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**Safety recommendation: AIC 15-R22/15-1004**

**Addressed to: Island Airways**

**Date issued: 21 September 2015**

**Investigation link: AIC 15-1004**

**Action status: Issued**

**Safety deficiency description**

At 02:08 UTC<sup>1</sup> on 7 September 2015, a Cessna U206G Robertson STOL aircraft, registered P2-MZH, owned and operated by Island Airways, was being operated from Madang to Kombaku airstrip, Madang Province under the visual flight rules. The pilot completed a circuit joining left base and then final for strip 18.

Witnesses on the ground stated that the aircraft appeared to turn onto the final approach in the vicinity of the end of the strip. One of the passengers who had often landed at Kombaku with this pilot, stated that the aircraft appeared to be unusually high on the final approach and that the approach speed appeared to be faster than normal. The aircraft's nosewheel touched down heavily on the strip about 140m from the threshold and left of the centre line. The aircraft subsequently 'wheelbarrowed' for about 40m, digging into the soft grassy surface of the strip. The nosewheel dug into the surface, the propeller struck the ground, and the aircraft 'cart-wheeled' and came to rest inverted.

The investigation found that while the pilot had landed at Kombaku airstrip on numerous occasions, his competence had never been checked by the operator's approved check and training pilot. The pilot had self-checked into Kombaku.

**Recommendation number AIC 15-R22/15-1004 to Island Airways**

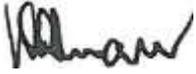
The Accident Investigation Commission recommends that Island Airways review its check and training procedures to ensure that the procedures meet the route and airstrip check and training requirements of Civil Aviation Rule Part 135.

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<sup>1</sup> The 24-hour clock, in Coordinated Universal Time (UTC), is used to describe the local time as specific events occurred. Local time in the area of the accident, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC + 10 hours.

### **Action requested**

The AIC requests that Island Airways note recommendation AIC 15-R22/15-1004 above, and provide a response to the AIC within 60 days of the issue date, and explain (including with evidence) how Island Airways has addressed the safety deficiency identified in the AIC investigation report AIC 15-1004



**David Inau ML**

*Chief Executive Officer*

### **PNG Accident Investigation Commission assessment**

The AIC notes that Island Airways ceased operating. Accordingly, the AIC records the **Status of the AIC Recommendation: Dormant**



**David Inau ML**

*Chief Executive Officer*

**13 October 2015**

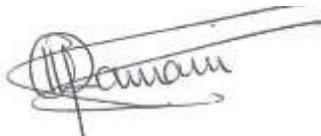
### **Civil Aviation Safety Authority of PNG (CASA) response**

On 27 July 2017 CASA wrote to the AIC stating:

We can confirm that Island Airways AOC lapsed on 30/11/2015 and the airline is no longer operational.

### **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-R22/15-1004 addressed to Island Airways. Based on the confirmation that Island Airways no longer has an AOC and will not be operating aircraft in PNG, the AIC has assigned the response a fully satisfactory rating and records the Status of the Recommendation: **CLOSED RESPONSE ACCEPTED.**



**HUBERT NAMANI**

*Chief Commissioner*

**30 July 2018**