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Safety recommendation: AIC 21-R05/20-2002

Addressed to: Air Niugini Limited

Date issued: 23 August 2021

Investigation link: AIC 20-2002

Action status: Issued

Introduction

On 19 March 2020, at about 12:00 local time (02:00 UTC) the AIC was made aware about an alleged occurrence on 18 March 2020 involving a Fokker 100 aircraft, registered P2-ANF and operated by Air Niugini Limited. The AIC immediately attempted establishing contact with the Civil Aviation Safety Authority of Papua New Guinea.

On 20 March 2020, CASA PNG provided details of the occurrence. Subsequently, the AIC commenced an investigation and dispatched a team of investigators to Air Niugini Limited Maintenance facilities to commence onsite activities.

Occurrence

On 18 March 2020, at 14:15 local (04:15 UTC), a Fokker 100 aircraft, registered P2-ANF and operated by Air Niugini Limited, while on a scheduled passenger flight under instrument flight rules from Boram Airport, Wewak, East Sepik Province to Jacksons International Airport, Port Moresby, sustained a loss of cabin pressure, subsequently resulting in an emergency descent and deployment of oxygen masks. The aircraft diverted and landed at Madang Airport, Madang Province.

There were five crew; two pilots and three cabin crew, and 43 passengers on board the aircraft.

P2-ANF landed at 14:46, and taxied to the parking bay where a normal disembarkation was conducted for all passengers and crew. There were no injuries or damage reported.

Safety deficiency description

The investigation found that during the emergency phase of the flight, about 12 oxygen masks were reported to have come loose when they were pulled and oxygen units at row seats 9 EFG, 14 EFG and 21 AB did not deploy/open. The SCC stated that these defects were not recorded in the Cabin Defect Report (CDR) form.

According to the SCC, she verbally advised the PIC of the defective oxygen masks and units before the cabin crew disembarked in Madang. However, there was no records of these defects in the Aircraft Journey Technical Log.

The SCC also stated that the defect was included in her operations occurrence report (OOR) form to the safety department and a copy attached to the voyage report for cabin crew department. However, the Operations Assessment summary for this OOR indicated that there were no maintenance records to show that the defect was rectified due to no records of these defects in the CDR form.

Recommendation number AIC 21-R05/20-2002 to Air Niugini Limited

The PNG Accident Investigation Commission recommends that Air Niugini Limited, should ensure the use of its cabin defect report forms is reinforced for cabin crew to ensure that all cabin defects are recorded and reported in a timely manner, to enable and facilitate maintenance actions.

Action requested

The AIC requests that Air Niugini Limited note recommendation AIC 21-R05/20-2002 and provide a response to the AIC within 90 days, but no later than 21 November 2021, and explain including with evidence how Air Niugini Limited has addressed the safety deficiency identified in the safety recommendation.

Air Niugini Limited has addressed the safety deficiency identified in the safety recommendation.



HUBERT NAMANI
Chief Commissioner

23 August 2021

Air Niugini Limited response

The AIC received a response from Air Niugini Limited on the 22 October 21, within the 90 day comment period. In their response, Air Niugini Limited acknowledged the safety recommendation and indicated that they have taken appropriate safety actions to reinforced the use of cabin defects report forms by cabin crew to ensure that all cabin defects are recorded and reported in a timely manner, to enable and facilitate maintenance actions.

A Cabin Standing Order (CSO) was disseminated to Air Niugini Cabin Crew, reiterating the requirements of the existing provisions in the Cabin Safety Training Manual (CSTM). A cabin crew CSO read and sign sheet was also provided as evidence. Air Niugini acknowledged that the sign sheet has not yet been signed by all cabin crew. Air Niugini stated that the sign form is still in circulation and is progressing.

AIC assessment

The AIC has assessed the response provided by Air Niugini Limited and noted that appropriate safety action is being taken to address the safety recommendation.

The AIC has assessed the response provided by Air Niugini Limited along with the evidence provided and notes that the CSO containing appropriate information to address the safety deficiency has been disseminated to Air Niugini cabin crews.

The AIC has observed evidence showing that Air Niugini Fokker cabin crew has received and acknowledged the CSO. The AIC is satisfied that appropriate safety action addressing the safety recommendation has been taken.

The AIC assigns Air Niugini Limited response as *satisfactory*.

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



HUBERT NAMANI, LLB

Chief Commissioner

10 December 2021