



PNG AIC Office, Top Floor, Tabari Haus, Boroko  
PO Box 1709  
**BOROKO 111**  
National Capital District  
Papua New Guinea

Telephone : (675) 323 2911  
Facsimile : (675) 323 2139  
Email : ceo@aic.gov.pg

*Our Ref: AIC 15-R23a/15-1004*

**Safety recommendation: AIC 15-R23a/15-1004**

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

**Date issued: 22 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.

On 19 June 2015 a Designated Aviation Medical Examiner (DAME) had issued the pilot with his 6-monthly medical certificate under Civil Aviation Rule Part 67. During the medical examination, the pilot was diagnosed with severe high blood pressure and was prescribed two types of medication, each to be taken twice daily to treat the high blood pressure. The DAME reported that his aviation medical certificate renewal dated 20 June 2015, was conditional on him taking the medication and resting for at least 4 days, then being checked by a doctor to ascertain the blood pressure status. The pilot informed the AIC investigators that he did not take the medication. He reported that he visited a medical practitioner in Madang on 22 June 2015, who stated that the pilot did not have high blood pressure at that time. That medical practitioner was not a DAME.

The pilot did not satisfy the requirements of Civil Aviation Rule Part 61.31(b) that the certificate of fitness for work as a pilot had not been assessed by a Designated Aviation Medical Assessor (Examiner).

The investigation also found that the DAME had not submitted the medical report to PNG CASA, and that CASA had no record of the pilot's medical examinations since 2007.

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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.

**Note:** Recommendation AIC 15-R23/15-1004 has been amended and reissued as four stand-alone Recommendations as R23a through 23c, for more efficient processing of CASA responses by the AIC. This recommendation was previously issued on 22 September 2015.

### **Recommendation number AIC 15-R23a /15-1004 to the Civil Aviation Safety Authority of PNG**

The Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG require Designated Aviation Medical Examiners to provide CASA with the results of medical examinations conducted under Civil Aviation Rule Part 67 on all Papua New Guinea aviation licensed personnel, as soon as possible after the examination.

#### **Action requested**

The AIC requests that the Civil Aviation Safety Authority of PNG note recommendation AIC 15-R23a/15-1004 above, and provide a response to the AIC within 60 days of the issue date, and explain (including with evidence) how they have addressed the safety deficiencies identified in the AIC investigation report AIC 15-1004.



**David Inau, ML**

**Chief Executive Officer**

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

The AIC wrote to CASA on 24 November 2016 listing this among the recommendations to CASA that were still outstanding. On 2 December 2016, the Director of CASA PNG informed the AIC that:

CASA has accepted this recommendation and has reviewed the Civil Aviation Act 2000 and the existing CAR Part 67 on Aviation Medicine which now require Designated Medical Examiners to provide to CASA the report and results of medical examination carried out on all PNG aviation licenced personnel, i.e. pilots and air traffic controllers, after the examination is completed. The Act has been passed by Parliament and Part 67 signed off by the Minister effective 1 may 2016.

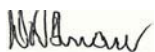
All provisions containing adverse medical conditions identified during a medical examination will be considered fully under the new changes and issues of medical certificate will only be issued when cleared by the Principal Medical Officer.

CASA has also reviewed its Policies and Procedures manual relating to pilot licencing records to ensure that licencing records are maintained and updated with current licencing data.

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

The AIC has reviewed the CASA PNG response addressing the recommendation AIC 15-R23a/15-1003 addressed to CASA. This AIC assigned this response a **satisfactory** rating, and records the **Status of the AIC**

**Recommendation: Closed.**



**David Inau, ML**

**Chief Executive Officer**

**7 December 2016**