



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-C2296**  
**TEXTRON AVIATION INC. SKA-B300**

***OPERATOR: LIONAIR INCORPORATED***

***TYPE OF OPERATION: COMMERCIAL AIT TRANSPORT  
(NON-SCHEDULED)***

***DATE OF OCCURENCE: SEPTEMBER 1, 2019***

***PLACE OF OCCURENCE: BARANGAY PANSOL, CALAMBA, LAGUNA***



## BASIC INFORMATION

Aircraft Registration No.	: RP-C2296
Make and Model	: Textron Aviation Inc. SKA-B300
Serial Number	: FL-196
Operator	: LIONAIR Incorporated
Address of Operator	: PADC Hangar V, General Aviation Area, Manila Domestic Airport, Pasay City
Date/Time of Occurrence	: September 1, 2019 / 1510H (0710UTC)
Type of Operation	: Commercial Air Transport (Non-Scheduled)
Phase of Operation	: Approach
Type of Occurrence	: Loss of Control In-flight (LOC-I)

## EXECUTIVE SUMMARY

On September 1, 2019, at about 1510H/0710UTC, RP-C2296 a Textron Aviation Inc. SKA-B300 encountered Loss of Control In-flight while approaching Manila and crashed into a private resort located in Barangay Pansol, Calamba, Laguna, Philippines. It lost radar contact with Manila Approach after being cleared to descent from 9,000ft for 5,000ft tracking-in radial 170, 25 DME to Ninoy Aquino International Airport (RPLL). The aircraft wreckage was found in a private resort with coordinates of 14°10'33.62" N; 121°11'34" E and heading approximately 228 degrees with most its fuselage totally burned. All the nine (9) occupants were fatally injured and two (2) other persons on the ground sustained serious injuries. The aircraft took-off from Dipolog Principal Airport (RPMG), Dipolog City, Zamboanga del Norte bound for Manila (RPLL) on a MEDEVAC flight. Instrument Metrological Condition (IMC) prevailed at the time of the accident.

## PROBABLE CAUSE

- **Primary Cause Factor**

The aircraft experienced loss of control Inflight (LOC-I) after encountering adverse and hazardous atmospheric turbulent weather conditions which led to an inflight breakup.

- **Contributory Cause Factors:**

- a. The presence of adverse and potentially hazardous atmospheric conditions on route of the flight.
- b. Failure of the flight crew to maintain situational awareness.
- c. Break-down of CRM to apply appropriate emergency procedures to recover the aircraft from the unusual situation they encountered.

## **SAFETY RECOMMENDATIONS**

- **CAAP-FSIS** – To ensure that the Operator:

- a. Include in their CRM Training syllabus the following:
  - i. aircraft Upset Procedure and Recovery Technique (UPRT) during the conduct of Flight Simulator Training.
  - ii. Use of standard call-outs (Normal and Abnormal situations).
  - iii. Emphasis on PF and PNF duties.
  - iv. Threat and Error Management (TEM).
- b. Include Aircraft Upset Procedure and Recovery Technique (UPRT) during the conduct of Flight Simulator Training.
- c. Review the policy on the utilization of pilots who are not regularly employed in their Operations Manual.
- d. Complies with the requirement of PCAR 8.10.1.33 Recurrent Training: Flight Crew Members.
- e. Complies with the requirement of PCAR 8.4.1. Pilot Currency: General Aviation Operations.

**-END-**