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Our Ref: AIC 25-R03/24-1002

**Safety recommendation: AIC 25-R03/24-1002**

**Addressed to: Kobio Aviation Limited**

**Date issued: 28 April 2025**

**Investigation link: AIC 24-1002**

**Action status: Issued**

### **Introduction**

On 19 October 2024 at 16:05 local time (06:05 UTC), the AIC was notified by NiuSky Pacific about an occurrence that had occurred on the same day at 15:00 local time (05:00 UTC). The occurrence involved a De Havilland Aircraft of Canada Ltd DHC-6-300 Twin Otter aircraft registered P2-KAL, owned by ASHE Aircraft Enterprises Limited, and operated by Kobio Aviation Limited.

The AIC immediately began gathering information pertinent to the occurrence and commenced an investigation into the occurrence.

### **Occurrence**

On 19 October 2024, at 15:00 local time (05:00 UTC), a De Havilland Aircraft of Canada Ltd DHC-6-300 Twin Otter aircraft registered P2-KAL, owned by ASHE Aircraft Enterprises Limited, and operated by Kobio Aviation Limited, was conducting a VFR charter flight from Kairik Airport, Enga Province to Mt. Hagen Airport, Western Highlands Province, Papua New Guinea, when during the takeoff roll, it experienced a runway excursion and rolled into a drainage ditch which runs along the left side of the runway and impacted the embankment.

### **Safety deficiency description**

The operator's *Training and Competency Manual, Appendix 8* states;

*The company's aim is for each crew member to complete CRM induction within six months of joining the company.*

*Initial CRM training shall be of two days' duration.*

*CRM training is not formally examined; however, the application of CRM principles is observed and assessed during surveillance and check flights.*

*Failure to apply CRM principles may result in a FAIL assessment during check flights.*

### **Crew Resource Management Training Syllabus (Initial and Recurrent)**

CRM is an extensive and developing subject. The course shall be designed to ensure the attendees are provided with information to allow them to;

- a) Understand their role on the Flight Deck/Cabin and/or with the Company, and how it is essential to ensure all resources are utilised*
- b) Understand differing means of communicating information*
- c) Understand the different situations in which different communications styles are important.*
- d) Have reviewed at least two case studies of good and/or poor use of CRM*
- e) Have reviewed the principles of Threat and Error Management (TEM)*
- f) Have actively contributed to the class.*

### **Completion Standard**

On completion of the course, crew members shall be able to :

- a) Demonstrate an understanding and appreciation of the principles of CRM
- b) Enhance safety through a better understanding of each other's duties, responsibilities, and problems.
- c) Promote and encourage better teamwork.

Recurrent training is provided every 24 months.

The investigation found that the ICUS had completed the CRM training on 14 May 2024 with the operator (Kobio Aviation). The IP had done the CRM training with his former employer on 22 November 2022. However, there was no record of the CRM training being done with Kobio Aviation Limited.

### **Recommendation number AIC 25-R03/24-1002 to Kobio Aviation Limited**

The PNG Accident Investigation Commission recommends that Kobio Aviation Limited to monitor flight crew training to ensure flight crew remain current, and records are accurately maintained and accessible.

### **Action requested**

The AIC requests that Kobio Aviation Limited note recommendation AIC 25-R03/24-1002 and provide a response to the AIC within 90 days of the issue date, but no later than 28 July 2025, and explain (including with evidence) how Kobio has addressed the safety deficiency identified in the safety recommendation.

**STATUS: ISSUED.**



**Maryanne J. Wal**  
*Chief Commissioner*

28 April 2025