day of the incident.
- f. The aircraft has a current Certificates of Airworthiness and Registration.
- g. There was no main landing gear (MLG) brake system malfunction or failure that caused the incident.

3.2 Probable Cause

3.2.1 Primary Cause Factor

- a.** Failure of the pilot to control the aircraft while taxiing that resulted to taxi excursion (Human factor).

3.2.2 Contributory Cause Factor

- a.** Taxiing above the normal taxi speed. (Human Factor).

4.0 SAFETY RECOMMENDATIONS

- 4.1 CAAP-FSIS** to ensure that the Operator strictly adhere to the SOP and POH operational guidelines to manage and execute appropriate aircraft speed while taxiing.

-END-

