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Safety recommendation: AIC 15-R14/14-1003

Addressed to: Nuigini Aviation Services

Date issued: 8 August 2015

Investigation link: AIC 14-1003

Action status: Issued

Safety deficiency description

On 19 July 2014, a Pacific Aerospace PAC 750XL single turbine engine aircraft, registered P2-RNB owned and operated by Nuigini Aviation Services (NAS), was on a charter flight from Kiunga to Gulgubip in Western Province. On arrival over Gulgubip at 1500 ft above ground level, the pilot positioned the aircraft for a left base and on to final for a landing on strip 03. He reported that he turned onto final and was unsure of his flight profile during this phase so he initiated a go-around and increased power and raised the nose, but the aircraft did not respond. The aircraft stalled and impacted trees approximately 500 m north northeast of the strip.

The Pilot flying the aircraft had minimal flying experience in PNG and had never been to Gulgubip. Company pilots were only given 10 hours of in command under supervision training, before they were expected to operate solo into some of the most challenging environments in PNG, and into some of the most difficult airstrips. The AIC considers that the operator did not have a robust check and training system.

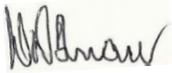
The investigation found that at the time of the accident, Nuigini Aviation Ltd did not comply with the requirements of *Civil Aviation Rule 135.557(a)(1)(2)(ii)&(vii) Initial training for crew members, and 135.563(b)&(2) Flight crew training program.*

Recommendation AIC 15-R14/14-1003 to Nuigini Aviation Services

The Accident Investigation Commission recommends that Nuigini Aviation Services review its training and checking procedures to ensure on-going compliance with the requirements of *Civil Aviation Rule 135.557(a)(1)(2)(ii)&(vii) Initial training for crew members, and 135.563(b)&(2) Flight crew training program.* Attention should be given to ensure that operations into airstrips classed as 'special operations' strips is captured in its company operations manual.

Action requested

The AIC requests that Niugini Aviation Services note recommendation AIC 15-R14/14-1003 above, and provide a response to the AIC within 60 days of the issue date, and explain (including with evidence) how Niugini Aviation Services has addressed the safety deficiency identified in the AIC investigation report AIC 14-1003.



David Inau, ML
Chief Executive Officer

Niugini Aviation Services response

Signed response dated 27 August 2015.

Safety Deficiency stated above has been identified by CASA PNG and the Director has advised Niugini Aviation Services (NAS) management to address it accordingly.

Attached as per **Appendix C** is the letter of “Notice of Proposed Adverse Action (NPAA)” from CASA PNG Director to NAS CEO which conversely covered the area AIC highlighted.

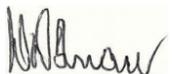
In light of that NAS has responded in addressing each safety item to the Director. Attached as per **Appendix D** is NAS response to CASA PNG Director.

As a result of NAS response to CASA PNG Director’s NPAA, the Director has satisfied with NAS response with conditions that NAS has met. Attached as per **Appendix E** is the CASA PNG Director’s response.

PNG Accident Investigation Commission (AIC) assessment of Niugini Aviation Services (NAS) response

Having reviewed the NAS documents and noting the CASA PNG findings and response to action taken by NAS relating to the safety issues, the AIC has assessed the NAS response as **satisfactory**. The AIC notes that the NAS will be subject to further CASA PNG review in November 2015 for the reissue of its Air Operator’s Certificate (AOC). The AIC therefore considers that the action taken should reduce or eliminate the safety deficiency identified in the recommendation AIC 15-R14/14-1003. The AIC has assigned the following status.

Status of the AIC Recommendation AIC 15-R14/14-1003: CLOSED



David Inau, ML
Chief Executive Officer
11 October 2015