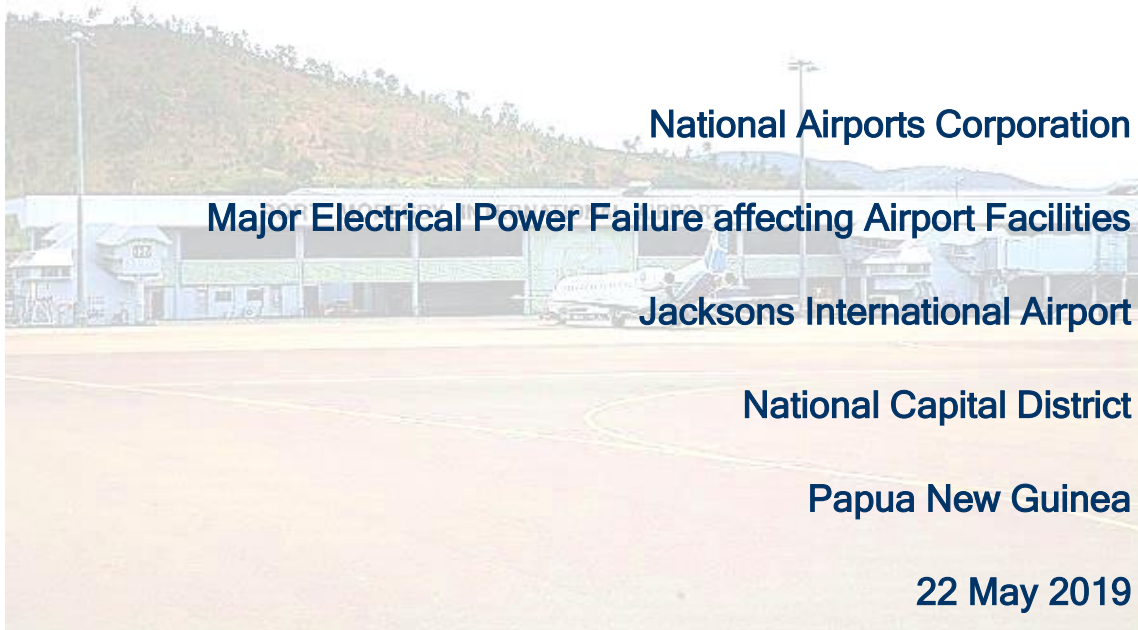




INTERIM STATEMENT

AIC 19-2001



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.

On 22 May 2019 a major power outage occurred at 07:11 UTC and lasted for 13 hours and 29 minutes, affecting Jacksons International Airport facilities and services. During the time of the outage, four aircraft that conducted scheduled passenger operations, one of them in an international flight, were affected by the lack of services available at Jacksons due to the power outage. The AIC was notified of the power outage by Papua New Guinea Air Services Limited at 21:40 UTC on 23 May 2019, commencing an on-site investigation.

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 22 May 2019, at 07:11 UTC (17:11 local), a major power outage occurred at Jacksons International Airport, Port Moresby, National Capital District, which lasted for 13 hours and 29 minutes. During the power outage, four aircraft that conducted scheduled passenger operations (3 domestic and 1 international) under Instrument Flight Rules (IFR) for Jacksons were affected. Two of the aircraft diverted to alternate airports. For the two remaining aircraft, one was able to continue and land at Jacksons, while the international flight had to delay at the departure airport in order to arrive at Jacksons during daylight.

The power outage affected a number of facilities including the Precision Approach Path Indicator (PAPI), Runway, Taxiway, Aerodrome Beacon (ABN) and obstruction lights; Instrument Landing System (ILS); Domestic and International Terminal apron lights, and Internet/emails, telephones and airport Closed Circuit – Television (CCTV).

The aircraft affected in the context of the occurrence were:

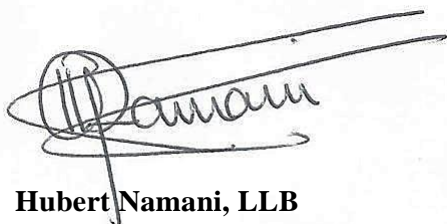
- A Fokker F70 aircraft registered P2-ANU, owned and operated by Air Niugini Limited as flight number PX101 from Goroka Airport, Eastern Highlands Province.
- An ATR 72-600 aircraft registered P2-ATF, owned by DAE Capital and operated by PNG Air Limited as flight number CG8509 from Nadzab Airport, Morobe Province for Jacksons.
- An ATR 72-600 aircraft was registered P2-ATC, and also owned by DAE Capital and operated by PNG Air Limited as flight number CG8545, from Mount Hagen Airport, Western Highlands Province.
- A Boeing 737-7L9 aircraft registered P2-PXD, owned by Loftlieder/Icelandair and operated by Air Niugini Ltd as flight number PX11, scheduled for an international passenger operation from Ninoy Aquino International Airport, Manila, Philippines.

During the investigation conducted by the AIC, all relevant information regarding the occurrence was gathered and analyzed, including aircraft operations, airport facilities operation and maintenance, weather conditions, other aspects surrounding the power outage and airport service provider organizational information and Safety Management System.

On 19 May 2020, the *Draft Final Report* was sent to the involved parties in accordance with *ICAO Annex 13 Paragraph 6.3*. Those parties were invited to provide their significant and substantiated comments on the report as soon as possible and no later than 18 July 2020.

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*.

Approved

A handwritten signature in black ink, appearing to read 'Hubert Namani', is written over a circular stamp. The signature is fluid and cursive, with a large initial 'H'.

Hubert Namani, LLB
Chief Commissioner

22 May 2020