



PNG AIC Office, Top Floor, Tabari Haus, Boroko
PO Box 1709
BOROKO 111
National Capital District
Papua New Guinea

Telephone : (675) 323 2911
Facsimile : (675) 323 2139
Email : ceo@aic.gov.pg

Safety recommendation: AIC 15-R12/15-2019

Addressed to: PNG Air Services Ltd

Date issued: 5 August 2015

Investigation link: AIC 15-2019

Action status: Issued

Safety deficiency description

On the morning of 13 April 2015, a Fokker F27 Mk 050 registered P2-TAH and a Bombardier DHC-8 registered P2-MCT both received traffic alert and collision-avoidance system (TCAS) advisory information and took evasive manoeuvring action to avoid each other at 19,000 ft approximately 40 km east of Kerema.

The approach of the two aircraft towards one another at the same altitude was detected, by three different automated systems, one in each aircraft (the traffic alert and collision-avoidance system (TCAS)), and shortly after, one in the air traffic control system (the radar system's short term conflict alert (STCA)). As a result, evasive manoeuvring was carried out by the flight crews and the aircraft continued to their destinations without further incident.

With respect to PNG Air Services Limited the AIC investigation determined that:

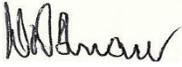
- The radar controllers did not effectively cross reference read-backs from the crew of TAH against flight strips and radar information with reference to assigned altitude and did not effectively monitor the flight progress. Despite a number of opportunities to address the error, the controllers did not notice that TAH was not flying at its assigned altitude.
- The investigation found that with respect to airways clearances, the terminology used in the *Aeronautical Information Publication (AIP)* and the *Manual of Air Traffic Services (MATS)* is not standardised. Specifically *AIP* uses assigned and *MATS* uses authorised.

Recommendation number AIC 15-R12/15-2019 to PNG Air Services Ltd

The PNG Accident Investigation Commission recommends that PNG Air Services Ltd should ensure it uses standardised terminology throughout the *Aeronautical Information Publication* and the *Manual of Air Traffic Services* with respect to the use of the terms authorised and assigned, when referring to airways clearances.

Action requested

The AIC requests that PNG Air Services Ltd note recommendation AIC 15-R12/15-2019 above, and provide a response to the AIC within 60 days of the issue date, and explain (including with evidence) how PNG ASL has addressed the safety deficiency identified in the AIC investigation report AIC 15-2019.



David Inau, ML

Chief Executive Officer

PNG Air Services Ltd response

Signed response dated 17 August 2015.

In regard to the recommendation number AIC 15-R12/15-2019 noted for attention by PNG Air Services Limited, it must be remembered that AIP instructions /information is specifically directed at pilots/operators and MATS is specifically directed at ATS personnel. Therefore the wording between the two references in regard to the same topic may differ in regard to the party issuing the instruction/request and the party receiving the instruction/request. Therefore, it may be inappropriate to simply align the wording in the two documents to either 'approved' or 'assigned'. Notwithstanding, I will direct my staff to carefully review both documents in order to confirm that the wording is appropriate in every section and there is no chance of it conveying the wrong message. I will advise further on this once this review has been completed.

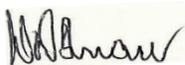
Discussion between AIC and PNG ASL on 2 September 2015

Subsequent to receiving the written response, the AIC met with ASL to discuss the safety concern articulated in the AIC recommendation AIC 15-R12/15-2019. During the discussion ASL agreed that while MATS is specifically directed at ATS personnel, AIP is required to be understood by both pilots and controllers, and all air ground communications by controllers are to be conducted in accordance with MATS and AIP.

PNG Accident Investigation Commission (AIC) assessment of PNG Air Services Ltd (ASL) response

The AIC has assessed the ASL response as a **satisfactory intent** by ASL. However, based on the written response and the discussions with ASL, the AIC has assessed the action planned by ASL and has determined that for the present, the action has not been sufficiently advanced to reduce the risks to aviation safety in PNG. The AIC will monitor the progress of the implementation of the planned actions and will reassess the deficiency on an annual basis or when otherwise warranted.

Status of the AIC Recommendation: Active



David Inau, ML

Chief Executive Officer

10 October 2015

PNG Air Services Ltd (ASL) response

Signed response dated 27 March 2017.

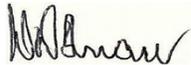
PNG ASL provided an update on PNG ASL's activity to address the AIC Recommendation AIC 15-R12/15-2019. It stated:

I am pleased to confirm that the proposed activity to review both the MATS and AIP documents to ensure that the wording is appropriate was completed. The results were that my ATS staff remain in agreement that the wording is indeed appropriate and that there is no chance of conveying an incorrect message. Further, I am assured that the wording is aligned with other similar regional documentation.

PNG Accident Investigation Commission (AIC) assessment of PNG Air Services Ltd (ASL) response

The AIC has assessed the ASL response and remains unconvinced that the terminology used throughout *the Aeronautical Information Publication* and the *Manual of Air Traffic Services* with respect to the current use of the terms *authorised* and *assigned*, when referring to airways clearances, are appropriate; specifically the AIC remains convinced that an incorrect message could be conveyed. However, the AIC does not intend to pursue the matter further.

Status of the AIC Recommendation: Closed not accepted



David Inau, ML

Chief Executive Officer

28 March 2017