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**Safety recommendation: AIC 17-R04/16-2001**

**Addressed to: Air Niugini Limited**

**Date issued: 13 April 2017**

***Date reissued: 16 February 2019***

**Investigation link: AIC 16-2001**

**Action status: Issued**

**Safety deficiency description**

On 16 December 2016, at 00:57 (UTC) a Fokker FK28-Mk 0100 (F100) aircraft, registered P2-AND (AND), operated by Air Niugini (ANG) Ltd, and a Quest Kodiak 100 aircraft, registered P2-SIR (SIR), operated by Summer Institute of Linguistics (SIL) Aviation, were involved in a TCAS Resolution Advisory (RA) breakdown of separation serious incident about 3.5 nm (6.4 km) northwest of Nadzab Airport, Morobe Province.

SIR had tracked from the Yalumet area towards Nadzab via the Saidor Gap, located 20 nm (36.8 km) north of Nadzab Airport, to remain in visual meteorological conditions (VMC). The pilot obtained an airways clearance from Moresby Flight Service for the new destination, Nadzab, and was cleared to track 166° to Nadzab.

The pilot transferred to Nadzab Approach as instructed at time 00:52:49 UTC, and the Approach Controller subsequently cleared SIR to *“track 157° to the field”*, and cleared the aircraft to descent to 3,000 ft visual. After establishing contact with the Aerodrome Controller (ADC) at 10 nm (18.5 km) from Nadzab, SIR was cleared to join the circuit mid-downwind for runway 27, and was advised that a departing Fokker 100 was tracking on the 300° radial.

At 00:49:11, AND was issued Standard Departure Clearance (SDC) 36 by the Aerodrome Controller. At 00:51:34, AND reported ready for takeoff from runway 27 and the Aerodrome Controller provided the following clearance. *“Alpha November Delta make a left or right turn, QNH now 1008, cleared for take-off.”* The crew of AND chose a right turn after take-off and tracked to intercept the 003° radial in accordance with the SDC 36.

Shortly after AND's first contact with Approach Control, the controller asked the crew to confirm their tracking, and used the incorrect 5-letter waypoint name. The name used was similar to the 5-letter waypoint as that on the 300° radial. The name written on the flight strip also differed from the actual 5-letter waypoint on the 003° radial.

At 00:56:06, the pilot of SIR transmitted *“Nadzab Tower, due TCAS alert, Sierra India Romeo, this is only caution on climb again to 7000. Ah got 2 miles traffic”*. At 00:57:17 the crew of AND transmitted on the Approach Control frequency *“Alpha November Delta we on a TCAS climb”*.

P2-AND first received a Traffic Advisory (TA), which appeared on the navigation display as a yellow triangle, and aural advisory stating “Traffic, Traffic”. The crew reported that this was followed by a RA, displayed as a red square, and aural instruction, which stated “Maintain vertical speed”. The crew complied with the TCAS RA instruction.

PNG Air Services Limited and Air Niugini did not report the incident, and SIL Aviation provided an initial notification 4 days after the incident. The initial notification actions were not in accordance with PNG legislated requirements.

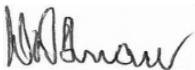
The lack of timely notification deprived the investigation of significant data from AND’s Flight Recorders, that would have assisted in the analysis of factors that contributed to this serious incident.

### **Recommendation number AIC 17-R04/16-2001 to Air Niugini Limited**

The PNG Accident Investigation Commission recommends that Air Niugini Limited should ensure that it meets the notification requirements in accordance with the *Civil Aviation Act 2000 (as amended) Section 60*, and the *Civil Aviation Rules Part 12*.

### **Action requested**

The AIC requests that Air Niugini Limited note recommendation AIC 17-R04/16-2001, and provide a response to the AIC within 90 days of the issue date, and explain (including with evidence) how Air Niugini Limited has addressed the safety deficiency identified in the AIC investigation report AIC 16-2001.



**DAVID INAU, ML**  
*Chief Executive Officer*

### **Air Niugini Limited responses**

Air Niugini provided the Accident Investigation Commission a number of responses between 13 April 2017 and 15 August 2017. None of the responses provided documented procedures evidence of compliance with the PNG Primary Legislation the *Civil Aviation Act 2000 (as amended) Section 60* with respect to notification of accidents and serious incidents.

### **PNG Accident Investigation Commission (AIC) assessment of Air Niugini Limited response and safety action**

At the time of publishing the Final Aircraft Serious Incident Report AIC 16-2001 on 21 August 2017, Air Niugini Limited had not provided a response to this recommendation with evidence addressing the requirements of the *Civil Aviation Act 2000 (as amended), Section 60*. With respect to Recommendation AIC 17-R04/16-2001 addressed to Air Niugini Limited; **Status of the AIC Recommendation: Active**



**HUBERT NAMANI**  
*Chief Commissioner*

*21 August 2017*

## PNG Accident Investigation Commission comment 16 February 2019

On 16 February 2019, the PNG Accident Investigation Commission noted with concern that no *Safety Action* response has been received from Air Niugini Limited to this *Safety Recommendation AIC 17-R04/16-2001*, and the recommendation, **now 22 months old**, remains **ACTIVE**.

*PNG Civil Aviation Rule Part 1 “Definitions”* was amended and promulgated on 13 November 2018.

On page 14, the term “as soon as practicable” is defined as “**with a minimum of delay and by the most suitable and quickest means possible**”.

The PNG AIC therefore reissues this recommendation to Air Niugini Limited in a strengthened form and reiterates the safety deficiency.

### Reissued *Recommendation* number *AIC 17-R04/16-2001* to Air Niugini Limited 16 February 2019

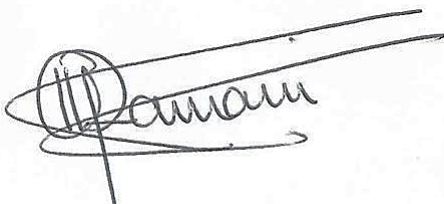
The Accident Investigation Commission recommends that Air Niugini Limited, as a matter of urgency, should ensure that its *Exposition* and other relevant documents and manuals are amended to comply with the *Civil Aviation Rule* requirement to notify the Authority of an accident or incident “**with a minimum of delay and by the most suitable and quickest means possible**”. Specifically:

1. for a pilot in command who is involved in an accident or incident to notify CASA **with a minimum of delay and by the most suitable and quickest means possible**.
2. for a pilot in command who is involved in an accident or incident to notify the company **with a minimum of delay and by the most suitable and quickest means possible**, which may include by telephone or company radio; or
3. if a pilot is incapacitated or is unable to notify CASA, the company, after being notified of an accident or serious incident should notify CASA **with a minimum of delay and by the most suitable and quickest means possible**.

### Action requested

The AIC requests that Air Niugini Limited note the reissued *Safety Recommendation AIC 17-R04/16-2001* above, and provide a response to the AIC within 60 days of the reissue date, (no later than 17 April 2019), and explain (including with evidence) how Air Niugini Limited has addressed the safety deficiency identified in the *Recommendation AIC 17-R04/16-2001*.

The AIC has rated this lack of response by Air Niugini Limited as *Unsatisfactory and Not Accepted*. The status of the recommendation is **ACTIVE**.



**HUBERT NAMANI, LLB**  
*Chief Commissioner*

16 February 2019

## Air Niugini Response

The AIC did not receive a response from Air Niugini within the provided 90 days period.

After a courtesy follow up by AIC on 24 November 2020, Air Niugini provided a response on 04 December 2020 subject to the Safety Recommendation, accompanied with supporting evidence, and stated that:

1. *A safety bulletin was issued in May 2019 by Air Niugini for the benefit of all the personnel regarding the requirement of timely reporting of accidents/incidents to CASA PNG.*
2. *A Document Change Request (DCR) has been raised on October 2020 to incorporate the change in Corporate SMS Manual for the requirement of timely reporting as per the definition of "as soon as practicable" as per CAR Rule Part 1.*
3. *A Safety Notice is once again issued on 26 Nov 2020 for the benefit of all personnel of Air Niugini to reiterate the requirement of notification of occurrences as required as per CASA Rule Part 12 and Section 60 of Civil Aviation Act 2000 (as amended).*
4. *Further, A Document Change Request (DCR) has been registered to amend Flight Administration Manual to amplify the requirement of notification to Authority on accidents/reportable incidents by PIC and also a Flight Standing Order (FSO) has been issued on 04/12/2020 for similar information.*

## AIC Assessment

The AIC has assessed the response provided by Air Niugini and noted that the safety recommendation was accepted by Air Niugini. The AIC also assess the evidence of changes provided by Air Niugini.

The AIC assigns Air Niugini's response and its evidence as *unsatisfactory*.

The AIC has recorded the **Status of the Recommendation: Closed**



**Hubert Namani, LLB**

Chief Commissioner

23 August 2021