



## OFFICE OF THE CHIEF COMMISSIONER

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**Safety recommendation: AIC 20-R20/19-1004**

**Addressed to: Air Sanga Limited**

**Date issued: 12 August 2020**

**Investigation link: AIC 19-1004**

**Action status: Active**

### Introduction

On 7 October 2019, at about 11:30 (01:30 UTC) a PAC 750XL aircraft, registered P2-ASZ, owned and operated by Air Sanga Limited, was involved in a landing accident subsequent to touchdown at the Efogi airstrip in the Central Province.

On 9 October 2019, PNG instituted an investigation into the occurrence by initially authorising the commencement of the investigation, and the appointment of an Investigator-In-Charge (IIC) in accordance with PNG Legislation, Civil Aviation Act (as amended 2016) and ICAO Annex 13 standards.

### Occurrence

On 7 October 2019, at about 11:30 (01:30 UTC) a PAC 750XL aircraft, registered P2-ASZ, owned and operated by Air Sanga Limited, was involved in a landing accident subsequent to touchdown at the Efogi airstrip in the Central Province.

The aircraft departed Jacksons International Airport at 11:10 on a VFR charter flight to Efogi with six passengers onboard. The flight was a VFR charter flight transporting six passengers and cargo.

According to the pilot, when he arrived at Efogi, the weather was fine with patches of cloud around the area but clear of his approach path. During the final approach, he encountered tailwind and several downdrafts. He subsequently increased airspeed and maintained his approach profile. Upon touchdown, the aircraft reportedly lifted back off the ground.

The aircraft remained airborne and travelled about 50 m above the airstrip before the nosewheel impacted a soft opposing face of a depression in the ground. The aircraft bounced as the nosewheel separated from the strut. As the aircraft returned to the ground the propeller blades struck the ground and the nose landing gear strut collapsed. The aircraft scraped on its bare nose for about 10 meters before eventually coming to rest.

The aircraft came to a complete stop less than 100 m from its touchdown point with its nose and cargo pod resting on the ground.

All the passengers and pilot evacuated without injuries.

## Safety deficiency description

The investigation reviewed the operator's maintenance records with regard to Check 1 and Check 2. It was found that previous Check 1 and Check 2 were overdue when conducted. The following table shows the specific dates, airframe hours and landings associated to these scheduled maintenance activities.

Maintenance Schedule	Maintenance schedule completion			Next maintenance due		Interval due	
	Date completed	Airframe hours	Landings	Airframe hours	Landings	Airframe hours	Landings
Check 2	28-Mar-2018	2915	5398				
Check 1	24-Jul-2018	3284.1	5733	3065	6898	369.1	335
Check 2	24-Jan-2019	3418.2	5979	3215	7233	503.2	581
Check 1	14-Aug-2019	3568.2	6388	3568.2	7479	150	409

## Recommendation number AIC 20-R20/19-1004 to Air Sanga Limited

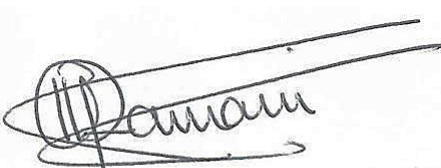
On 12 August 2020, the PNG AIC issued the following recommendation:

The PNG Accident Investigation Commission (AIC) recommends that Air Sanga Limited should implement effective maintenance control measures to ensure scheduled maintenance is conducted within the time intervals prescribed by the manufacturer.

## Action requested

The AIC requests that Air Sanga Limited note recommendation AIC 20-R20/19-1004, and provide a response to the AIC within 90 days, but no later than 10 November 2020, and explain including evidence how Air Sanga has addressed the safety deficiency identified in the safety recommendation.

**Status of the AIC Safety Recommendation: Active**



**Hubert Namani, LLB**  
*Chief Commissioner*

12 August 2020

## Air Sanga Limited Response

The AIC released Safety Recommendation AIC 20-R20/19-1004 to Air Sanga Limited on 12 August 2020, requiring a response within a 90-day period. The expected response from Air Sanga Limited was due on 10 November 2020. However, to this date Air Sanga Limited has not provided a response to the AIC, regardless of the follow up conducted by the AIC after the due date.

Due to the lack of response from Air Sanga Limited, the AIC is of the view that no effective safety actions have been adopted or are planned to be adopted to address the safety deficiencies identified and, therefore, the residual risk and the identified safety deficiencies will remain in the system and may jeopardize safety in the future.

## AIC Assessment

According to AIC assessment, due to no response provided by Air Sanga Limited regarding the subject Safety Recommendation, the AIC assigned this response as *unable to assess* rating. The AIC may reassess the rating of this safety recommendation in the future if Air Sanga Limited provides substantiated evidence about safety actions adopted.

The AIC has recorded the **Status of the Recommendation: CLOSED**.



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

23 August 2021