



**PRELIMINARY REPORT
AIC 18-1001**



Lynden Air Cargo and Air Niugini

N403LC and P2-PXE

Lockheed Hercules L-382 and Boeing 737-800

Collision during taxiing

Parking Bay 23 and Bay 22, Jacksons International Airport

National Capital District

PAPUA NEW GUINEA

12 May 2018

About the AIC

The Accident Investigation Commission (AIC) is an independent statutory agency within Papua New Guinea (PNG). The AIC is governed by a Commission and is entirely separate from the judiciary, transport regulators, policy makers and service providers. The AIC's function is to improve safety and public confidence in the aviation mode of transport through excellence in: independent investigation of aviation accidents and other safety occurrences within the aviation system; safety data recording and analysis; and fostering safety awareness, knowledge and action.

The AIC is responsible for investigating accidents and other transport safety matters involving civil aviation, in PNG, as well as participating in overseas investigations involving PNG registered aircraft. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The AIC performs its functions in accordance with the provisions of the *PNG Civil Aviation Act 2000 (As Amended)*, and the *Commissions of Inquiry Act 1951*, and in accordance with *Annex 13* to the Convention on International Civil Aviation.

The object of a safety investigation is to identify and reduce safety-related risk. AIC investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the AIC to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the AIC endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why it happened, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, were based on many factors, including the level of safety benefit likely to be obtained from the investigation. The accident occurred at 05:15 UTC and the AIC was notified by the holder of the Air Operator Certificate for the Hercules operation at 06:15 UTC. An on-site investigation was immediately commenced. As both aircraft sustained significant damage to the wings, the occurrence was classified as an accident. This *Preliminary Report* has been produced in accordance with the *PNG Civil Aviation Act 2000 (as amended)*, ICAO *Annex 13* to the *Convention on International Civil Aviation*, and the *PNG Accident Investigation Commission's Policy and Procedures*.

Taxiing collision involving a Lockheed Hercules L-382 and Boeing 737-800

Occurrence Details

On 12 May 2018, a US registered Lockheed Hercules L-382 aircraft, registered N403LC, owned and operated by Lynden Air Cargo, on the Air Operator's Certificate of PNGAir, conducted a charter flight from Komo Airport, Hela Province, to Jacksons International Airport, National Capital District. The flight crew consisted of a pilot in command (PIC), copilot, load master, and two flight engineers.

The Hercules landed on runway 14 Left at 05:10 UTC¹ (15:10 local), turned right onto taxiway M and continued taxiing to Bay 23, crossing runway 14 Right and taxiway A. The adjacent bays, Bay 22 and Bay 24 were occupied by a Boeing 737-800, registered P2-PXE, operated by Air Niugini and a Canadian registered Basler BT-67 aircraft² respectively.

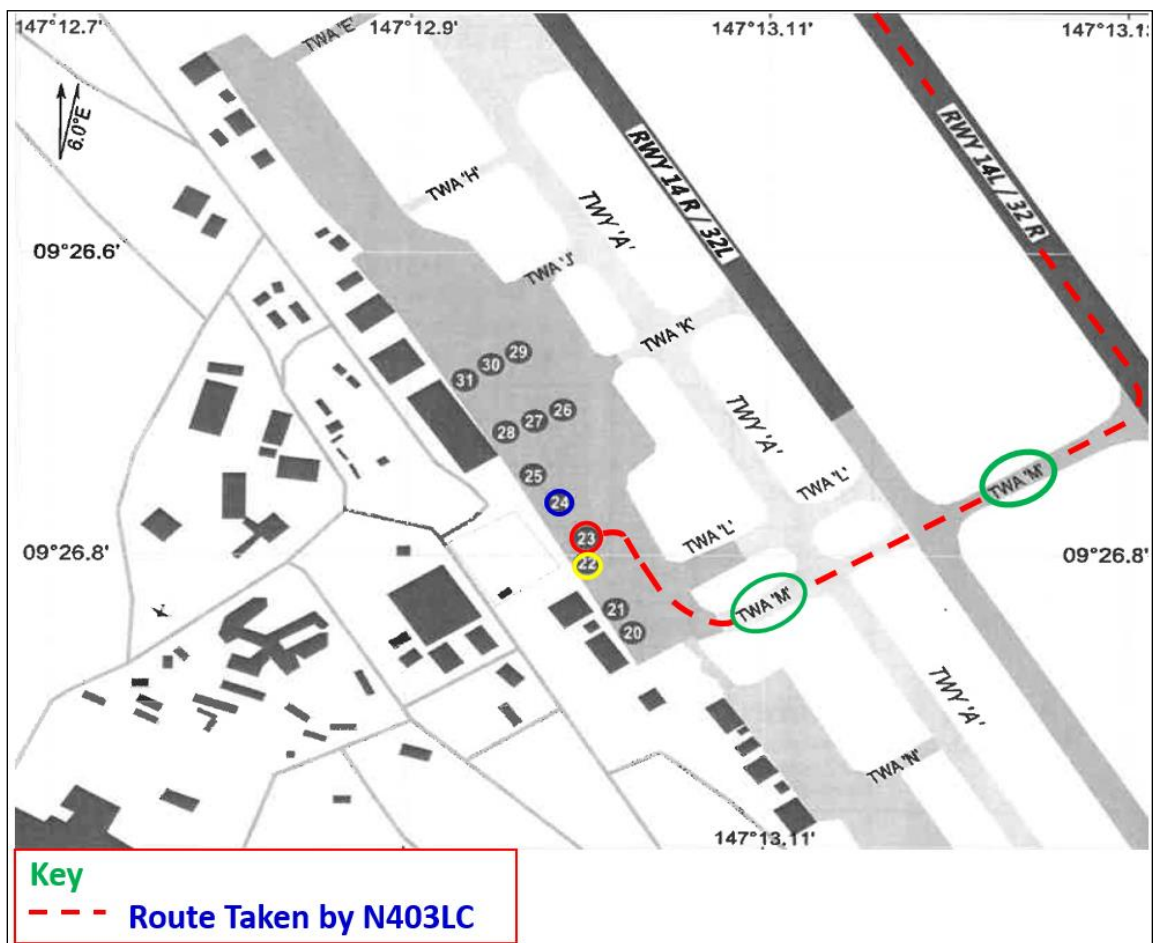


Figure 1: Route Taken by N403LC

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 accident, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC + 10 hours.

² Basler BT-67: A modified Douglas DC3, fitted with two Pratt and Whitney Canada PT-67 engines.



Marshalling guidance was provided at Bay 23 by the Operator's ground personnel. At 05:15, as the Hercules PIC was manoeuvring the aircraft slightly to the left to prepare the aircraft to make a right turn and position its aft end to face the airport access gate to the cargo yard, the radius of turn took it past the wing tip of the Boeing 737. The Boeing 737 was stationary and unoccupied on the apron. The leading edge of the left wing of the Hercules impacted the right winglet of the Boeing 737 causing significant damage to both aircraft.



Figure 2: Wings collision damage
(Source: Eye witness)

AIC comment

The accident occurred at 05:15 and the AIC was notified by the holder of the *Air Operator Certificate* for the Hercules operation at 06:15. The AIC was not notified by the Civil Aviation Safety Authority in accordance with *Section 62* of the *Civil Aviation Act 2000 (as amended)*.

The investigation is continuing and will include analysis of evidence obtained by investigators at the accident site. Flight recorder data from the Hercules is being analysed in the AIC's Flight Recorder laboratory in Port Moresby. CCTV footage from the Air Niugini maintenance hangar adjacent to the accident site and witness photographs are also being examined. The aircraft operators are assisting the AIC with the investigation.

General Details

Date and time:	12 May 2018 – 05:15 UTC	
Occurrence category:	Accident	
Primary occurrence type:	Taxiing collision	
Location:	Bay 23, Jackson International Airport	
	Latitude: 09° 26' 46.28"S	Longitude: 147° 12' 59.7"E

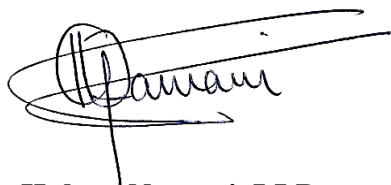
Aircraft Details

Manufacturer and model:	Lockheed Martin L-382	
Registration:	N403LC	
Serial number:	4590	
Type of operation:	Charter	
Persons on board:	Crew: 5	Passengers: 0
Injuries:	Crew: 0	Passengers: 0
Damage	Substantial	

Aircraft Details

Manufacturer and model:	Boeing 737-800	
Registration:	P2-PXE	
Serial number:	33024	
Type of operation:	N/A Aircraft was stationary and unoccupied.	
Persons on board:	Crew: N/A	Passengers: N/A
Injuries:	Crew: N/A	Passengers: N/A
Damage	Substantial	

Approved



Hubert Namani, LLB

Chief Commissioner

7 June 2018