



ACCIDENT INVESTIGATION COMMISSION
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Our Ref: AIC 23-R06/21-1002

Safety recommendation: AIC 23-R06/21-1002

Addressed to: Civil Aviation Safety Authority of PNG

Date issued: 8 March 2023

Investigation link: AIC 21-1002

Action status: Issued

Introduction

The AIC was informed at 12:14 local time (02:14 UTC) on 15 May 2021, through a phone call by Hevilift PNG Aviation Limited (HPAL) of an accident involving a Mil-8 helicopter, registered P2-MHM, owned by Captston Aviation PTE Limited and operated by HPAL. The AIC immediately commenced an investigation.

Occurrence

On 15 May 2021, at 11:14:21 local time (01:14:21 UTC¹), a MIL Mil-8 MTV-1 (MI-8²) helicopter, registered P2-MHM (MHM), owned by Captston Aviation PTE LTD³ and operated by Hevilift (PNG) Aviation Limited, impacted terrain following loss of control after take-off at Gobo, Jiwaka Province. The VFR⁴ charter flight carrying 75 bags of coffee to Mt. Hagen, Western Highlands Province, Papua New Guinea. Gobo is 30 NM (55.4 Km) from Mt. Hagen on a track of 073°M. The helicopter was destroyed by impact forces.

There were four persons onboard: two pilots, one flight engineer and one passenger. The flight crew sustained minor injuries and the passenger sustained serious injuries and was hospitalised for 54 days.

¹ The 24-hour clock, in Coordinated Universal Time (UTC), is used in this report 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.

² Abbreviation MI-8 used based on the PNG CofA details, unless quoting a reference from an official document.

³ Private Limited company.

⁴ Visual flight rules: as prescribed by national authority for visual flight, with corresponding relaxed requirements for flight instruments (Source: *The Cambridge Aerospace Dictionary*)

Safety deficiency description

The operator's *Quality Assurance System* is integrated within the *Safety Management System* in accordance with the *PNG Civil Aviation Rules*. *CAR 119.73* requires an applicant for the grant of an *Air Operator Certificate* to establish an internal quality assurance system to ensure compliance with, and the adequacy of, the procedures required by *CAR Part 100*.

The investigation found evidence of inconsistencies between the operator's operational manuals. For example, the operator's *Operations Manual Rotary Wing (OM RW)*, *Section 4.1 Flight Requirements* is not consistent with the *T&CM RW* requirements of three take offs and three landings within a 90-day period and three hours flying time on type. The *OM RW* states that PIC of a Hevilift helicopter must have completed no less than 5 hours of flight, including 5 take-offs and landings (single engine), or 10 hours with 10 take-offs and landings (multi-engine) in the make and basic type of aircraft scheduled for the air operation.

The investigation found that the operator did not appropriately implement safety management and quality assurance processes to ensure operational, maintenance and safety related documents are correctly completed and retained. The AIC reviewed the *Flight Manifest* and identified that it was partially completed for the flight from Mt. Hagen to Gobo and Gobo to Mt. Hagen (accident flight).

Recommendation number AIC 23-R06/21-1002 to the Civil Aviation Safety Authority of PNG

The PNG Accident Investigation Commission (AIC) recommends that the Civil Aviation Safety Authority of PNG should ensure, during audits of Hevilift (PNG) Aviation Limited, that the operator's suite of Manuals meets or exceeds the requirements of *PNG Civil Aviation Rules*.

Action requested

The AIC requests that CASA PNG note recommendation *AIC 23-R06/21-1002*, and provide a response to the AIC within 90 days of the issue date, and explain (including evidence) how CASA PNG has addressed the safety deficiency identified in the safety recommendation.



Captain Aria Bouraga, MBE

Acting Chief Commissioner

Civil Aviation Safety Authority of PNG response to Safety Recommendation AIC 23-R06/21-1002

On 18 May 2023, Civil Aviation Safety Authority of PNG (CASA PNG) provided a response to *Safety Recommendation AIC 23-R06/21-1002*. The response included a *CASA PNG Advisory Circular (AC119-4) Guidelines for the Structure and Preparation of Operations Manual, initial Issue*, dated 12 August 2022

CASA PNG also provided their *Hevilift Aviation Limited AOC Renewal Audit 2023 Audit Report*, dated 22 March 2023.

According to the *Audit Report* CASA PNG had conducted the audit on Hevilift Aviation Limited from 28 February to 3 March 2023. The standards used during the audit were the *Civil Aviation Act (As Amended)*, *Civil Aviation Rules* and *Hevilift PNG Aviation's Expositions + Relevant Procedures*. The report also stated that:

The scope of the audit covered Flight Operations including, Ground Operations, dangerous Good, Maintenance Control, and Safety and Quality procedures and practices, responsibilities, accountabilities, activities, systems and outcomes.

1. Assessment of general, Legal and Economic Status of the Company
2. Inspection of passengers handling and Public Safety
3. Organisational Structure staffing and administrative facilities
4. Provision of Operation information to crew
5. Arrangement of maintenance of documents/Records
6. Inspection of Flight Crew/Cabin Crew Scheduling
7. Flight Crew training program
8. Flight Crew training records
9. Inspection of Training Facilities
10. Inspection of Training Facilities
11. Inspection of aircraft
12. Flight inspection and Route Check/Inspection
13. Flight safety program

Hevilift Aviation procedures and practices, responsibilities, accountabilities, activities, systems and outcomes were investigated and assessed against the relevant CA Act, Rule and safety aviation practices for any non-compliance with these requirements and against Hevilift Procedures for any non-conformance with those requirements.

PNG Accident Investigation Commission assessment of CASA PNG response

The AIC reviewed the CASA PNG response and notes that the safety actions taken to address the safety deficiencies identified in *Safety Recommendation AIC 23-R06/21-1002*.

The AIC assigned this response as *fully satisfactory* rating.

The AIC recorded the **Status of the AIC Recommendation: CLOSED**


Captain Aria Bouraga, MBE
Acting Chief Commissioner

18 May 2023