



INTERIM STATEMENT

AIC 19 - 2002

Air Niugini Limited

P2-ANY

Fokker 70

Rapid depressurisation resulting in deployment of oxygen masks

51 nm NE Jacksons International Airport, Port Moresby

Papua New Guinea

21 November 2019

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. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

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

The objective 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.

It is not a function of the AIC to apportion blame or determine liability. At the same time, an investigation report must include relevant 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.

As per paragraph 6.6 of the International Standards of ICAO Annex 13 to the Convention on International Civil Aviation, if the report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any issues raised.

The AIC has produced this *Interim Statement* in accordance with its mandate under the *Civil Aviation Act 2000 (As Amended)*, in accordance with the requirements of *ICAO Annex 13* and *PNG Accident Investigation Commission – Policy and Procedures Manual*.

Interim Statement

On 21 November 2019, at about 16:00 local time (06:00UTC), the AIC became aware about an occurrence earlier that afternoon, at 15:21, involving a Fokker 70 aircraft, registered P2-ANY, owned and operated by Air Niugini Limited that experienced a rapid depressurisation event during a normal descent, about 51 nm North East of Jacksons International Airport, Port Moresby, National Capital District, while conducting a scheduled commercial air transport operation from Tokua Airport, East New Britain to Jacksons.

The AIC immediately attempted establishing contact with the Civil Aviation Safety Authority of Papua New Guinea, PNG Air Services Limited (PNGASL, at the date of this report trading as Niusky Pacific Limited) and Air Niugini Limited to confirm the occurrence, however at that time they were not available.

On 22 November 2019, at 16:13, upon request of the AIC, PNGASL provided details of the occurrence. Subsequently, the AIC commenced an investigation and immediately dispatched a team of investigators to Air Niugini Limited head office to commence onsite activities.

On 21 November 2019, at 15:21 local time (05:21 UTC), a Fokker 70 aircraft, registered P2-ANY, owned and operated by Air Niugini Limited, while conducting a scheduled commercial air transport operation from Tokua Airport, East New Britain to Jacksons International Airport, Port Moresby, National Capital District experienced a rapid depressurisation event during a normal descent, about 51 nm North East of Jacksons.

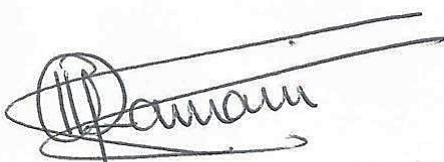
During the investigation conducted by the AIC, relevant information regarding the occurrence was gathered and analysed. It included aircraft operations, maintenance and serviceability, survival aspects, organisational factors as well as other elements necessary to establish the cause, contributing factors and circumstances in which the occurrence took place.

On 2 October 2020, the AIC sent the *Draft Final Report* to all involved parties in accordance with *ICAO Annex 13 Paragraph 6.3*. The AIC invited these parties to provide their significant and substantiated comments on the report in accordance with the ICAO provisions. The due date for comments is 2 December 2020.

On 2 October 2020, the AIC issued four *Safety Recommendations* to Air Niugini Limited and one to Fokker Services. The due date for provide a response to the AIC with regard to the implementation of safety actions resulting from the *Safety Recommendations* is 2 January 2021.

On 17 November 2020, Air Niugini provided comments to the *Draft Final Report* and responded to the four *Safety Recommendations* issued to them in the context of this investigation. Air Niugini comments to the *Draft Final Report* and their responses to the *Safety Recommendations* are currently being assessed by the AIC.

Upon completion of the period for comments to the *Draft Final Report*, the AIC will release the Final Report in accordance with *Annex 13 to the Convention on International Civil Aviation, Paragraph 6.5*.



Hubert Namani, LLB
Chief Commissioner

21 November 2020