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Safety recommendation: AIC 22-R07/22-1001

Addressed to: Niugini Air Services Limited

Date issued: 14 October 2022

Investigation link: AIC 22-1001

Action status: Issued

Introduction

On 18 January 2022 at 11:20 local time (01:20 UTC), the AIC was notified by NiuSky Pacific Limited via email, of an accident involving a PAC 750XL aircraft, registered P2-BWE, owned and operated by Niugini Aviation Services Limited at Tekin Airstrip, Sandaun Province. The AIC immediately commenced an investigation.

Occurrence

On 18 January 2022, at 09:26 local time (23:26 UTC^[1]), a PAC 750XL aircraft, registered P2-BWE owned and operated by Niugini Aviation Services Limited (NASL), was conducting a single pilot VFR^[2] charter flight from Kiunga Airport, Western Province to Tekin Airstrip, Sandaun Province, Papua New Guinea when during the landing roll, the aircraft sustained a left Main Landing Gear (MLG) assembly collapse and subsequent runway excursion.

There were 8 persons on board the aircraft, one pilot and seven passengers. No injuries were reported.

The aircraft sustained substantial damage.

Safety deficiency description

NASL has an integrated Safety and Quality Management System (SQMS) which is a formal organisational system to manage safety and quality. It defines the Safety and Quality management process that encompasses all the functions of the organisation clearly showing how the safety and quality management activities integrate with all operational activities and how the organisation's desired outcomes are attained. It comprises of the structure, responsibilities, processes, and procedures of an organisation that altogether, promote and establish an environment and culture of continuing improvement and thus enhance the safety of aircraft operations.

[1] The 24-hour clock, in Coordinated Universal Time (UTC), is used in this report to describe the local time as specific events occurred. Local time in the area of the serious incident, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC +10 hours.

[2] Visual Flight Rules

The Safety Management Systems manage safety through a continuing process of hazard identification and risk management. The Quality Management System systemically assesses the level of compliance and continuous improvement process with CAR Part 100 and any applicable CASA regulations. The Quality Management System and Safety Management System responsibilities are assumed by the same senior person.

The Hazard Management Process which included hazard identification and reporting for assessment and correction was captured in the Operator's Safety and Quality Manual, section 7.2 pursuant to PNG CAR Part 100.59 'Hazard identification'.


During the investigation, the Operator provided AIC with the Hazard and Occurrence Register on 23 May 2022. A review identified that the 2021 Register only contained hazard and risk assessment records for reported occurrences for other airstrips, excluding Tekin. There were no other records of hazards.

Recommendation number AIC 22-R07/22-1001 to Niugini Aviation Services Limited

The PNG Accident Investigation Commission recommends that Niugini Aviation Services Limited should ensure that the staff are made aware of their Hazard identification and Risk Management process required by *CAR Part 100.59 and 100.61* in order to enforce implementation.

Action Requested

The AIC requests that Niugini Aviation Services Limited note recommendation *AIC 22-R07/22-1001* and provide a response to the AIC within 90 days, but no later than 12 January 2023, and explain (including with evidence) how NASL has addressed the safety deficiency identified in the safety recommendation.



Capt. Aria Bouraga, MBE
Acting Chief Commissioner

Niugini Aviation Services Limited response

On 10 January 2023, Niugini Aviation Services Limited (NASL) provided a response to safety recommendation *AIC 22-R07/22-1001*, stating that they had developed two registers, one for accidents/incident occurrences and the other for hazards registering.

NASL also stated that; “the staff are made aware of the hazards and risk process through SMS training”. NASL advised that the new SMS modules had been developed and “await CASA to seat in for the training”.

NASL also stated that the “hazard identification and risk process will be part of the NASL Toolbox meeting to address and discuss, and also disseminate any outcome or action required relating to the subject.

PNG Accident Investigation Commission assessment

The AIC assessed the NASL safety action to address safety recommendation *AIC 22-R07/22-1001* and notes that the proposed safety action, although no evidence of implementation was provided, addresses the safety deficiency identified in the safety recommendation *AIC 22-R07/22-1001*, regarding lack of reporting of safety hazards.

The AIC also assessed that NASL’s corrective action plan to address the safety recommendation when developed will fully address the safety deficiencies, identified in safety recommendation, regarding staff lack of awareness of their Hazard identification and Risk management processes.

The AIC assigned this response as *satisfactory intent* rating.

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



Capt. Aria Bouraga, MBE
Acting Chief Commissioner

27 January 2023