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Safety recommendation: AIC 21-R07/21-1001

Addressed to: CASA PNG

Date issued: 31 August 2021

Investigation link: AIC 21-1001

Action status: Issued

Introduction

On 16 February 2021 at 12:57 local time, the AIC was notified by the Civil Aviation Safety Authority of Papua New Guinea (CASA PNG) via email, of an accident involving a Cessna C206 aircraft, registered P2-ALP and operated by Airborne Logistics at Efogi Airstrip, Central Province. The AIC immediately commenced an investigation.

Occurrence

On 16 February 2021, at 07:18 local time (21:18 UTC¹), a Cessna TU206G aircraft, registered P2-ALP, operated by Heli Support, trading as Airborne Logistics, was conducting a VFR² non-scheduled passenger flight from Jacksons International Airport, Port Moresby to Efogi Airstrip, Central Province, when during the landing roll, the nose landing gear assembly collapsed.

The crew stated that they had a steady final approach with an airspeed of 60 knots all the way to touchdown. The pilot flared the aircraft and subsequently touch down. Upon touchdown, the PIC retracted flap and pulled power to idle.

The PIC stated that during the landing roll, he could feel the aircraft running over the bumpy strip surface (surface undulations) and added that at some point, the aircraft appeared to have bounced off the ground. About 150 m from the touch-down point, the nose landing gear assembly collapsed. The nose of the aircraft subsequently dropped as the propeller blades causing the propeller blades to impact the ground while still rotating with engine power. The aircraft skidded along the ground on its belly approximately 30 m before it came to a complete stop.

The crew subsequently shut down the engine and electrical systems and exited the aircraft. The crew stated that they then proceeded to evacuate the passengers and guide them away from the aircraft.

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 serious incident, Papua New Guinea Time (Pacific/Port Moresby) is UTC + 10 hours.

² Visual Flight Rules - Those rules as prescribed by national authority for visual flight, with corresponding relaxed requirements for flight instruments (Source: The Cambridge Aerospace Dictionary). VFR requirements are established in PNG Civil Aviation Rule (CAR) Part 91

Safety deficiency description

The PNG airstrip approach and landing techniques in an aeroplane are not the same as in a helicopter and that helicopter training under *CAR Part 136* into airstrips should not be a substitute for fixed wing training and checking of pilots into airstrips under *CAR Part 135*.

The co-pilot was an authorised Flight Examiner. However, he had not undergone transition training and Route and Aerodrome Check in compliance with *CAR Part 135.563 (b)(2) and 135.503 (a)(4)*. The Flight examiner also had flown to Efogi and was experienced as a helicopter pilot. However, he had not been checked on a *CAR 135* applicable aircraft into any of the airstrips of operation, including Efogi.

Recommendation number AIC 21-R07/21-1001 to CASA PNG

The PNG Accident Investigation Commission (AIC) recommends that CASA PNG should ensure that all applicable Operators are aware that operating under *CAR Part 136* as helicopter pilots does not qualify any pilot to operate into airstrips with a *CAR Part 135* applicable aircraft without satisfying *CAR Part 135* initial or transition training and check requirements for route and aerodromes.

Action requested

The AIC requests that CASA PNG note recommendation AIC 21-R07/21-1001 and provide a response to the AIC within 90 days, **but no later than 29 November 2021**, and explain including with evidence how CASA PNG has addressed the safety deficiency identified in Safety Recommendation AIC 21-R07/21- 1001.



Hubert Namani, LLB

Chief Commissioner

31 August 2021



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Safety deficiency description

The PNG airstrip approach and landing techniques in an aeroplane are not the same as in a helicopter and that helicopter training under CAR Part 136 into airstrips should not be a substitute for fixed wing training and checking of pilots into airstrips under CAR Part 135.

The co-pilot was an authorised Flight Examiner. However, he had not undergone transition training and Route and Aerodrome Check in compliance with CAR Part 135.563 (b)(2) and 135.503 (a)(4). The Flight examiner also had flown to Efogi and was experienced as a helicopter pilot. However, he had not been checked on a CAR 135 applicable aircraft into any of the airstrips of operation, including Efogi.

Recommendation number AIC 21-R07/21-1001 to CASA PNG

The PNG Accident Investigation Commission (AIC) recommends that CASA PNG should ensure that all applicable Operators are aware that operating under *CAR Part 136* as helicopter pilots does not qualify any pilot to operate into airstrips with a *CAR Part 135* applicable aircraft without satisfying *CAR Part 135* initial or transition training and check requirements for route and aerodromes.

Action requested

The AIC requests that CASA PNG note recommendation AIC 21-R07/21-1001 and provide a response to the AIC within 90 days, **but no later than 29/11/2021**, and explain including with evidence how CASA PNG has addressed the safety deficiency identified in Safety Recommendation AIC 21-R07/21- 1001.



Hubert Namani, LLB

Chief Commissioner

31 August 2021

Civil Aviation Safety Authority of PNG (CASA PNG) response

On 26 October 2021, CASA PNG provided a response stating that *AIC 21-1001 Draft Final Report* did not provide any factual information into *Part 136* operation vs *Part 135* operation, making it difficult to implement the safety recommendation and correlate it to the *Draft Final Report* for the benefit of participants in the Papua New Guinea aviation environment.

AIC Assessment

The AIC has reviewed and assessed the response provided by CASA PNG to address the safety deficiency and recommendation and notes that the addressee did not accept the existence of the safety deficiency underlying the recommendation. The AIC disagrees with CASA's assertion. The AIC remains steadfast in its resolve regarding the need for fixed wing pilots to be checked under *CAR Part 135.563(b)(2)* and *Part 135.503(a)(4)*.

Due to the fact that there are Operators, including Airborne Logistics in PNG who are currently operating under both *CAR Part 135* and *Part 136*, AIC strongly believes that there is still an existence of the safety deficiency underlying the recommendation with latent risk within most of the operators, operating both under *CAR Part 135* and *Part 136*.

Due to CASA's stated position and the resultant impasse, the AIC has assigned CASA PNG's response as *unsatisfactory* rating.

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



Capt. Aria Bouraga, MBE
Acting Chief Commissioner

21 March 2022