



## OFFICE OF THE CHIEF COMMISSIONER

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**Safety recommendation: AIC 20-R24/19-1004**

**Addressed to: Rural Airstrip Agency**

**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**

During an interview, Rural Airstrip Agency (RAA), organisation engaged in surveying and restoring a number of airstrips by the Central Province Government through a Memorandum of Agreement, informed AIC that they conducted a survey on Efogi airstrip in March 2019. The report on the survey identified the surface conditions.

RAA explained to AIC that the expected process to be followed after conducting a survey would include restoring the airstrip, conduct a test flight if necessary and then add it to RAA airstrip maintenance program. Once the restoration is completed, RAA informs the operators about the condition of the airstrip.

In the case of Efogi, the process never went beyond the stage of conducting the survey. RAA informed AIC that this was due to the lack of funding committed by the Central Provincial Government.

Even when the results of the survey were never sent to Air Sanga, the investigation also found that the pilot was familiarised with the airstrip and was fully aware of the conditions of the airstrip and particularly a soft patch at the beginning of the strip 17.

During the investigation it was also noticed that the Operator was using an airstrip guide which contained outdated and erroneous information of Efogi airstrip, which did not provide information on the soft top layer of the strip

## **Recommendation number AIC 20-R24/19-1004 to RAA**

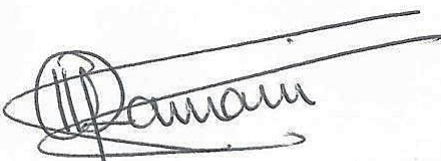
On 12 August 2020, the PNG AIC issued the following recommendation:

The PNG Accident Investigation Commission (AIC) recommends that the Rural Airstrip Agency (RAA) should timely disseminate to the appropriate air operators any safety related information on airstrip conditions identified during a survey or by any other means.

## **Action requested**

The AIC requests that RAA note recommendation AIC 20-R24/19-1004, and provide a response to the AIC within 90 days, but no later than 10 November 2020, and explain including evidence how RAA 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

## **Rural Airstrip Agency response to Safety Recommendation AIC 20-R24/19-1004**

The AIC did not receive a response from Rural Airstrip Agency (RAA) within the provided 90 days period.

On 18 November 2020, during an AIC-RAA meeting, the safety recommendation was discussed, and it was agreed that RAA would provide by 4 December 2020 a substantiated response, explaining with evidence how the safety recommendation have been or are planned to be addressed.

Despite further follow up between 18 November 2020 and 28 April 2023, the RAA did not provide the AIC with evidence of corrective actions taken by RAA to address the deficiencies identified in the safety recommendations.

On 28 April 2023, the AIC IIC sent a courtesy follow up email to RAA, regarding the outstanding safety recommendation and lack of evidence of corrective actions. The RAA responded and stated that they would provide a response by 22 May 2023.

The AIC did not receive a response from RAA on the 22 May 2023.

On 23 May 2023, AIC made another courtesy follow up phone call to RAA.

On 24 May 2023, the RAA advised the AIC that no work has been done by the RAA at Efogi due to no funding from the Central Provincial Government.

## **PNG Accident Investigation Commission assessment of the lack of response from Rural Airstrip Agency**

The AIC has assessed the Rural Airstrip Agency's lack of response and noted that after 3 years and 9 months there has been no evidence of corrective safety action being taken by the RAA at Efogi. The AIC views this as a safety concern for the rural communities of Papua New Guinea.

The AIC assigns the RAA's lack of response to *Safety Recommendation AIC 20-R24/19-1004* as unsatisfactory and accordingly assigns an *unsatisfactory* rating.

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



**Capt. Aria Bouraga, MBE**  
*Acting Chief Commissioner*

24 May 2023