



ACCIDENT INVESTIGATION COMMISSION

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On Ref: AIC 23-R05/21-1002

Safety recommendation: AIC 23-R05/21-1002

Addressed to: Hevilift (PNG) Aviation Limited

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.

Recommendation number AIC 23-R05/21-1002 to Hevilift (PNG) Aviation Limited

The PNG Accident Investigation Commission (AIC) recommends that Hevilift (PNG) Aviation Limited should review its suite of Manuals to ensure they address, and meet or exceed the requirements of *PNG Civil Aviation Rules*.

Action requested

The AIC requests that Hevilift (PNG) Aviation Limited note recommendation *AIC 23-R05/21-1002*, and provide a response to the AIC within 90 days of the issue date, and explain (including evidence) how Hevilift has addressed or plans to address the safety deficiency identified in the safety recommendation.



Captain Aria Bouraga, MBE
Acting Chief Commissioner

Hevilift (PNG) Aviation Limited response to Safety Recommendation AIC 23-R05/21-1002

On 25 April 2023, Hevilift (PNG) Aviation Limited (HL) provided a response to address *Safety Recommendation AIC 23-R05/21-1002*, stating;

Updated SMM and Air maestro control measures.

SMM 2.6 Document & Record Control Reference CAR Part 100.111(a),(b)(1,2,3)

Document control provides a means of managing the development, approval, issue, change, distribution, maintenance, use, storage, security and disposal of documents. The purpose of this procedure is to define the activities required to ensure all documents and records are reviewed and approved by authorised personnel prior to issue. It reduces the likelihood that Company operations compromise safety by the use of incorrect or out of date information, that the correct version of all necessary documentation and data is available to the user, that documents and data are correctly approved before use and that changes are effectively controlled. Documentation in this category includes but is not limited to:

- a. Policies
- b. Manuals
- c. Procedures
- d. Standing Orders
- e. Safety Alerts, Notices and Operational Information
- f. Forms, Records and Guidelines
- g. Group Standards and Technical Publications
- h. Data Bases, and
- i. Safety Briefing Cards.

All document control processes are outlined in the *Hevilift Group Document Control manual Reference CAR Part 100.133(a), (b)(1,2,3)(c)* and are to be complied with at all times.

In their response, Hevilift also provided evidence including the *Air Maestro Recency Item: 'Department: General'*, containing the '90-day recency (3X Take-off & Landing)' requirement.

PNG Accident Investigation Commission assessment of Hevilift (PNG) Aviation Limited response

The AIC reviewed Hevilift (PNG) Aviation Limited (HL) response and notes that the corrective actions address the deficiencies identified in *Safety Recommendation AIC 23-R05/21-1002*.

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

1 May 2023

