



## OFFICE OF THE CHIEF COMMISSIONER

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**Safety recommendation: AIC 22-R04/20-2005**

**Addressed to: PNG Air Limited**

**Date issued: 23 March 2022**

**Investigation link: AIC 20-2005**

**Action status: Issued**

### Introduction

On 23 December 2020, at 3:52:17 local time (05:52:17 UTC), the AIC was notified by Niusky Pacific Limited via email and shortly after by a phone call from the Operator about an inflight fire warning on Engine No. 2 (right-hand) of an ATR 72 – 212A aircraft. The AIC immediately commenced a serious incident investigation.

### Occurrence

On 23 December 2020, at 13:52 local (03:52 UTC), an ATR 72 – 212A aircraft, registered P2-ATB, operated by PNG Air Limited was on a scheduled Instrument Flight Rule (IFR) flight from Kiunga Airport, Western Province to Mount Hagen Airport, Western Highlands Province when it had an Engine No. 2 (right-hand) inflight fire warning indication, on the left base turn at the destination airport.

The crew were alerted by master warning and fire warning, at 13:52:31, about 2 nm south of runway 30, while initiating the left base turn. They immediately diagnose the warnings while continuing the base turn and confirmed that the warnings were associated with Engine No. 2. Subsequently the crew carried out the Engine No. 2 ENG (2) Fire or Severe Mechanical Damage in flight procedure and shutdown Engine No.2.

While establishing on final approach, the crew pulled the respective Fire Handle for Engine No.2 and subsequently discharged the extinguishing agent No.1 while passing 500 ft AGL followed by agent No. 2.

The aircraft landed and vacated the runway via taxiway Alpha. At 14:00:39, as the aircraft came to a stop, the flight crew instructed one of the cabin crew to look out through the windows on the right side and check if there was any indication of fire from the engine. The cabin crew reported back stating that there was no indication of fire.

The flight crew then instructed the cabin crew to carry out a normal disembarkation. There were 61 persons onboard the aircraft: two pilots, two cabin crew and 57 passengers.

No injuries or damage to the aircraft were reported as a result of the occurrence.

## **Safety deficiency description**

PNG Air Limited 119/Vol 1 Flight Operations Policy and Procedures Manual, Section 1.3.2 'Flight Standing Orders (FSO)' states that Flight Operations Management staff may approve and authorise FSO to notify staff on temporary and/or revised procedures to the company Exposition (manuals).

The investigation found that on 27 October 2017, ATR issued an AOM Ref AOM 42/72/2017/07 issue 1, to inform and provide operators with operational recommendations (OEB N°32) following inflight events of spurious Engine Fire Warning.

The investigation determined that there was no evidence of a Notice to Air Crew (NOTAC) through FSO informing them of the OEB N°32 procedures.

The investigation determined that the OEB N°32 was disseminated to the designated email address and person on 1 November 2017. However, the investigation determined that no internal disseminations or awareness of the OEB was conducted. Furthermore, following the incorporation of the OEB by update of the QRH, the crew were still unaware of the potential for an engine fire warning the specified conditions.

## **Recommendation number AIC 22-R04/20-2005 to PNG Air Limited**

The PNG Accident Investigation Commission recommends that PNG Air Limited should ensure that;

- A) The OEB 32 is appropriately captured, processed, and disseminated to the affected personnel and are included in the appropriate manual.
- B) The OEB 32 procedures are included the flight crew training syllabus.

## **Action requested**

The AIC requests that PNG Air Limited note recommendation AIC 22-R04/20-2005 and provide a response to the AIC within 90 days, but no later than 21 June 2022, and explain including with evidence how PNG Air Limited has addressed the safety deficiency identified in the safety recommendation.

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

23 March 2022

## **AIC assessment of PNGAir lack of response to *Recommendation AIC 22-R04/20-2005***

The AIC did not receive a response from PNGAir within the 90-day period provided in accordance with *Annex 13 para 6.10*.

On 22 June and 2 August 2022, the investigator in charge of serious incident investigation AIC 20-2005 met with the PNGAir General Manager – Safety, Aviation Security and Risk, who informed the investigator that he had noted the Safety Recommendation and would follow up with his team.

During the 8 months since the last follow-up meeting with PNGAir, the AIC has not received a response from PNGAir.

The AIC has assessed the lack of safety action by PNGAir in relation to AIC *Safety Recommendation AIC 22-R04/20-2005* and **assigns the PNGAir lack of response as *unsatisfactory*** rating.

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



**Capt. Aria Bouraga, MBE**

*Acting Chief Commissioner*

1 April 2023