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(See Ref: AIC 23-R04/21-1002)

Safety recommendation: AIC 23-R04/21-1002

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 that there were inconsistencies in flight and duty times for the PIC that were provided to the AIC by the operator.

The PIC's personal records did not have recent records to demonstrate that the *General Subjects* had been completed.

The investigation found that the operator did not appropriately implement safety management and quality assurance processes to ensure operational, maintenance and safety related documents are correctly completed and retained.

Recommendation number AIC 23-R04/21-1002 to Hevilift (PNG) Aviation Limited

The PNG Accident Investigation Commission (AIC) recommends that Hevilift (PNG) Aviation Limited should ensure that effective operational control measures and/or quality controls are in place to ensure company documents, especially operational documents including training records, flight and duty records are maintained and records kept up to date and retained.

Action requested

The AIC requests that Hevilift (PNG) Aviation Limited note recommendation *AIC 23-R04/21-1002* and provide a response to the AIC within 90 days of the issue date, and explain (including with evidence) how Hevilift (PNG) Aviation Limited has addressed 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-R04/21-1002

On 25 April 2023, Hevilift (PNG) Aviation Limited (HL) provided a response to *Safety Recommendation AIC 23-R04/21-1002*, 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 (PNG) Aviation Limited also provided updated document control procedure and related AIR Maestro control segment including monthly aircraft documented checks, which included Aircraft document monthly check overview for a fleet of their aircrafts, P2-MHO Aircraft recency as an example for Aircraft document monthly check and a Helicopter Status Checklist Mi-8MTV-1, for P2-MHO.

Hevilift (PNG) Aviation Limited also provided evidence of related Air Maestro recency records of a Flight Engineer, which included all *General Subjects*.

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

The AIC reviewed the HL response and evidence to address *Safety Recommendation AIC 23-R04/21-1002* and notes that the corrective actions do not address the safety deficiencies identified in the *Safety Recommendation AIC 23-R04/21-1002*.

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

