



PNG ACCIDENT INVESTIGATION COMMISSION

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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.

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Chief Executive Officer