



PNG ACCIDENT INVESTIGATION COMMISSION

OFFICE OF THE CHIEF EXECUTIVE OFFICER

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 : dinou@aic.gov.pg

Safety recommendation: AIC 15-R24/15-1004

Addressed to: Civil Aviation Safety Authority of PNG

Date issued: 12 October 2015

Investigation link: AIC 15-1004

Action status: Issued

Safety deficiency description

At 02:08 UTC¹ 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 Island Airways was not operating in accordance with its approved Flight Operations Manual at the time of the accident. The check and training contractor's (MAF-PNG ATC) approved C&T pilot departed PNG on 12 September 2015. On 27 January 2015, MAF notified the Director CASA PNG in writing of the resignation of the approved C&T pilot and the cessation of training operations, which effectively rendered the contractual arrangement between MAF-PNG ATC and Island Airways void. The CASA audit in May 2015 was not robust. As a result the audit was not sufficiently evidence based and therefore did not identify the Island Airways check and training deficiency. CASA subsequently approved the issuance of an AOC without a check and training organisation in place as

¹ 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.

required by the Island Airways Flight Operations Manual. Island Airways continued to operate until the date of the accident outside the requirements of its approved structure and procedures.

The Civil Aviation Safety Authority of PNG (CASA) safety oversight of Island Airways Flight Operations did not detect that Island Airways was not operating in accordance with its Flight Operations manual.

Recommendation number AIC 15-R24/15-1004 to the Civil Aviation Safety Authority of PNG

The Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG review its auditing practices and procedures to ensure they are evidence based, and that auditors verify operators' compliance with approved operations manuals, and that they are conducting flight operations in accordance with Civil Aviation Rules.

The AIC requests that the Civil Aviation Safety Authority of PNG note recommendation AIC 15-R24/15-1004 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.

A handwritten signature in black ink, appearing to read 'David Inau'.

DAVID INAU, ML
Chief Executive Officer

12 October 2015