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Safety recommendation: AIC 20-R21/19-1004

Addressed to: The Civil Aviation Authority of PNG (CASA PNG)

Date issued: 12 August 2020

Investigation link: AIC 19-1004

Action status: Active

Introduction

On 7 October 2019, at about 11:30 (01:30 UTC) a PAC 750XL aircraft, registered P2-ASZ, owned and operated by Air Sanga Limited, was involved in a landing accident subsequent to touchdown at the Efogi airstrip in the Central Province.

On 9 October 2019, PNG instituted an investigation into the occurrence by initially authorising the commencement of the investigation, and the appointment of an Investigator-In-Charge (IIC) in accordance with PNG Legislation, Civil Aviation Act (as amended 2016) and ICAO Annex 13 standards.

Occurrence

On 7 October 2019, at about 11:30 (01:30 UTC) a PAC 750XL aircraft, registered P2-ASZ, owned and operated by Air Sanga Limited, was involved in a landing accident subsequent to touchdown at the Efogi airstrip in the Central Province.

The aircraft departed Jacksons International Airport at 11:10 on a VFR charter flight to Efogi with six passengers onboard. The flight was a VFR charter flight transporting six passengers and cargo.

According to the pilot, when he arrived at Efogi, the weather was fine with patches of cloud around the area but clear of his approach path. During the final approach, he encountered tailwind and several downdrafts. He subsequently increased airspeed and maintained his approach profile. Upon touchdown, the aircraft reportedly lifted back off the ground.

The aircraft remained airborne and travelled about 50 m above the airstrip before the nosewheel impacted a soft opposing face of a depression in the ground. The aircraft bounced as the nosewheel separated from the strut. As the aircraft returned to the ground the propeller blades struck the ground and the nose landing gear strut collapsed. The aircraft scraped on its bare nose for about 10 meters before eventually coming to rest.

The aircraft came to a complete stop less than 100 m from its touchdown point with its nose and cargo pod resting on the ground.

All the passengers and pilot evacuated without injuries.

Safety deficiency description

During the investigation, it was found that the State of Manufacturer and Design of the PAC 750XL aircraft through the New Zealand Civil Aviation Authority (NZ CAA) issued an Airworthiness Directive (AD) in respect to DCA/750XL/32B. This AD was sent by NZ CAA to CASA PNG by email on 31 January 2019. However, CASA PNG informed AIC that due to technical email and storage system issues, there was no record of that email being received or distributed to the operators. Air Sanga informed AIC that they did not receive the AD from CASA PNG

Recommendation number AIC 20-R21/19-1004 to CASA PNG

On 12 August 2020, the PNG AIC issued the following recommendation:

The PNG Accident Investigation Commission (AIC) recommends that the Civil Aviation Safety Authority of PNG (CASA PNG) should implement effective procedures to ensure timely dissemination of Airworthiness Directives issued by other States to PNG operators.

Action requested

The AIC requests that CASA PNG note recommendation AIC 20-R21/19-1004, and provide a response to the AIC within 90 days, but no later than 10 November 2020, and explain including evidence how CASA PNG has addressed the safety deficiency identified in the safety recommendation.

Status of the AIC Safety Recommendation: Active



Hubert Namani, LLB
Chief Commissioner

12 August 2020

Attachments

Civil Aviation Safety Authority of PNG's Response

The AIC did not receive a response from CASA PNG within the provided 90 days period.

On 20 November 2020, a follow up email was sent by the AIC CEO to the CEO of CASA PNG, however no response was received.

On 18 August 2021, during a CASA/AIC meeting at CASA PNG Headquarters, the Safety Recommendation was discussed, and CASA PNG indicated maintenance controllers of operators are responsible for ensuring that Airworthiness Directives (AD) issued from OEMs and foreign certifying authorities are implemented.

AIC responded recommending CASA should check the operators' maintenance records against ADs during audits to ensure that ADs are implemented. CASA PNG agreed to review their procedures in this regard.

On 26 April 2022, during a CASA/AIC meeting, at CASA PNG, Head Quarters, the Safety Recommendation was discussed, and CASA PNG recommended for a closure based on maintenance controllers' responsibility to track ADs, and not the responsibility of CASA.

AIC proposed to reissue a supplement safety recommendation, AIC 20/R21A/19-1004 to CASA PNG recommending that CASA PNG should check the Operators procedures to ensure that ADs are received. However, before AIC reissued the supplementary safety recommendation, CASA PNG sent an email to PNG AIC responding to recommendation AIC 20-R21/19-1004, on 17 November 2022.

CASA PNG provided evidence of their procedure to check that Operators have the resource to ensure to ensure that ADs are accomplished and controlled. The CASA PNG corrective action included creating a form, *Form AW-CL-29* to ensure the Operators have the resource and implement ADs, to address the safety deficiency.

PNG Accident Investigation Commission assessment of the response from CASA PNG.

The AIC assessed CASA PNG's *Form AW-CL-29* and notes that the form addresses the intent of the AIC Safety Recommendation.

The AIC assigns CASA PNG response as *fully satisfactory* rating.

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



Capt. A Bouraga MBE
Acting Chief Commissioner

24 November 2022