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Our Ref: AIC 15-R01/13-1008

Safety recommendation: AIC 15-R01/13-1008

Addressed to: Civil Aviation Safety Authority of PNG

Date issued: 30 July 2015

Investigation link: AIC 13-1008

Action status: Issued

Safety deficiency/advisory description

The engine of the Cessna 208B failed shortly after establishing in the cruise at 9,000 ft. The pilot located a 430 m long disused airstrip and attempted a forced landing, but was unable to stop the aircraft in the available length and it crashed into the river that passed the end of the airstrip. Three passengers did not egress the aircraft and were fatally injured.

The pilot provided the standard company pre take-off safety briefing and demonstration to the passengers prior to departure from Kamusi. However, they did not open the cabin doors to facilitate their egress, possibly because the aircraft was inverted and that may have disoriented the passengers. The pilot escaped through the left cockpit door and swam to the rear of the aircraft, opened the right rear cabin door, and helped the surviving passengers escape from the aircraft.

Pilots are reminded of the importance of providing pre take-off safety briefings that include instruction/demonstration on the use of emergency equipment and doors in the event of an emergency evacuation, and the need to be ready to assist in the event of an emergency evacuation.

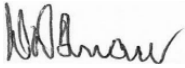
Recommendation number AIC 15-R01/13-1008 to the Civil Aviation Safety Authority of PNG.

The Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG should bring this report to the attention of operators in PNG and reinforce the need for clear concise safety briefing instructions and demonstrations and the need to be ready to assist in the event of an emergency evacuation.

Action requested

The AIC notes the Civil Aviation Safety Authority (CASA) of PNG comment on the draft report AIC 13-1008, dated 28 July 2015, that AIC recommendation AIC 15-R01/13-1008 has been noted. However, before the AIC can close the recommendation as fully satisfactorily addressing the safety deficiency, the

AIC requests that the CASA provide a further response to this AIC recommendation within 60 days of the issue date, and provide evidence how the CASA has addressed the recommendation.



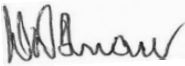
David Inau
Chief Executive Officer

Civil Aviation Safety Authority of PNG (CASA) response

On 28 July 2015, CASA wrote to the AIC stating that the recommendation was noted. Despite subsequent requests to CASA for an evidence-based response, the AIC has not received a 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-R01/13-1008 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

11 October 2015

Civil Aviation Safety Authority of PNG (CASA) response

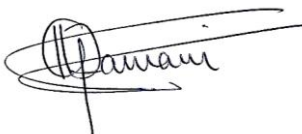
On 7 February 2018, CASA wrote to the AIC stating:

CASA advises that a Safety Bulletin has been issued on 11th September 2017 to air operators bringing to their attention the need for clear concise safety briefing instructions and demonstration and the need to be ready to assist in the event of an emergency evacuation.

CASA provided a copy of the Safety Bulletin as evidence of the safety action taken.

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-R01/13-1008 addressed to CASA. The AIC assigned this response a **satisfactory** rating, and records the **Status of the AIC Recommendation: CLOSED RESPONSE ACCEPTED.**



Hubert Namani, LLB
Chief Commissioner

15 February 2018