

MEDIA RELEASE

PNG ACCIDENT INVESTIGATION COMMISSION INVESTIGATING RECENT ACCIDENT AND SERIOUS INCIDENT

The Chief Commissioner of the PNG Accident Investigation Commission (AIC), Mr. Hubert Namani today announced that the AIC was investigating an aircraft accident occurred on 28th October 2020 in Western Province and a serious incident that took place on 29th October 2020, in Central Province.

Mr. Namani said *"On 28th October 2020 at 2:40pm, a single engine Cessna 208 Caravan aircraft registered P2-HFB operated by Helifix landed in Malam airstrip, Western Province. During its landing roll, the aircraft collided with an ant hill, causing damage mainly to the nose landing gear. No injuries were reported as a result of this occurrence. This occurrence met the criteria of an accident. However, it was not notified to the AIC until this morning and even when the AIC immediately commenced an investigation, it was found during the initial inquiries that the aircraft had already been removed from the accident, which impeded the AIC to conduct on-site activities."*

"The second occurrence took place on 29th October 2020 at 11:03am, when a Cessna 525 Citation Jet CJ1 aircraft registered P2-MEH operated by Tropicair that was approximately 30 nm from Port Moresby, declared an emergency in flight due to an indication of smoke from the cargo compartment, and after landing conducted an evacuation procedure. No damage nor injuries were reported."

This second occurrence was notified almost immediately to the AIC, which allowed to commence a Serious Incident investigation in a timely manner."

Mr. Namani explained that *"in the event of an accident or serious incident, the Civil Aviation Act mandates the AIC to conduct investigations to determine the causes and circumstances of such occurrences. The Act also confers a number of powers to the AIC to seize, detain, remove, preserve, protect, or test aircraft, aeronautical products or anything that could assist in its functions. Aircraft should not be removed or interfered with except with the permission of the AIC."*

"The above-mentioned provisions, and many other that can be referred to, are meant to allow the AIC to perform its duties in the most timely, efficient and objective manner, only to be used to generate essential knowledge to improve safety in the aviation system. However, this will only be possible with the contribution of all the aviation authorities, stakeholders and in particular, the affected parties."

"When it comes to make the aviation system safer, we all have a role to play. The AIC will keep doing its best to identify the opportunities for safety improvement while complying with the national regulations and international standards. Timely information and proper support from all the relevant parties in compliance with the law, to the extent the AIC requires to perform its functions, will be always key to ensure safety and allow to restore normal operations in the safest possible manner."

As per its mandate under the Civil Aviation Act 2000 (as amended) and aligned with PNG international obligations derived from Annex 13 to the Convention on International Civil Aviation, the AIC conducts investigations with complete independence from any other State authorities, service providers and stakeholders with the purpose of determining the circumstances and causes of the occurrences with a view to avoiding their recurrence in the future, rather than to ascribe blame to any person.

In accordance with International Standards, the AIC will issue Preliminary reports about the occurrences within 30 days. More information about the AIC can be found on its website www.aic.gov.pg