



# MEDIA RELEASE

## AIC RELEASES FINAL REPORT INTO CASA 235 AIRCRAFT LANDING ON A CLOSED RUNWAY AT GOROKA AIRPORT

On 2 December 2017, at 14:12 local time a serious landing incident occurred at Goroka Airport, Eastern Highlands Province. CASA PNG was not notified of the serious incident as required by Section 60 of the Civil Aviation Act. The AIC also was not notified until 15:04 local time on 5 December 2017, resulting in the delayed commencement of an AIC investigation.

A Papua New Guinea Defence Force CASA CN235-100M aircraft, registered P2-502 and operating as Eagle 502, landed on a closed runway (35 Left), while runway works were in progress.

In releasing the AIC's final investigation report, Mr. Hubert Namani, AIC Chief Commissioner said "the AIC investigation found that the crew's flight planning was inadequate. They were using outdated en-route charts, and importantly did not access *Notice to Airmen (NOTAM)* information about the runway works, which had been available for more than 12 months. The report highlights that the Goroka runway was not marked in accordance with the approved Works Plan, which called for specific unserviceability markings in accordance with international standards."

Mr Namani added that "recorded communications showed that the air traffic controller did not provide the required runway information when the aircraft first established contact with Goroka Tower. During subsequent communications throughout the landing approach, the pilot did not have an understanding of the runway to be used and made a number of read-back errors. The controller did not detect the errors and did not monitor the aircraft during the approach. Therefore, the approach to the wrong runway went undetected."

Following the serious incident, the PNGDF Air Transport Wing took immediate safety action and established procedures to routinely receive NOTAMs electronically.

The investigation found a number of safety concerns, that while they did not contribute to the serious incident at Goroka, nevertheless could compromise aviation safety in the future if left unresolved. Mr. Namani said "the investigation found that the aircraft's right engine propeller gearbox was unserviceable and posed an imminent risk of an accident or serious incident. These safety concerns also include the need to promulgate an aerodrome chart for Goroka, and update the Aeronautical Information Publication with respect to Goroka Airport data following the major runway upgrade works."

Mr. Namani said "the PNG AIC issued safety recommendations to CASA PNG and the PNGDF with respect to these safety concerns."

A copy of the *Final Serious Incident Safety Investigation Report AIC 17-2002*, which includes the safety recommendations, is available on the PNG AIC website: [www.aic.gov.pg](http://www.aic.gov.pg)

Approved:

**Hubert Namani**  
Chief Commissioner

**further information contact:**

PNG Accident Investigation Commission  
Alan L Stray, PSM  
Investigations Manager  
+675 3232911