



INTERIM STATEMENT

AIC 20 - 2002

Air Niugini Limited

P2-ANF

Fokker 100

In-flight emergency due to loss of cabin pressure

63 Miles NW of Goroka, Eastern Highlands Province

Papua New Guinea

18 March 2020

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 objective 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 relevant 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.

As per paragraph 6.6 of the International Standards of ICAO Annex 13 to the Convention on International Civil Aviation, if the report cannot be made publicly available within twelve months, the State conducting the investigation shall make an interim statement publicly available on each anniversary of the occurrence, detailing the progress of the investigation and any issues raised.

The AIC has produced this *Interim Statement* in accordance with its mandate under the *Civil Aviation Act 2000 (As Amended)*, in accordance with the requirements of *ICAO Annex 13* and *PNG Accident Investigation Commission – Policy and Procedures Manual*.

Interim Statement

On 18 March 2020, at 14:15 local (04:15 UTC), a Fokker 100 aircraft, registered P2-ANF, owned and operated by Air Niugini Limited, while on a scheduled passenger flight under instrument flight rules (IFR) from Boram Airport, Wewak, East Sepik Province to Jacksons International Airport, Port Moresby, had a loss of cabin pressure event which led to the deployment of oxygen masks and to the declaration of an in-flight emergency to the Air Traffic Services.

As part of the management of the emergency by the flight crew, they decided to divert Madang Airport, Madang Province, where a normal approach and landing, followed by a normal disembarkation were conducted.

There were five crew: two pilots and three cabin crew, and 43 passengers on board the aircraft. No injuries were reported, and the aircraft did not sustain damage as a result of the occurrence.

On 19 March 2020, at about 12:00 local time (02:00 UTC) the AIC became initially aware about the occurrence, however no details were obtained until 20 March 2020, where effective contact with CASA PNG was established. Subsequently, the AIC commenced an investigation and dispatched a team of investigators to Air Niugini Limited maintenance facilities to commence onsite activities.

During the investigation conducted by the AIC, relevant information regarding the occurrence was gathered and analysed. It included aircraft operations, maintenance and serviceability, survival aspects, organisational factors as well as other elements necessary to establish the cause, contributing factors and circumstances in which the occurrence took place.

At the current stage of the investigation, the Final Report is under development, aligned with the provisions of *Chapter 6 of Annex 13 to the Convention on International Civil Aviation*. In accordance with *Annex 13* provisions, once the Draft Final Report is completed, it will be sent to all involved parties inviting them to provide their significant and substantiated comments.

Upon assessment of the comments provided by the parties, if any, the AIC will release the Final Report in accordance with *Annex 13 to the Convention on International Civil Aviation, Paragraph 6.5*.

A handwritten signature in black ink, appearing to read 'Hubert Namani', with a large, sweeping flourish above it.

Hubert Namani, LLB

Chief Commissioner

18 March 2021