

MEDIA RELEASE

PNG ACCIDENT INVESTIGATION COMMISSION RELEASES FINAL REPORT ON SERIOUS INCIDENT DUE TO LOSS OF CABIN PRESSURE IN-FLIGHT

The Chief Commissioner of the PNG Accident Investigation Commission (AIC) Mr. Hubert Namani, today announced that the AIC released to the public a Final Report with regard to the investigation conducted on the serious incident occurred on 21 November 2019, involving a Fokker 70 aircraft, about 51 nm North East of Jacksons International Airport, Central Province.

On 21 November 2019, at 15:21 local time, a Fokker 70 aircraft, registered P2-ANY, owned and operated by Air Niugini Limited, conducted a scheduled commercial air transport operation from Tokua Airport, East New Britain to Jacksons International Airport, Port Moresby, National Capital District. During normal descent into Port Moresby, a loss of cabin pressure occurred and the flight crew actioned emergency procedures including donning their oxygen masks, conducting an emergency descent and manual deployment of passenger oxygen masks.

There were four crew; two pilots and two cabin crew, and 41 passengers on board the aircraft. No injuries nor damage were reported.

Mr. Namani explained that *“the AIC conducted an investigation into this serious incident in accordance with its mandate under the Civil Aviation Act 2000 (As Amended) and aligned with Annex 13 to the Convention on International Civil Aviation with complete independence from State authorities and aviation service providers.”*

The Final Report established that the serious incident occurred due to a defect in the aircraft's pressure control system.

Mr. Namani explained that *“the cabin pressure control system fault was initially observed two days before the serious incident, on 19 November 2019. The Cabin Pressure Controller was checked by the Operator's engineers and found faulty. Subsequently, it was replaced and tested, and the aircraft was then released back to service on the same day.”*

“However, the same fault was observed again the day before the serious incident, on 20 November 2019. This time, an operational check on the outflow valve was carried out. After replacing the air filter, the fault was no longer observed and, therefore, the aircraft was released back to service.”

“On 21 November 2019, the same fault was observed again. In that occasion, it led to the serious incident due to the in-flight loss of cabin pressure.”

“The investigation determined that the defect associated with the depressurisation event was probably the same defect that caused the fault activations in the two preceding days. However, the AIC did not conclusively determine the cause of the cabin pressure control system fault due to post occurrence troubleshooting and maintenance action errors, which resulted in difficulty to narrow the fault identification.”

The Final Report of the investigation is available on AIC's website www.aic.gov.pg