



AIC Head Office,  
Level 1, NAQIA Haus, Portion 81, Morea Tobo Rd, 6 Mile  
PO Box 1709, Boroko 121  
National Capital District  
Papua New Guinea

Telephone: (675) 3279000  
Facsimile: (675) 3232139  
Email: [mwal@aic.gov.pg](mailto:mwal@aic.gov.pg)

**Safety recommendation: AIC 24-R08/23-2001**

**Addressed to: Air Niugini Limited**

**Date issued: 5 July 2024**

**Investigation link: AIC 23-2001**

**Action status: Issued**

## **Introduction.**

On 20 February 2023, at about 16:00 local time (06:00 UTC), a Fokker 70 aircraft, registered P2-ANTowned and operated by Air Niugini Limited experienced a severe cabin pressurization event during final approach into Jacksons International Airport, Port Moresby, Papua New Guinea, resulting in injuries to some passengers. The AIC immediately commenced an investigation when notified by CASA PNG on 22 February 2023.

There were 71 persons on board the aircraft: two cabin crew, 67 passengers (inclusive of 2 infants). There were injuries reported.; four passengers sustained serious injuries and 16 passengers sustained minor injuries.

## **Safety Deficiency Description.**

The flight crew actions and inactions to rectify the severe cabin pressurisation event indicated that his knowledge and understanding of the aircraft systems was inadequate.

The investigation found that the crew decided to execute the *Fokker 70 Abnormal Procedures for Manual Cabin Pressurization* to increase the rate of descent of the cabin altitude. Once the aircraft was established on final approach for Runway 14L, the flight crew observed an increasing cabin differential of 3.5 PSI which climbed up to 4 PSI, exceeding the allowable cabin differential for landing. Therefore, the flight crew opted to conduct a go-around and fly to Daugo (D901) to rectify the problem. As per the procedure, when in manual mode, the manual control lever should be placed to the 'UP' position prior to landing to prevent any further pressurisation of the cabin in preparation for landing.

The investigation determined that this final step had been missed by the flight crew resulting in the cabin differential continuing to increase. It was during the go-around that the passengers experienced discomfort and some passengers and cabin crew sustained injuries.

Upon arrival at D901, and in a visual hold, the cabin differential was observed to continue to increase to 6 PSI. This exceeded the maximum allowable cabin differential for landing, which is 0.13 PSI. The crew reportedly actioned the *QRH Abnormal Procedure for "Reduced Cabin Pressure Differential Procedure"* which is not a procedure to reduce cabin differential. This procedure is executed when you already have a reduced cabin differential in the different phases of flight. After completing the procedure, the flight crew observed the cabin differential begin to reduce again. It was around that time, certain passengers were observed by the cabin crew to be bleeding from the ears and nose. The cabin crew proceeded to attend to the passengers accordingly.

The aircraft then left the hold at D901 and with ATC clearance, tracked for a right base turn. The crew reportedly conducted a normal approach and landed on Runway 14L and taxied to the parking bay where the engines were shut down and passengers disembarked.

### **Recommendation number AIC 24-R08/23-2001 to Air Niugini Limited.**

The PNG Accident Investigation Commission recommends that Air Niugini Operations Limited, to mitigate the risk of flight crew incorrectly or not fully executing procedures in flight by:

- Reviewing all flight crew training and competency records to ensure crew are adequately trained and competent in the use of Abnormal and Normal procedures inflight and understand the Aircraft systems, performance, and operation on aircraft type endorsed on.

### **Action requested.**

The AIC requests that Air Niugini Operations Limited note recommendation *AIC 24-R08/23-2001* and provide a response to the AIC within 90 days of the issue date, but no later than 3 October 2024, and explain (including with evidence) how Air Niugini Operations Limited has addressed the safety deficiency identified in the safety recommendation.



**Maryanne J Wal**  
*Chief Commissioner*

## Air Niugini Limited response to Safety Recommendation AIC 23-R08/23-2001

The AIC did not receive a response from Air Niugini Limited within the 90-day period provided in accordance with *ICAO Annex 13 para 6.10*. The AIC followed up on 31 October 2024 and again on 12 May 2025.

On 30 May 2025, Air Niugini Limited responded to *Safety Recommendation AIC 23-R08/23-2001*, stating that they had taken the following steps to address Safety Deficiency identified in the safety recommendation:

1. Amended the *Flight Crew Operating Manual (FCOM)* to incorporate the Correct Pressurisation Procedure.
  - *Flight Crew Operating Manual- Volume 1.*
    - Section 2.23.5 Pressurisation Brief

*The PF will complete the arrival briefing with the Pressurisation Brief by:*

      - *Select the destination Landing Altitude Selector on the Pressurisation Control Panel; and*
      - *PM will check and confirm that the destination altitude is set and call "Checked".*
2. Amended the *Fokker Training and Checking Manual- Volume 4 (Fokker)* Section 2.1.2 to cover Training Optimum Plan for Fokker Introduction Training.
3. Amended the *Fokker Training and Checking Manual- Volume 4 (Fokker)* Section 2.1.2 to cover Training for Fokker Transition Training.
  - Chapter 9- BLEED AIR SYSTEM
  - Chapter 10- AIR CONDITIONING AND PRESSURISATION
  - Chapter 11- ICE AND REAIN PRETECTION
4. Revised the *Fokker Simulator Base Training (FFS B3 Program)* Section 4.15 to incorporate Pressurisation system single channel Fault in the Climb Sequence.
5. Conducted Crew Re-Training and Competency Assessments.

Air Niugini Limited also provided amended copies of their *Flight Crew Operating Manual- Volume 1, Section 2.23.5, Fokker Training and Checking Manual- Volume 4 (Fokker) Section 2.1.2* and *Fokker Training and Checking Manual- Volume 4 (Fokker) Section 2.1.2*, as evidence.

## PNG AIC assessment of Air Niugini Limited response

The AIC has assessed the response provided by Air Niugini Limited and notes that Air Niugini Limited acknowledges the safety deficiency identified and the recommendation. The AIC also notes that Air Niugini Limited's corrective actions, address the safety deficiencies identified in *Safety Recommendation AIC 24-R08/23-2001* when the safety actions were effectuated.

The AIC assigned this response a *satisfactory intent* rating.

The AIC recorded the status of the AIC Recommendation: **CLOSED**



Maryanne J Wal  
Chief Commissioner  
28 May 2025