



INTERIM STATEMENT

AIC 20 - 2005

PNG Air Limited

P2-ATB

ATR 72 - 212A 600

Inflight fire warning on landing Runway 30

Mt Hagen Airport, Western Highlands Province

Papua New Guinea

23 December 2020

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.

INTERIM STATEMENT

On 23 December 2020, at about 15:44 local time (05:44 UTC), the AIC was notified via a phone call by the Operator, PNG Air Limited and shortly after by NiuSky Pacific Limited via email about an inflight fire warning on Engine No. 2 (right-hand) of an ATR 72 – 212A 600 aircraft, registered P2-ATB. The AIC immediately commenced an investigation.

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.

Currently, the investigation is ongoing. The AIC plans to disseminate the *Draft Final Report* to involved parties in early January 2022, and to invite these parties to provide significant and substantiated comments on the report in accordance with ICAO *Annex 13 Paragraph 6.3*.

Subsequent to 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

23 December 2021