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**Safety recommendation: AIC 15-R11/12-1007**

**Addressed to: Civil Aviation Safety Authority of PNG**

**Date issued: 4 August 2015**

**Investigation link: AIC 12-1007**

**Action status: Issued**

### **Safety deficiency description**

A Bell B206L-1/C30P helicopter registered P2-HCY was returning to a drill site in a remote area of Gulf Province, Papua New Guinea, on 5 July 2012 when the engine surged. The pilot landed at the drill site and the next day a company engineer was flown in to work on and troubleshoot the helicopter. The fuel control unit and power turbine governor were both changed together, and the helicopter was test-run on the ground and in the air for approximately 40 minutes. It departed shortly afterwards with three persons on board to refuel at Hou Creek, about 15 min flight time to the east south east. Six minutes after it departed, a MAYDAY broadcast was heard. The wreckage of the helicopter was found on 13 July 2012, when it was confirmed there were no survivors.

In the pre-accident trouble shooting of the reported engine malfunction prior to the accident flight, the engineer changed two major engine components, the fuel control unit and power turbine governor, at the same time. The helicopter was not test-run after each component change to isolate the source of any malfunction to one component. It is possible that both components the engineer removed from the helicopter were defect-free and functioning properly, and that the problem underlying the engine surge on 5 July 2012 originated from another, unidentified part of the engine and fuel systems.

The AIC believes that it is vitally important that operators are assured that the underlying cause of a malfunction in any aircraft or helicopter is identified before the aircraft or helicopter is returned to service. Accordingly the AIC makes the following recommendation.

### **Recommendation number AIC 15-R11/12-1007 to the Civil Aviation Safety Authority of PNG**

The Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG (CASA) should bring this safety concern to the attention of all aircraft and helicopter operators in PNG, specifically highlighting the importance of being assured that the underlying cause of a malfunction in any aircraft or helicopter is identified before the aircraft or helicopter is returned to service.

### Action requested

The AIC requests that the Civil Aviation Safety Authority of PNG note recommendation AIC 15-R11/12-1007 above, and provide a response to the AIC within 60 days of the issue date, and explain (including with evidence) how CASA has addressed the safety concern identified in the AIC investigation report AIC 15-2019.



**David Inau**

*Chief Executive Officer*

### Civil Aviation Safety Authority of PNG (CASA) response

Despite reminders being sent to the CASA, the AIC has not received an evidence-based response from CASA addressing the identified safety deficiency.

### PNG Accident Investigation Commission (AIC) assessment of Civil Aviation Safety Authority of PNG (CASA) response

As a result of the AIC not receiving an evidence-based response from CASA addressing the identified safety deficiency with respect to AIC 15-R05/15-1001 addressed to CASA, the AIC assigned this nil response an **unsatisfactory** rating, and records the **Status of the AIC Recommendation: Active**



**David Inau, ML**

*Chief Executive Officer*

**13 October 2015**

### Civil Aviation Safety Authority of PNG (CASA) response

On 27 July 2018 CASA wrote to the AIC stating:

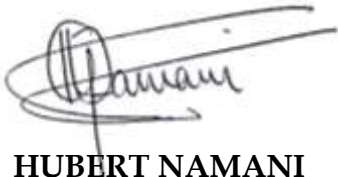
CASA considers that the following Rules (including Circulars in the 43 Series) adequately address the responsibilities of maintenance engineers under the following rules:

- (1) 43.109 – Responsibility NOT to release the aircraft to service if a defect has not been properly cleared;
- (2) 43.103 – Responsibility for engineers to carry out flight checks and ground checks after replacement FCU and PTG components; and
- (3) 43.113 – Responsibility for engineers to carry out duplicate inspections after the disturbance of the FCU.

CASA continues to look out for the above during our surveillance during “maintenance-in-progress with industry.

**PNG Accident Investigation Commission (AIC) assessment of Civil Aviation Safety Authority of PNG (CASA) response**

The AIC has reviewed the CASA response addressing the AIC Safety Recommendation AIC 15-R11/12-1007 addressed to CASA. The AIC has assigned the response a fully satisfactory rating and records the Status of the Recommendation: **CLOSED RESPONSE ACCEPTED.**

A handwritten signature in black ink, appearing to read 'Hubert Namani', written over a horizontal line.

**HUBERT NAMANI**

*Chief Commissioner*

**30 July 2018**