



INTERTIM STATEMENT

AIC 19 - 1002

Ramu Agriculture Industries Limited

P2-SET

Air Tractor 502B

Controlled Flight into Terrain

Kikori, Gulf province

Papua New Guinea

29 August 2019

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 29 August 2019, around midday, an Air Tractor AT-502B aircraft, registered P2-SET, owned by Liddle Holdings Trust and operated by Ramu Agri Industries Limited (RAIL) was conducting a Visual Flight Rules (VFR) ferry flight from Daru, Western Province to Gusap, Madang Province, when it impacted trees near Era River about 6.8 nautical miles North-West of Baimuru Airstrip, Gulf Province.

The aircraft initially impacted a single protruding palm tree, clipping the outboard section of the right wing. The aircraft continued another 1.3 nautical miles towards the South-East before penetrating the canopy layer of the swamp forest, impacting a tall thick tree. The forward fuselage section with the hopper, main landing gear, engine and propeller still attached to it, separated on impact and projected further for another 290 meters before impacting and becoming embedded in mud. Both wings separated from the aircraft on impact and came to rest about 10 meters away from the main wreckage.

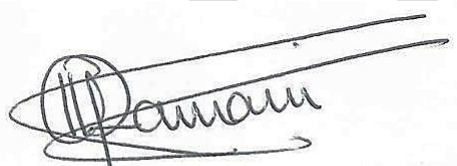
At 16:57 local time (06:57 UTC), on the 29th August 2019, Papua New Guinea Air Services Limited (ASL) notified the Papua New Guinea Accident Investigation Commission (AIC) of the unreported arrival at Gusap, Madang Province of Air Tractor AT-502B aircraft, registered P2-SET, operated by Ramu Agri Industries Limited.

The AIC dispatched a team of investigators to the area on the morning of 30th August 2019 and immediately commenced an on-site investigation and interviewing of the locals.

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 and other elements surrounding the occurrence, to the extent relevant for the safety investigation.

On 12th August 2020, the *Draft Final Report* was sent to the affected States and involved parties in accordance with *ICAO Annex 13 Paragraph 6.3*. The AIC invited them to provide their significant and substantiated comments on the report in accordance with ICAO provisions by 11th October 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*.



Hubert Namani, LLB
Chief Commissioner

29 August 2020