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**Safety recommendation: AIC 20-R29/20-1002**

**Addressed to: MAF PNG Limited**

**Date issued: 2 October 2020**

**Investigation link: AIC 20-1002**

**Action status: Closed**

## **Introduction**

At 17:05 local time (07:05 UTC), on 14 February 2020, Mission Aviation Fellowship notified the Papua New Guinea Accident Investigation Commission (AIC) by telephone of the accident involving a Cessna 208 Caravan aircraft, registered P2-MAI, owned and operated by Mission Aviation Fellowship PNG Limited. The AIC immediately commenced an investigation.

## **Occurrence**

On 14 February 2020, at 14:45 local time (04:45 UTC), a Cessna 208 Caravan aircraft, registered P2-MAI, owned and operated by Mission Aviation Fellowship (MAF) PNG Limited, experienced a landing roll accident after losing directional control of the aircraft at Miyanmin Airstrip, while conducting a non-scheduled passenger flight from Telefomin, Sandaun Province.

The aircraft departed Telefomin Airstrip for Miyanmin Airstrip with 11 persons on board: 2 pilots and 9 passengers. All the passengers and crew evacuated the aircraft without injuries.

## **Safety deficiency description**

According to *MAF SOP – C208, Section 2.21.3 Short Field Landing, Note 1*. (see Appendix C, 5.3) states:

*Reverse thrust is permitted for all landings, but should be used only for airstrips where a minimum landing distance is required. Use of reverse thrust on wet or slippery runways may result in directional control difficulties. If reverse thrust is used, it should be deselected once ground speed reduces below 25 kt, to avoid engine FOD.*

Use of reverse thrust is not required at Miyanmin Airstrip, however, the pilot under instruction (PUI) in the investigation interview stated that he had used it for practice and familiarization.

The investigation also found that the PUI had not applied reverse thrust and rudder in a timely manner on landing to ensure the aircraft remained on centerline.

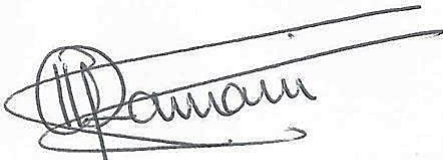
## Recommendation number AIC 20-R29/20-1002 to MAF PNG Limited

### Reverse thrust

The PNG Accident Investigation Commission (AIC) recommends that MAF PNG Limited should ensure training programs include specific procedures for the use of reverse thrust, aligned with the framework of MAF SOP – C208, Section 2.21.3 Short Field Landing, Note 1.

### Action requested

The AIC requests that MAF PNG Limited note recommendation AIC 20-R29/20-1002, and provide a response to the AIC within 90 days, but no later than 31 December 2020, and explain including with evidence how MAF PNG has addressed the safety deficiency identified in the safety recommendation.



**Hubert Namani, LLB**

Chief Commissioner

2 October 2020

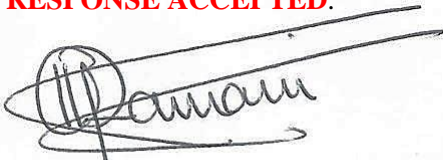
### Closing statement

On 23<sup>rd</sup> December 2020, MAF PNG Limited provided a response to AIC safety recommendation AIC 20-R29/20-1002, supported with relevant evidence.

To address the safety deficiency identified by the AIC, MAF PNG Limited adopted the following safety actions to ensure training programs included specific procedures for the use of reverse thrust:

- *Development of the LOFT Module which includes a review of the technical ground school regarding Propeller Beta and Reversing System and operational application including risks associated with use of Beta and Reverse during training and supervision. They explained that Training in use of Beta and Reverse thrust will be initially carried out as part of the company aircraft type conversion but operational application will be covered as part of an additional training module during LOFT training. Further assessment will be included as part of the Proficiency Base Check. MAF PNG Limited provided the content of the LOFT Module in their response.*
- *Powerpoint presentation of the Reverse Thrust Training Module.*
- *Revision of the MAF PNG Limited Operations Manual, Part D to include the new training. This was submitted to MAF PNG Limited Aviation Standards Committee for review and acceptance.*

According to AIC assessment, MAF PNG Limited response to Safety Recommendation AIC 20-R29/20-1002 and the evidence provided, address the safety issues identified during the investigation. Therefore, the AIC assigned MAF PNG Limited response as *satisfactory* and recorded the **Status of the AIC recommendation: CLOSED RESPONSE ACCEPTED.**



**Hubert Namani, LLB**

Chief Commissioner

09 March 2021