

MEDIA RELEASE

RELEASE OF FINAL REPORT INTO A CLOSE PROXIMITY SERIOUS INCIDENT AT KAGAMUGA AIRPORT, WESTERN HIGHLANDS PROVINCE

The Acting Board Chairman of the PNG Accident Investigation Commission (AIC), Captain Aria Bouraga MBE, today published the *Final Report* into the investigation of a *Serious Incident* involving a Cessna 208 aircraft operated by MAF PNG Limited and a Twin Otter aircraft operated by Hevilift PNG Limited. The aircraft came into close proximity of each other in the circuit area of Kagamuga Airport, Mt.Hagen, Western Highlands Province.



Captain Bouraga explained; “On 26 August 2022, at about 08:25 local time (22:25 UTC) the Cessna 208 aircraft registered P2-MEW and the Twin Otter aircraft registered P2-KSI came into close proximity while the Cessna was taking off and the Twin Otter was in the circuit for landing. at Kagamuga Airport, Mt.Hagen, Western Highlands Province. The Cessna was departing on runway 12 while P2-KSI approaching to land on the opposite direction runway 30. There were 13 passengers and two crew members on the Twin Otter and one crew onboard the Cessna.

“The AIC was notified of the accident four days after the occurrence and immediately commenced an investigation in accordance with its mandate under the *Civil Aviation Act 2000* and pursuant to *ICAO Annex 13 to the Convention on International Civil Aviation*.”

The *Final Report* stated that the crew of KSI did not comply with the operator’s *Standard Visual Circuit Procedures* with respect to speeds on the downwind and base legs of the circuit and the base leg profile to be flown, thereby reducing the margin of distance between the Twin Otter and the departing Cessna.

The serious incident occurred when Twin Otter came into close proximity with the Cessna as a result of of the Twin Otter continuing on a curved base leg of the circuit approach at a higher speed than approved by the operator’s procedures.

The AIC made safety recommendations in relation to the notification of aviation accidents and incidents as required in *Section 60 and 62 of the Civil Aviation Act*.

The Final Report of the investigation is available on AIC’s website www.aic.gov.pg