



INTERIM STATEMENT

AIC 19 - 1001



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 object 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 the *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 safety 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 the *PNG Accident Investigation Commission - Policy and Procedures Manual*.

Interim Statement

On 11 August 2019, at 11:25 local time (01:25 UTC), a Bell 427 helicopter, registered P2-HSG, owned and operated by Niugini Helicopters, was reported to have impacted a reef 3.1 nm of North West of Buluma township while conducting a VFR ferry flight from Kokopo, East New Britain Province to Kimbe, West New Britain Province.

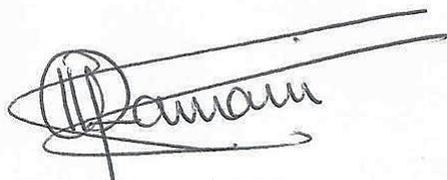
The AIC was informed at 17:45 local time (07:45 UTC) 11 August 2019, by Papua New Guinea Air Services Limited (ASL) of an accident involving a Bell 427 helicopter, registered P2-HSG, owned and operated by Niugini Helicopters.

The AIC immediately commenced an investigation. Due to volcanic activity in the Biiala area, West New Britain Province, the AIC was unable to get its investigators to the site until the 14th August 2019. The day after the accident, the helicopter wreckage was salvaged and stored at the Operator's hangar where the investigators conducted the initial examinations.

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

Currently, the *Draft Final Report* is being developed by the AIC, to be sent to the involved parties in accordance with *ICAO Annex 13 Paragraph 6.3*. The AIC will invite them to provide their significant and substantiated comments on the report in accordance with ICAO provisions.

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



The image shows a handwritten signature in black ink. The signature is stylized and appears to read 'Hubert Namani'. It is written over a light grey rectangular background.

Hubert Namani, LLB
Chief Commissioner

11 August 2020