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Safety recommendation: AIC 21-R06/20-2002

Addressed to: Air Niugini Limited

Date issued: 23 August 2021

Investigation link: AIC 20-2002

Action status: Issued

Introduction

On 19 March 2020, at about 12:00 local time (02:00 UTC) the AIC was made aware about an alleged occurrence on 18 March 2020 involving a Fokker 100 aircraft, registered P2-ANF and operated by Air Niugini Limited. The AIC immediately attempted establishing contact with the Civil Aviation Safety Authority of Papua New Guinea.

On 20 March 2020, CASA PNG provided details of the occurrence. Subsequently, the AIC commenced an investigation and dispatched a team of investigators to Air Niugini Limited Maintenance facilities to commence onsite activities.

Occurrence

On 18 March 2020, at 14:15 local (04:15 UTC), a Fokker 100 aircraft, registered P2-ANF operated by Air Niugini Limited, while on a scheduled passenger flight under instrument flight rules from Boram Airport, Wewak, East Sepik Province to Jacksons International Airport, Port Moresby, sustained a loss of cabin pressure, subsequently resulting in an emergency descent and deployment of oxygen masks. The aircraft diverted and landed at Madang Airport, Madang Province.

There were five crew; two pilots and three cabin crew, and 43 passengers on board the aircraft.

P2-ANF landed at 14:46, and taxied to the parking bay where a normal disembarkation was conducted for all passengers and crew. There were no injuries or damage reported.

Safety deficiency description

The investigation found that the aircraft was not fitted with the pre-recorded tape capable of announcing the emergency. The Operator's *Safety and Emergency Procedures Manual (SEPM), Volume 1, Section 5.5.3* states that, if a pre-recorded tape is not fitted, the Pilot Monitoring or designated flight crew should make the PA announcement. There was a pre-recorded tape installed. However, the tape was not capable of announcing the emergency in the cabin since the implementation of the *Manufacturers Service Bulletin SBF100-23-045 App.06*.

The Manufacturer stated that according to their management system, the *Service Bulletin SBF100-23-045 App.06* had been accomplished on P2-ANF. The existing Music and Pre-recorded Announcement Reproducer was replaced with a Becker DP-4100 digital player. The new system does not contain an automatic decompression warning announcement.

The investigation found that there had been no amendment or update prepared for the *Safety and Emergency Procedures Manual, Volume 1* in that specific regard.

Recommendation number AIC 21-R06/20-2002 to Air Niugini Limited

The PNG Accident Investigation Commission recommends that Air Niugini Limited, should ensure that in their Fokker 100 series aircraft not fitted with tape recorders or if the automatic announcement is inoperative or fails to operate, the appropriate announcement will be made in accordance with the Operator's *Safety and Emergency Procedures Manual, Volume 1*, when applicable.

Action requested

The AIC requests that Air Niugini Limited note recommendation AIC 21-R06/20-2002 and provide a response to the AIC within 90 days, but no later than 21 November 2021, and explain including with evidence how Air Niugini Limited has addressed the safety deficiency identified in the safety recommendation.



HUBERT NAMANI

Chief Commissioner

23 August 2021

Air Niugini Limited response

The AIC received a response from Air Niugini Limited on the 22 October 21, within the 90 day comment period. In their response, Air Niugini Limited acknowledged the safety recommendation and indicated that they had taken action on the Safety Recommendation. A Flight Standing Order (FSO) was disseminated to all crew providing appropriate information to help crews to take appropriate briefing steps in the event of a cabin depressurization emergency event.

The response also included evidence to show the implementation of safety action that were taken to address the safety deficiency.

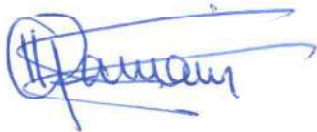
AIC assessment

The AIC has assessed the response provided by Air Niugini Limited along with the evidence provided and notes that a FSO containing appropriate information to address the safety deficiency has been disseminated to Air Niugini pilots.

The AIC has observed evidence showing that Air Niugini Fokker 100 pilots received and acknowledged the FSO. The AIC is satisfied that appropriate safety action addressing the safety recommendation has been taken.

The AIC assigns Air Niugini Limited response as *satisfactory*.

The AIC has recorded the **Status of the Recommendation: CLOSED.**



HUBERT NAMANI, LLB

Chief Commissioner

22 November 2021