



PNG AIC Office, Level 1, NAQIA Haus, 6 Mile  
PO Box 1709  
**BOROKO 111**  
National Capital District  
Papua New Guinea

Telephone : (675) 323 2911  
Facsimile : (675) 323 2139  
Email : [hnamani@aic.gov.pg](mailto:hnamani@aic.gov.pg)

*Our Ref: AIC 15-R03/15-1002*

**Safety recommendation: AIC 15-R03/15-1002**

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

**Date issued: 30 July 2015**

**Investigation link: AIC 15-1002**

**Action status: Issued**

### **Safety deficiency/advisory description**

The pilot who had not flown in Papua New Guinea prior to the accident flight and had no prior experience on Cessna TP206 aircraft, was conducting circuit practice at Goroka Airport on 10 May 2015. His flying training had been conducted overseas in foreign aviation jurisdictions. His PNG Commercial Pilot Licence was issued without any flight test and it carried the group endorsement for single engine aircraft with a maximum allowable take-off weight less than 5,700 kg, and also Cessna 152 and 172 aircraft.

Before undertaking a series of flights with different passenger seating configurations, the pilot had completed a pre-flight inspection of the Cessna P206, registered P2-NOX. The pilot stated that when he dipped the fuel tanks he noted that there was 115 L in the left tank and 40 L in the right tank.

During the third flight the engine failed so the pilot manoeuvred the aircraft to position it on left downwind for runway 35 left. Realising that he was losing height rapidly and would not reach the threshold of runway 35 left, the pilot turned the aircraft towards the airstrip to land across the runway. The aircraft touched down heavily across runway 35 left, destroying the cargo pod, and continued onto the grass between the two runways. After travelling approximately 100 metres the aircraft ending up in the drain east of runway 35. It was substantially damaged.

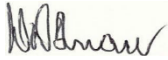
The investigation concluded that the engine failed from fuel starvation.

### **Recommendation number AIC 15-R03/15-1002 to the Civil Aviation Safety Authority of PNG.**

The Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG (CASA) should review its flight crew licencing requirements to ensure that all applicants for a PNG Commercial Pilot Licence are flight checked on each specific aircraft type, either by a CASA examiner or an approved operators check and training pilot, prior to the issue of the type endorsement.

## Action requested

The AIC notes the Civil Aviation Safety Authority (CASA) of PNG comment on the draft report AIC 15-1002, dated 28 July 2015, that AIC recommendation AIC 15-R03/15-1002 has been implemented. 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.



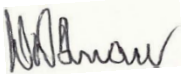
**David Inau, ML**  
*Chief Executive Officer*

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

On 28 July 2015, CASA wrote to the AIC stating that the recommendation had been implemented. 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-R03/15-1002 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:

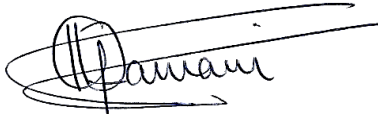
*CASA advises that Office of Director has issued an internal directive to require all pilots who hold foreign flight crew licences and who intend to operate in PNG in Private operations to undergo a flight test by a CASA Flight Operations Inspector or an appropriate Flight Inspector and be required to complete a route and strip endorsement.*

*Commercial pilot licence holders employed by an AOC holder are issued with a certificate of Validation under CAR 61.9 to enable them to undergo training under the approved operator's training program and flight tested by their approved testing officer before being issued with a PNG CPL.*

Copies of supporting documents were provided by CASA as evidence.

**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-R03/15-1002 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**