



PNG AIC Office, Level 1, NAQIA Haus, 6 Mile
PO Box 1709
BOROKO 111
National Capital District
Papua New Guinea

Telephone : (675) 323 2911
Facsimile : (675) 323 2139
Email : hnamani@aic.gov.pg

Safety recommendation: AIC 20-R18/20-1004

Addressed to: Mission Aviation Fellowship (MAF) PNG Limited

Date issued: 12 August 2020

Date revised: 09 March 2021

Investigation link: AIC 20-1004

Action status: Issued

Accident Background

On 19 March 2020, at 03:10 UTC (13:10 local time), a Cessna 208 Caravan aircraft, registered P2-MAF, owned and operated by Mission Aviation Fellowship (MAF) PNG Limited, conducted a VFR non-scheduled passenger flight operation from Kompam to Yenkisa, Enga Province. During its landing roll at Yenkisa strip 32, the aircraft suffered a runway excursion. During investigation interview, the pilot explained that towards the end of the final approach, while on flaps 30 and at an airspeed of 71 kt, he determined that he had come too close to a protruding tree that stood in his flight path. The tree was about 100 m from the threshold.

Safety deficiency description

At the early stages of the investigation, the AIC identified potential safety deficiencies with regard to pilot proficiency. On 10 November 2020 MAF informed to the AIC about a Safety Action adopted, stating that:

“While we were operating in accordance with our training manual, it has been recognized as valid that improvements could be made to our surveillance and assurance of pilot proficiency. MAF PNG desires more specific currency parameters for pilots operating into Advanced Airstrips, i.e. category C+ and D to ensure a minimum level of currency.

“To achieve that, an additional requirement is being added to the MAF PNG Operations Manual Part A (OM-A) section 2.10.

“2.10 Airstrip currency

“To maintain the required level of proficiency to ensure safe operations into and out of advanced airstrips i.e. airstrips categorised as C+ or D, company pilots shall complete one take-off and landing every 30 days. If advanced airstrip currency is not maintained, the pilot shall contact either the FOM or CTM who will determine what activity is required to regain currency.”

With the information available to the AIC at the latest stages of the investigation, it was identified that between the completion of the AAT and the Advanced Airstrip Check, MAF PNG requires pilots to complete a certain number of benchmark hours to gain experience and confidence to operate into advanced airstrips, in a period referred to as “consolidation phase”, during restricted solo operations. Across the consolidation phase, flights are assigned to the pilots depending on MAF PNG operational needs.

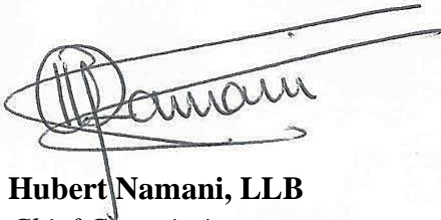
In the context of the occurrence investigated, about 5% of the flight hours of the pilot during the consolidation phase was into advanced airstrips. However, it was identified that during that consolidation phase, MAF PNG did not maintain an effective monitoring of pilot’s performance and, therefore, it was not possible to determine if throughout that phase up to the flight in which the accident occurred, the performance of the pilot was consistently up to the level required, in line with MAF’s aim of the pilot gaining experience and confidence, or if it decreased down to a level in which it could have contributed to the accident.

Recommendation number AIC 20-R18/20-1004 to MAF PNG

The PNG Accident Investigation Commission (AIC) recommends that Mission Aviation Fellowship PNG (MAF) should review and improve the procedures related to pilots’ proficiency, to ensure proficiency is always maintained up to the required level to perform operations into advanced airstrips.

Action requested

The AIC requests that MAF PNG note recommendation AIC 20-R18/20-1004, and provide a response to the AIC within 90 days, but no later than 07/06/2021, and explain including with evidence how MAF has addressed the safety deficiency identified in Safety Recommendation AIC 20-R18/20-1004.



Hubert Namani, LLB

Chief Commissioner

09 March 2021

Closing Statement

On 21 April 2021, MAF PNG responded to PNG AIC with supporting evidence with regard to the safety deficiency identified in the revised Safety Recommendation AIC 20-R18/20-1004.

Based on the safety deficiencies identified by the AIC in the context of this Safety Recommendation, MAF PNG identified that they had limitations to maintain effective monitoring of pilots’ performance and to conduct verifications on the level of exposure to advance airstrips obtained by pilots during training activities. MAF stated that:

- 1. While the process clearly provides adequate room for consolidation of pilots into advanced airstrips, the actual ‘flight program’ may not have as many flights scheduled into these strips due to the possibility of limited demand. This results in pilots in this zone between AAT and AAC not getting adequate exposure. We need to put measures in place to mitigate this hazard.*
- 2. The manual also caters for ‘some areas of MAF PNG operations contain very few steep airstrips, e.g. the Runginae and Kawito areas. For pilots in these areas, special programming should be arranged to enable the pilot to operate into steep strips with some regularity during this consolidation period’. Due to the closure of a number of advanced strips as a result of surveys, we have a further reduced number of opportunities for pilots to go into advanced strips.*
- 3. MAF also acknowledges that the current Training Packages have been designed for earlier version of aircraft functioning in a different environment. While the current training methodology is still relevant, MAF PNG acknowledges that it is possibly the right time for revisiting the way we conduct training in the*

Programme, with single type of aircraft with the migration to Cessna Caravan and the new physical environment in terms of airstrip conditions.

4. *There is a need for ensuring that a pilot flies a definite number of flights into advanced strips and if this does not happen, we need to have a mitigation method to deal with the situation. We also acknowledge the need for a certain monitoring mechanism of the same.*

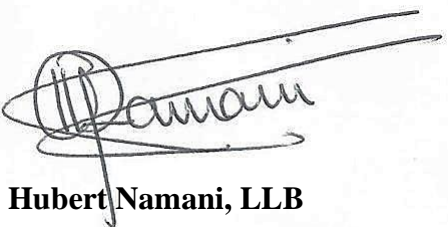
MAF PNG informed AIC about the safety actions adopted to address the safety deficiencies identified in the context of this Safety Recommendation and provided evidence of implementation of those actions. In their response, MAF PNG explained that:

1. *We are making it mandatory that in the period between the AAT and AAC, a pilot is required to fly at least 3 flights into advanced strips in 30 days. In case a pilot is not able to meet this 'currency requirements' then the pilot would be required to undergo an 'assessment check' with a TCP/IP. The same would be incorporated into the Ops D manual. The Pilot would coordinate with the Ops Department to enable him to get adequate opportunity to fly into these advanced strips.*
2. *During all flights into advanced airstrips between the AAT and AAC, the pilot is expected to debrief the nominated IP/mentor pilot on completion of each of these flights into an advanced strip. A record of the debrief is to be maintained by the pilot. This is to ensure that we have an adequate monitoring mechanism of the pilot performance in these flights.*

PNG Accident Investigation Commission (AIC) assessment of the response from Mission Aviation Fellowship (MAF)PNG Ltd

According to AIC assessment, the information and evidence provided by MAF PNG indicates that safety actions have been adopted by MAF PNG to fully address the safety deficiencies identified by the AIC and, in doing so, MAF PNG has reviewed and improved procedures to ensure pilot's proficiency is always maintained up to the required level to perform operations into advanced airstrips.

The AIC assigned this response as *satisfactory* rating and recorded the **Status of the AIC Recommendation: CLOSED RESPONSE ACCEPTED.**



Hubert Namani, LLB
Chief Commissioner

27 April 2021