



FINAL REPORT

AIC 16-1003

Hard landing

N8841X

Cessna Aircraft Corporation C182

Tumolbil Airstrip, West Sepik Province

PAPUA NEW GUINEA

24 June 2016

About the AIC

The Accident Investigation Commission (AIC) is an independent statutory agency within Papua New Guinea (PNG). The AIC is governed by a Commission and is entirely separate from the judiciary, transport regulators, policy makers and service providers. The AIC's function is to improve safety and public confidence in the aviation mode of transport through excellence in: independent investigation of aviation accidents and other safety occurrences within the aviation system; safety data recording and analysis; and fostering safety awareness, knowledge and action.

The AIC is responsible for investigating accidents and other transport safety matters involving civil aviation, in PNG, as well as participating in overseas investigations involving PNG registered aircraft. The principal function of the Commission is the investigation of aviation accidents and incidents.

The AIC performs its functions in accordance with the provisions of the PNG Civil Aviation Act 2000 (As Amended), Civil Aviation Rules 2004 (as amended), and the Commissions of Inquiry Act 1951 (as amended), and in accordance with Annex 13 to the Convention on International Civil Aviation.

The object of a safety investigation is to identify and reduce safety-related risk. AIC investigations determine and communicate the safety factors related to the transport safety matter being investigated.

Readers are advised that in accordance with Annex 13 to the Convention on International Civil Aviation, it is not the purpose of an AIC aircraft accident investigation to apportion blame or liability. The sole objective of the investigation and the Final Report is the prevention of accidents and incidents. (Reference: ICAO Annex 13, Chapter 3, paragraph 3.1.)

However, it is recognised that an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the AIC endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why it happened, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation.

On 24 June 2016, the PNG AIC was informed by Hevi Lift PNG about a Cessna 182 landing accident at Tumolbil airstrip, West Sepik Province. The AIC commenced an on-site investigation on 26 June 2016.

The AIC has produced this short summary report for greater industry awareness of potential safety issues and possible safety actions.

Hard landing resulting in damage to airframe and flight control systems

Occurrence Details

On 24 June 2016 the pilot of a Cessna 182 aircraft, registered N8841X, was conducting a ‘private flight’¹ delivering medical supplies to Yapsie and Tumolbil, in the West Sepik Province of Papua New Guinea. After unloading supplies at Yapsie the aircraft departed for Tumolbil carrying medical supplies and a bottle of compressed propane gas. The air traffic services (ATS) flight strip showed that the pilot advised ATS that he was in the circuit area at 01:05 UTC² and he cancelled SAR³ on the ground at 01:06. During his interview with the AIC, the pilot stated that his final approach into the Tumolbil airstrip seemed straight forward, but as the aircraft flared, the nose-wheel heavily impacted the strip surface. The aircraft bounced-causing it to pivot about its lateral axis, and strike the rear fuselage on the ground. The pilot, the sole occupant was uninjured. The aircraft could not be flown out from Tumolbil due to the damage sustained during the heavy landing.

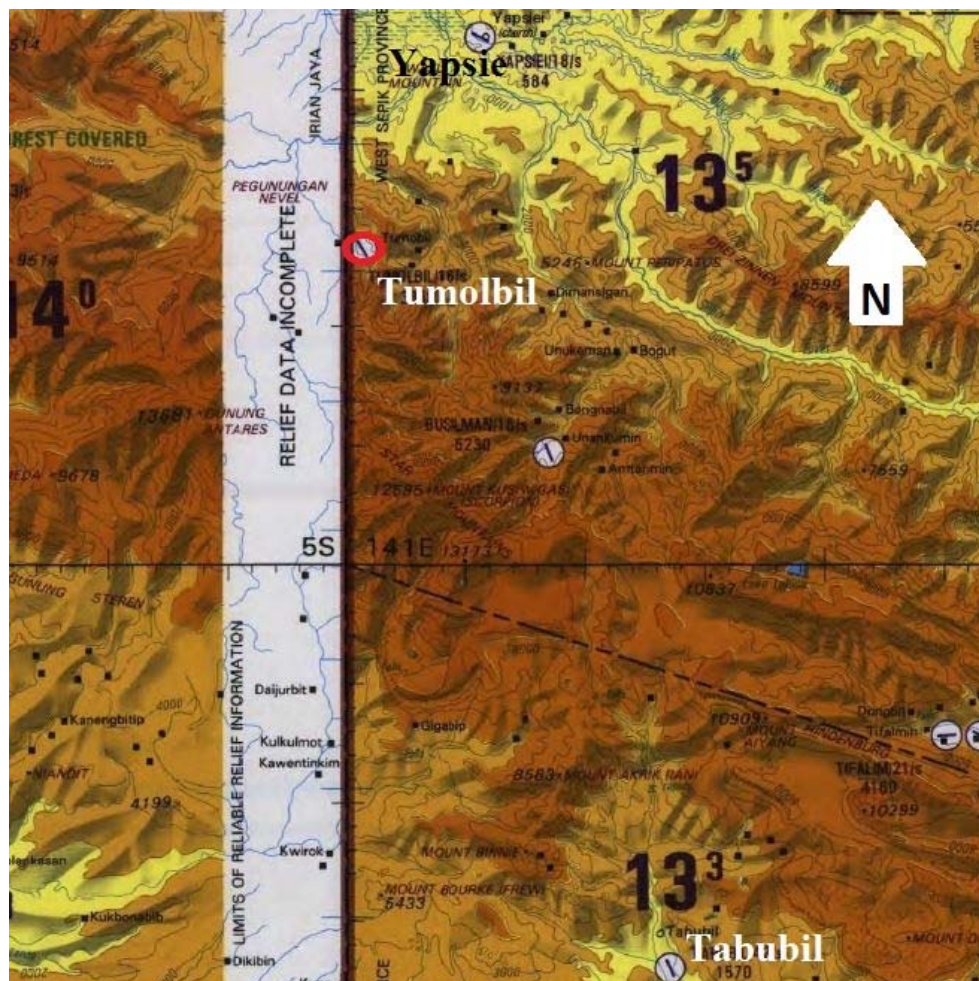


Figure 1: Location of Tumolbil with respect to Tabubil and Yapsie

¹ Private flight operation: Requires that all operations shall not be conducted for hire and reward. The PNG Civil Aviation Authority Advisory Circulars (AC) contain information about standards, practices and procedures that the Director has found to be an Acceptable Means of Compliance (AMC) with the associated rule. AC91-8 provides this information.

² 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.

³ SAR: Search and Rescue comprises the search for and provision of aid to, persons, and aircraft which are feared to be, in distress or imminent danger.

Background

Tumolbil (04° 46.360 S / 141° 00.713 E) is located about 10 nm (18.8 km) south-west of Yapsie, and 32 nm (59 km) north-west of Tabubil. It is 0.85 nm (1.65 km) east of the PNG-Indonesia border, in a very remote part of the West Sepik province (Figure 1). There are no roads leading to the area or to any adjacent neighbouring villages. The only way in and out of the area is by air.



Figure 2: Aerial view of the Tumolbil Airstrip

The Airstrip

The Tumolbil airstrip, oriented 14/32 (140°M/320°M), is a one-way grass strip 3,367 feet AMSL⁴ and surrounded by high mountainous, densely vegetated terrain. The airstrip slope is 12% down to the north-west. As published in the PNG AIP⁵, the Tumolbil airstrip is administered by the Sepik Baptiste Inc.

The Pilot

During the time he flew in PNG, the pilot held a valid commercial pilot certificate and appropriate ratings issued by the USA FAA⁶ under FAR⁷ 61, and a valid class 3 aviation medical certificate under FAR 67 allowing him to exercise the privileges of a private pilot licence. These were valid under CAR 61 and allowed him to fly his aircraft, registered under the FAA, within Papua New Guinea.

The investigation found that the pilot had not undergone any familiarisation flights, under supervision, over any route and into any of the remote airstrips into which he was operating, up until the accident. The pilot mentioned, during his interview with the AIC, that he requested assistance with check and training from many operators, but none of them were willing to assist.

4 AMSL; above mean sea level.

5 Papua New Guinea Aeronautical Information Publications published for the Authority by the holder of the AIS certificate for the AIP service.

6 FAA; Federal Aviation Administration of the United States of America.

7 FAR; Federal Aviation Regulations of the United States of America.

Therefore, the pilot was operating untrained and unchecked into some of the most challenging environments in PNG, and into some of the most difficult airstrips. The pilot had 2,080 hours total aeronautical experience and 300 hours on the aircraft type of which just about 100 hours were as pilot in command (solo) within PNG.



Figure 3: Aircraft at Tumolbil after accident

The Aircraft

The AIC investigators arrived at the scene at 03:00 on 26 June 2016. The on-site inspection of the aircraft, revealed a dent about 10 cm in diameter on the airframe across the bottom of the tail (Figure 3). All the primary controls were found to be operating freely through their full extent and in the correct sense. The elevator trim wheel was quite stiff, but could still be moved with a bit of effort, and through its full extent in both directions. However, the rudder trim wheel, appeared to be slightly off its designed position. Several attempts were made to rotate it, but it failed to rotate past 30 degrees (Figure 4). When viewed closely using a borescope through its indicator window, the rudder trim knob appeared to be significantly displaced. The engine firewall and the bulkhead assembly tunnel behind the firewall were substantially damaged. That damage compromised the integrity of the trim cables.

The aircraft was registered in the USA in accordance with FAR 47 and had a valid airworthiness certificate, issued by the FAA. The owner of the aircraft was issued with a ‘Permission to Import’ certificate by the PNG Department of Transport (DoT), on 27 May 2014. It stated that permission to import was granted pursuant to Section 3 of the Customs (Prohibited Imports) Regulations Chapter 101 and in accordance with Schedule 2 of that Regulation. Schedule 2, item No. 5 shows that the import of an aircraft is prohibited unless prior permission is granted by the ‘Controller of Civil Aviation’⁸. There was no evidence that such permission was obtained.

⁸ CAA 336 (2): Every reference to the Director of Civil Aviation or Controller of Civil Aviation in any Act, regulation, rule, order, other enactment, agreement, deed, instrument, application, notice or other document whatsoever in force at the commencement, shall, unless the context otherwise requires, be read as a reference to the Director under this Civil Aviation Act.

The certificate of registration (C of R), issued by the FAA in accordance with FAR 47, was valid and current at the time of the accident. Therefore, it was eligible under the PNG Civil Aviation Act 2000 (as amended) (CAA) Section 46, to be operated within PNG by a person prescribed under PNG Civil Aviation Rules (CAR) Part 91.112 (c). The aircraft also had a valid Certificate of Airworthiness issued by the FAA.

In letters to the DoT and CASA PNG dated 8 April 2014, the pilot stated that he had “*arranged for maintenance assistance from Island Airways*”. In subsequent correspondence with DoT and CASA PNG, the pilot stated that he had “*arranged for check and training assistance from Sunbird Aviation*”. However, neither of these activities had occurred and the pilot operated the aircraft without check and training supervision.

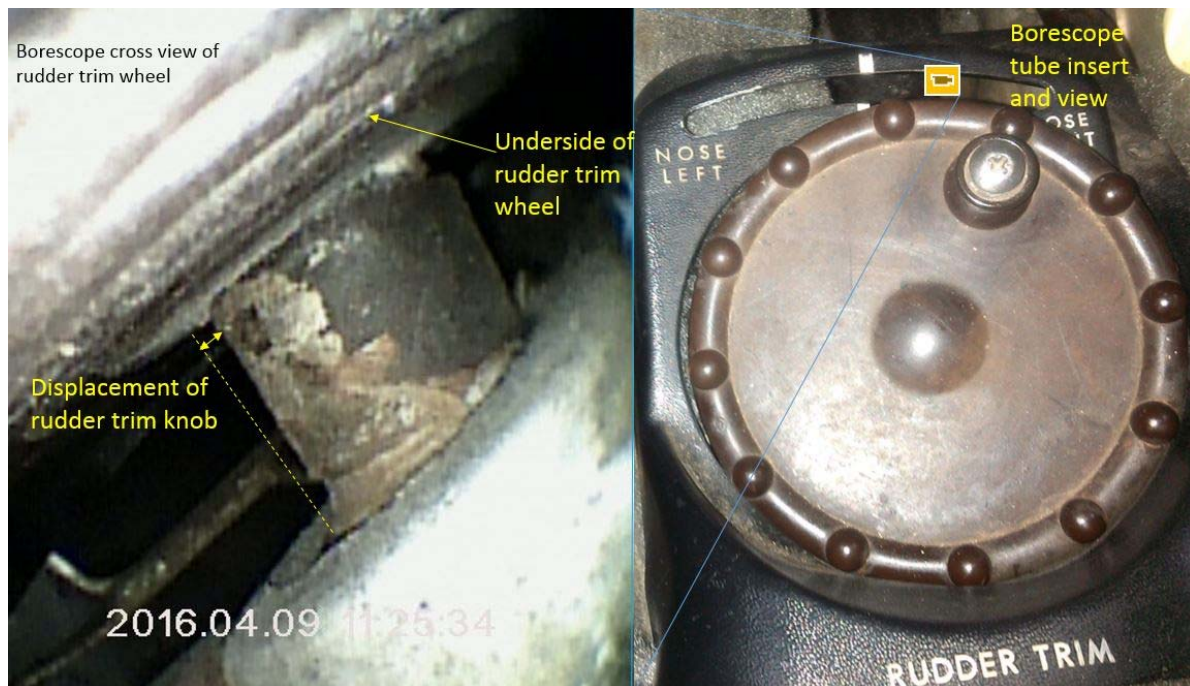


Figure 4: Rudder trim analysis

The Charity Organisation

The Wings of Hope PNG Inc., is a charity organization established under the Investment Promotion Authority (IPA) of PNG. The charity raised funds through donors from the USA, to help deliver medical supplies and services to people in some of the most remote areas of PNG, particularly in the West Sepik Province. It also conducted medical evacuation (medevac) flights, and transported Provincial health workers and Provincial Government officials within the Province.

Among the voluntary staff of the organisation was the pilot who was involved in the accident. He volunteered his own Cessna 182 to be used to supply these much needed services and supplies to communities that could only be or conveniently be accessed by air.

Regulatory oversight

The aircraft held a current certificate of airworthiness and a current certificate of registration in the USA under FAA FAR's. The registration was in accordance with FAR Part 47.

The pilot was licenced in the USA, and was certified as medically fit to Private Pilot Licence standards in accordance with FAR Parts 61 and 67 respectively.

Between April 2014 and December 2015, the PNG DoT and CASA PNG had been corresponding with Wings of Hope PNG Inc., personnel (specifically the aircraft owner/pilot) with respect to the importation of the Cessna 182 aircraft, and the licencing and registration requirements. (Refer to Appendix A for a summary of this correspondence)

The aircraft owner/pilot cited the manager CASA flying operations; “[CASA official] indicated that it was not a problem for them if you [DoT official] grant us this permission since we are non-commercial and a private operator....”

The AIC found no evidence of any progress in the aircraft’s registration conversion process as agreed upon in correspondence. There was no evidence that Wings of Hope PNG Inc., further sought to register the aircraft in PNG. The evidence clearly points to Wings of Hope PNG Inc., actively seeking to avoid such requirement. Over the approved operational period, the owner/pilot continued to lobby DoT and CASA to approve an extension of operations under USA FAA provisions, citing another charity organisation Samaritan Aviation as operating under USA FAA licencing within PNG for an extended period of years.

Wings of Hope PNG Inc., was not at any time the subject of independent safety oversight for its aircraft operations in PNG.

AIC responsibility as PNG’s aviation safety investigator.

Under the PNG Civil Aviation Act and Rules, the AIC is required to independently investigate accidents and serious incidents with safety as its primary consideration. The AIC findings and recommendations may in some cases result in costs to the aviation industry. While this is regrettable, the safety of PNG citizens and visitors to PNG travelling in aircraft in PNG, must outweigh any other consideration.

CASA PNG responsibility as PNG’s aviation safety regulator

In the interest of PNG citizens and foreign travellers within PNG, it is imperative that all aircraft operations, commercial or private, must be conducted under CASA’s regulatory oversight.

This was not achieved, and Wings of Hope PNG Inc., (and also Samaritan Aviation) have been operating without appropriate levels of independent safety oversight. CASA, and for that matter the FAA, have not exercised oversight of these operations.

Provincial Government officials requesting the offered/donated services of Wings of Hope PNG Inc., appear to have been unaware of these anomalies and safety issues.

Risks

It must be seen as an unacceptable risk to PNG travellers, many of whom are vulnerable and have no choice in the travel options (medevac patients, and Government officials and staff who are directed to travel by their employer).

The AIC considers that there is an urgent requirement to mitigate the risk to all Wings of Hope PNG Inc., aircraft passengers, through urgent and appropriate levels of safety oversight by CASA PNG, of maintenance and flying operations. Without such risk mitigation, there is a significant level of risk to public safety.

The Civil Aviation Act and Rules provide the legislative basis upon which aviation safety for the citizens of PNG can be established. Ensuring that the aircraft, licencing and flying operations of Wings of Hope PNG Inc., (and Samaritan Aviation) are removed from FAA provisions and placed under CASA regulatory oversight without delay will provide a foundation upon which safety of these operations can be enhanced.

AIC comment

- The Customs (Prohibited Imports) Regulations Chapter 101, Schedule 2, Item 5, under which the import permit was issued, states that the import of an aircraft is prohibited unless prior permission is formally granted by the Controller of Civil Aviation. Therefore, without such permission from the Controller of Civil Aviation (Director CASA), the Department of Transport did not have the Authority to issue a permit for the import of the Aircraft. CASA on the other hand, has the capacity and power vested in it to assess and verify submitted aircraft documentation/information, and decide whether the importation will affect the safety of PNG citizens and safety and security within the PNG Civil Aviation System.
- There are currently no rules set for pilots flying in PNG exclusively under the Civil Aviation Rules (CAR) Part 91 to undergo route and airstrip training and familiarisation. However, the Director has always had the power, in accordance with the Civil Aviation Act (CAA) Section 52, to issue an aviation document set for any specified period and subject to such conditions as the Director considers appropriate for each case. CASA therefore has the power vested in it to prescribe conditions for the purpose of aviation safety.
- The aircraft was not entered into the PNG register of aircraft as required to be under the CAA Section 65. In the absence of USA FAA regulatory oversight in PNG, and the absence of CASA regulatory oversight, the pilot and the aircraft had been operating in PNG without independent regulatory oversight.

It is worth noting that the phrases “PNG Register of Aircraft” and “PNG Registered Aircraft” do not refer to the same thing. The first is a Register established under CAA Section 65 to list **all** aircraft registered under Section 46 and prescribed details. The latter is a derived term that refers to PNG (P2-) registered aircraft.

- The pilot was unfamiliar with the Tumolbil airstrip. He was operating untrained and unchecked into some of the most challenging environments in PNG, and into some of the most difficult airstrips. With only 2,800 hours total aeronautical experience, 300 hours on type and just about 100 hours within PNG. This is of heightened safety concern.
- If the appropriate procedures with respect to authorisation issuances, prescribing conditions under which the aircraft could be operated, and coordination and oversight of those activities were strictly conducted, as provisioned under the Civil Aviation Act, risks to the citizens of PNG and other travellers may be significantly reduced.

Safety Recommendations

Recommendation number AIC 16-R6/16-1003

The PNG Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG ensure that the Director of Civil Aviation reclaims and solely exercises the authority to grant permission for the import of items specified under Schedule 2 Item No.5 of the Customs (Prohibited Imports) Regulations 1977.

Civil Aviation Safety Authority of PNG (CASA) response

On 2 December 2016, the Director of CASA PNG informed the AIC that:

CASA PNG considers the recommendation as legal issues in respect to economic regulation and not safety regulation. CASA PNG further suggest that the recommendation be given to the Department of Transport and the Customs Authority for their consideration and comments to ensure a full stakeholder consultation and views on this very important matter.

Nevertheless CASA PNG considers that the current provision stated under Section 3 of the Customs (Prohibited Imports) Regulations Chapter 101 and in accordance with Schedule 2 of that Regulation whereby item No.5 showing that the import of an aircraft is PROHIBITED unless prior permission is granted by the 'Controller of Civil Aviation' making reference to the Director of Civil Aviation is sufficient. Administrative process for effective coordination and implementation of the provision of this Regulation between the Department of Transport and CASA is therefore necessary and this is under discussion.

The Authority has proposed legislation for the Director to approve non-schedule flights by foreign registered aircraft which Parliament has passed in March 2016. Section 201A refers. This is yet to be certified by the Speaker before Gazetted takes place.

Internal directive issued by this Office on the operation of foreign aircraft in Papua New Guinea has also been issued and are currently being implemented. Also approvals of other non-PNG registered aircraft have included strict safety provisions and others refused for safety reasons. Foreign aircraft who have been operating in PNG using foreign registered aircraft have been directed to apply to have their aircraft registered within 3 months to enable CASA to have responsibility for safety oversight. This will Refer attached as evidences.

PNG Accident Investigation Commission (AIC) assessment of Civil Aviation Safety Authority of PNG (CASA) response

The AIC has reviewed the CASA PNG response addressing the recommendation AIC 16-R06/16-1002 addressed to CASA. The AIC assigned this response a **satisfactory** rating, and records the **Status of the AIC Recommendation: Closed.**

Recommendation number AIC 16-R7/16-1003

The PNG Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG ensure that, subject to Civil Aviation Act 2000 Parts XI and XII, the Director retains the authority to issue, amend, or revoke aircraft operation licences as set out in the Civil Aviation Act 2000 section 47.

Civil Aviation Safety Authority of PNG (CASA) response

On 2 December 2016, the Director of CASA PNG informed the AIC that:

CASA PNG considers the recommendation as legal issues in respect to economic regulation and not safety regulation. CASA PNG further suggest that the recommendation be given to the Department of Transport and the Customs Authority for their consideration and comments to ensure a full stakeholder consultation and views on this very important matter.

Nevertheless CASA PNG considers that the current provision stated under Section 3 of the Customs (Prohibited Imports) Regulations Chapter 101 and in accordance with Schedule 2 of that Regulation whereby item No.5 showing that the import of an aircraft is PROHIBITED unless prior permission is granted by the 'Controller of Civil Aviation' making reference to the Director of Civil Aviation is sufficient. Administrative process for effective coordination and implementation of the provision of this Regulation between the Department of Transport and CASA is therefore necessary and this is under discussion.

The Authority has proposed legislation for the Director to approve non-schedule flights by foreign registered aircraft which Parliament has passed in March 2016. Section 201A refers. This is yet to be certified by the Speaker before Gazettal takes place.

Internal directive issued by this Office on the operation of foreign aircraft in Papua New Guinea has also been issued and are currently being implemented. Also approvals of other non-PNG registered aircraft have included strict safety provisions and others refused for safety reasons. Foreign aircraft who have been operating in PNG using foreign registered aircraft have been directed to apply to have their aircraft registered within 3 months to enable CASA to have responsibility for safety oversight. This will Refer attached as evidences.

PNG Accident Investigation Commission (AIC) assessment of Civil Aviation Safety Authority of PNG (CASA) response

The AIC has reviewed the CASA PNG response addressing the recommendation AIC 16-R06/16-1002 addressed to CASA. The AIC assigned this response a **satisfactory** rating, and records the **Status of the AIC Recommendation: Closed.**

Recommendation number AIC 16-R8/16-1003

The PNG Accident Investigation Commission recommends that the PNG Government Department of Transport (DoT) ensure that all documents required under Parts XI and XII, should be entered into the registry established under Civil Aviation Act 2000 section 66. They should be:

- (a) Delivered to the Director of the Civil Aviation Safety Authority of PNG (CASA), through a reliable means agreed upon by both CASA and the DoT and which is not contrary to the Act; and
- (b) Entered and maintained in the registry in accordance with that the requirements of Section 66.

Status of the AIC Recommendation: Active.

Recommendation number AIC 16-R9/16-1003

The PNG Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG should ensure that all aircraft prescribed under Civil Aviation Act 2000 section 46, are entered into the Papua New Guinea Register of Aircraft as required under section 65, and require all aircraft currently operating within PNG, and future foreign aircraft intending to operate within PNG for extended periods or permanently, to be registered as PNG (P2-) aircraft.

Civil Aviation Safety Authority of PNG (CASA) response

On 2 December 2016, the Director of CASA PNG informed the AIC that:

CASA PNG considers the recommendation as legal issues in respect to economic regulation and not safety regulation. CASA PNG further suggest that the recommendation be given to the Department of Transport and the Customs Authority for their consideration and comments to ensure a full stakeholder consultation and views on this very important matter.

Nevertheless CASA PNG considers that the current provision stated under Section 3 of the Customs (Prohibited Imports) Regulations Chapter 101 and in accordance with Schedule 2 of that Regulation whereby item No.5 showing that the import of an aircraft is PROHIBITED unless prior permission is granted by the 'Controller of Civil Aviation' making reference to the Director of Civil Aviation is sufficient. Administrative process for effective coordination and implementation of the provision of this Regulation between the Department of Transport and CASA is therefore necessary and this is under discussion.

The Authority has proposed legislation for the Director to approve non-schedule flights by foreign registered aircraft which Parliament has passed in March 2016. Section 201A refers. This is yet to be certified by the Speaker before Gazettal takes place.

Internal directive issued by this Office on the operation of foreign aircraft in Papua New Guinea has also been issued and are currently being implemented. Also approvals of other non-PNG registered aircraft have included strict safety provisions and others refused for safety reasons. Foreign aircraft who have been operating in PNG using foreign registered aircraft have been directed to apply to have their aircraft registered within 3 months to enable CASA to have responsibility for safety oversight. This will Refer attached as evidences.

PNG Accident Investigation Commission (AIC) assessment of Civil Aviation Safety Authority of PNG (CASA) response

The AIC has reviewed the CASA PNG response addressing the recommendation AIC 16-R06/16-1002 addressed to CASA. The response dated 2 December 2016, did not address the first part of the recommendation which stated;

The PNG Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG should ensure that all aircraft prescribed under Civil Aviation Act 2000 section 46, are entered into the Papua New Guinea Register of Aircraft as required under section 65 ...

Therefore, the AIC has assigned this response a satisfactory in part rating, and records the **Status of the AIC Recommendation: Active.**

Recommendation number AIC 16-R10/16-1003

The PNG Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG should ensure that all powers of the Authority and the Director, set out under the Civil Aviation Act 2000 are exercised to the extent that the Act allows, and all functions effectively carried out.

Civil Aviation Safety Authority of PNG (CASA) response

On 2 December 2016, the Director of CASA PNG informed the AIC that:

CASA PNG considers the recommendation as legal issues in respect to economic regulation and not safety regulation. CASA PNG further suggest that the recommendation be given to the Department of Transport and the Customs Authority for their consideration and comments to ensure a full stakeholder consultation and views on this very important matter.

Nevertheless CASA PNG considers that the current provision stated under Section 3 of the Customs (Prohibited Imports) Regulations Chapter 101 and in accordance with Schedule 2 of that Regulation whereby item No.5 showing that the import of an aircraft is PROHIBITED unless prior permission is granted by the 'Controller of Civil Aviation' making reference to the Director of Civil Aviation is sufficient. Administrative process for effective coordination and implementation of the provision of this Regulation between the Department of Transport and CASA is therefore necessary and this is under discussion.

The Authority has proposed legislation for the Director to approve non-schedule flights by foreign registered aircraft which Parliament has passed in March 2016. Section 201A refers. This is yet to be certified by the Speaker before Gazettal takes place.

Internal directive issued by this Office on the operation of foreign aircraft in Papua New Guinea has also been issued and are currently being implemented. Also approvals of other non-PNG registered aircraft have included strict safety provisions and others refused for safety reasons. Foreign aircraft who have been operating in PNG using foreign registered aircraft have been directed to apply to have their aircraft registered within 3 months to enable CASA to have responsibility for safety oversight. This will Refer attached as evidences.

PNG Accident Investigation Commission (AIC) assessment of Civil Aviation Safety Authority of PNG (CASA) response

The AIC has reviewed the CASA PNG response addressing the recommendation AIC 16-R06/16-1002 addressed to CASA. The AIC assigned this response a **satisfactory** rating, and records the **Status of the AIC Recommendation: Closed.**

Recommendation number AIC 16-R11/16-1003

The PNG Accident Investigation Commission recommends that Wings of Hope PNG Inc., should ensure that:

- (a) all aircraft in its PNG fleet are given PNG Certificate of Airworthiness and Certificate of Registration without delay, and subjected to all its prerequisites
- (b) All maintenance of its aircraft fleet is conducted by CASA PNG licenced aircraft maintenance engineers; and
- (c) All pilots operating its PNG aircraft fleet of aircraft hold current PNG pilot licences and relevant medical certificates. , as well as undergo appropriate check and training for routes and airstrips within their intended operational scope, by a CASA approved check and training pilot.

Status of the AIC Recommendation: Active.

General details

Date and time:	24 June 2016. 01:06 UTC	
Occurrence category:	Accident	
Primary occurrence type:	Heavy landing on challenging airstrip/tail strike	
Damage	Substantial control cable tension rudder trim and firewall damage	
Location:	Tumolbil Airstrip, West Sepik Province	
	Latitude: 04° 46.360' S	Longitude: 141° 00.713' E
Type of operation:	Private	
Persons on board:	Crew: 1	Passengers: 0
Injuries:	Crew: 0	Passengers: 0

Crew details

Nationality	United States of America	
Licence type	Commercial/Private	
Licence number	3336193	
Total hours	2,080	
Total hours on type	300	
Total hours last 90 days	62	
Total hours last 7 days	6.5	

Aerodrome details

Aerodrome and code	Tumolbil (AYQL)
Runway directions	14/32
Runway slope	12% down to the NE
Runway surface and strength	Grassed, Brown Gravel
Runway length	496 m
Runway elevation	3,367

Aircraft details

Aircraft manufacturer and model:	Cessna 182
Registration:	N8841X
Serial number	18253241
Total time in service	4294
Engine	
Engine manufacturer and model	Continental 0470-L
Engine serial number	817591LY
Total time since overhaul	337
Propeller	
Propeller manufacturer and model	McCauley
Propeller serial number	MA-065
Total time since overhaul	185

Approved



David Inau, ML
Chief Executive Officer
16 November 2016

Appendix A

Summary of correspondence between Wings of Hope PNG Inc., and PNG authorities

5 August 2015, The aircraft owner/pilot wrote to CEO CASA, and informed him that the aircraft had just cleared customs in Vanimo. He stated “*We plan to keep the aircraft here so we want to register it into PNG*”. He requested the required documents to complete the process. He also requested the details of the person to provide permission to operate the aircraft while the registration process was completed.

6 August 2015, the acting CEO CASA provided Wings of Hope PNG Inc., with the names and contact details for CASA personnel responsible for Operational matters, CofA, CofR, and maintenance/airworthiness, and Pilot/AME licencing.

31 August 2015, The aircraft owner/pilot of Wings of Hope PNG Inc., informed CASA and DoT that “*I have arranged for a pilot from Sunbird Aviation to provide training and check out to airstrips in this area*”.

1 September 2015, the First Assistant Secretary of the DoT wrote to Wings of Hope PNG Inc., and copied to the CASA Manager Flying Operations, stating that he would be recommending an approval of 3 months while the PNG registration process was completed.

7 September 2015, Mr Lewis wrote to DOT requesting 6-months permission.

21 September 2015, *DOT letter Ref 3/2* to Wings of Hope PNG Inc., from Secretary DOT granted 3-months approval effective 21 September 2015 to 21 December 2015 subject to conditions which included that the aircraft must be placed on the P2 register within 3 months.

21 September 2015 the *DOT letter Ref 3/8* to Wings of Hope PNG Inc., from the Secretary DoT was copied to the CEO CASAPNG.

It stated: “... the Department hereby grants authorisation for use of the foreign registered Cessna 182 bearing registration N8841X. The aircraft will be used for air ambulance transportation including other aero medical services for a period of one year effective 21st December 2015 to 21st December 2016...”

... The tenure of the type of aircraft operations in country places the requirement of registering the aircraft under PNG’s aircraft registry imperative. Please contact [name supplied for the Manager Flying Operations] at PNGCASA immediately to ensure this requirement is met.”

28 October 2015: Wings of Hope PNG Inc., wrote to DoT stating their concerns about the cost of maintenance, and requested indefinite USA registration in order to use FAA licenced engineers. He stated that another charity operator Samaritan Aviation continues to have their aircraft in USA registration and operated and maintained by FAA licenced pilots and engineers.