

Cessna 402C,  
N603AB

Gorda Airport,  
British Virgin Islands  
(BVI)

11 February 2017

Accident

#### **Safety Recommendation 2018-002**

It is recommended that the Federal Aviation Administration review the maintenance capability, processes and planning of Air Sunshine to ensure that they are sufficiently robust for conducting international passenger charter services.

**Date Safety Recommendation made:**

1 March 2018

#### **LATEST RESPONSE**

**Response received:**

2 November 2018

The FAA conducted the recommended review of Air Sunshine, and confirmed that the operator developed a yearly, detailed, step-by-step Brake Overhaul Record (Task Card) for their current maintenance program. We determined this Task Card, which the operator submitted for our approval, will eliminate any future omissions or misinterpretations of the Cleveland Overhaul Manual, Chapters 32-40.

The operator incorporated these Task Card procedures into its maintenance training program, as well as revised their 60/360 Hour Service Check. This revision includes a detailed visual inspection of the Brake Master Cylinder for leaks and general condition. Furthermore, Air Sunshine acquired a new hangar facility at Jose Aponte De la Torre Airport, Ceiba, Puerto Rico.

The FAA believes doing so enhances their maintenance capability and processes.

**AAIB Assessment – Partially Adequate – Closed**

#### **RESPONSE HISTORY**

**Response received:**

11 April 2018

The FAA assigned these safety recommendations to aviation safety inspectors located at the Flight Standards District Office in San Juan, Puerto Rico. We requested that these inspectors investigate the issues discussed by these recommendations, and determine appropriate action.

The FAA will provide an updated response to these recommendations by August 2018.

**AAIB Assessment – Partially Adequate – Open**

**Safety Recommendation 2018-003**

It is recommended that the Federal Aviation Administration review the operations data management and operating procedures of Air Sunshine to ensure that they are sufficiently robust for conducting international passenger charter services.

**Date Safety Recommendation made:**

1 March 2018

**LATEST RESPONSE**

**Response received:**

2 November 2018

In its review of Air Sunshine, the FAA also determined that the operator is included in a Special Authorization issued on February 29, 2012 for the Virgin Gorda airport. This Special Authorization is detailed in FAA Order 8900.1, Volume 12, Chapter 2, Section 5, Operations Specifications, paragraph C-067, Special Authorization, Provisions and Limitations for Certain Airports. We also confirmed that the operator's training program includes a section, addressing operations in this special airport.

The operator revised its training program to include additional items, such as an emphasis that the approach be stabilized for both runways by 500 feet mean sea level (MSL). According to this training program, pilots will check brakes at least twice on base and final, and are expected to be ready for a decision to continue the approach or not by 200 feet MSL, or lower if necessary. The procedures in this training program provide additional references for pilots landing on runway 03 of Virgin Gorda airport-specifically that the actual touch down should be within 200 feet past the asphalted area. The company's recommended procedures for cross wind landings for both runways also place emphasis on the mastery of go-around procedures and simulated brake failures during training. Our review noted that Air Sunshine added a complete section to its training program providing a sample calculation using zero wind condition when landing on either runway, which is the most adverse condition.

Since the training program is not required to be on board the aircraft during operations, the operator placed the section of the training program addressing the revised procedures discussed in this letter within its general operations manual, which is required on board. In this way, the operator ensures the reference material is available to flight crews before and during flight operations.

The FAA's review concluded that the operator adequately addressed the AAIB's safety recommendations. Therefore, it intends to take no further action, except for any surveillance performed as part of the continuous Safety Assurance System, which verifies that operations and maintenance procedures comply with regulations. The FAA will continue to conduct periodic reviews to validate the performance of this certificate holder in accordance with its approved and accepted programs for the purpose of continued operational safety.

**AAIB Assessment – Partially Adequate - Closed**

**RESPONSE HISTORY**

**Response received:**

11 April 2018

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The FAA will provide an updated response to these recommendations by August 2018.

**AAIB Assessment – Partially Adequate – Open**

(SRIS Reference: GB.SIA-2018-0003)