



## OFFICE OF THE CHIEF EXECUTIVE OFFICER

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**Safety recommendation: AIC 15-R15/13-1007**

**Addressed to: PNG Airline Operators (Air Niugini; Airlines PNG; Travel Air Ltd;  
Hevilift (PNG) Ltd)**

**Date issued: 7 August 2015**

**Investigation link: AIC 13-1007**

**Action status: Issued**

### **Safety deficiency description**

On 19 October 2013, an Avions de Transport Régional ATR42-320 freighter, registered P2-PXY (PXY) and operated by Air Niugini, taxied to depart from runway 25 at Madang Airport. The take-off roll was normal until the pilot in command tried to rotate at  $V_R$  (which the flight crew had calculated to be 102 knots). He subsequently reported that the controls felt very heavy in pitch and he could not pull the control column back in the normal manner. Flight data recorder (FDR) information indicated that approximately 2 seconds later the PIC aborted the takeoff and selected full reverse thrust. He reported later that he had applied full braking. It was not possible to stop the aircraft before the end of the runway and it continued over the embankment at the end of the runway (Figure 2) and the right wing struck the perimeter fence. The investigation found that the aircraft load was in excess of the maximum permissible weight, and cargo zone 'A' at the front cargo area was significantly heavier than the structural limit for the aircraft, which placed the aircraft in a nose heavy configuration. Air Niugini's lack of robust loading supervision and procedures for the ATR 42/72 aircraft, and the inaccurate weights provided by the consignor/client company likely contributed to the overload.

The investigation also found the following:

The Madang Airport runways do not have runway end safety areas (RESA) at either end. The PNG Civil Aviation Rules permit ATR 42/72 and Fokker 100 aircraft to operate into Madang and other airports within PNG that do not have a RESA.

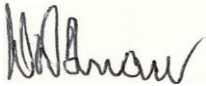
While the evidence strongly suggests that PXY would not have been able to be stopped in the available length even if a RESA had been available, this must be viewed as a potential safety hazard for the higher weight faster take-off speed jet aircraft such as the Fokker 100.

**Recommendation number AIC 15-R15/13-1007 to Papua New Guinea airline operators  
(Air Niugini; Airlines PNG; Travel Air Ltd; Hevilift (PNG) Ltd)**

The Accident Investigation Commission recommends that PNG airline operators review their published procedures and ensure their procedures mitigate the risks associated with a runway end safety area (RESA) not being available at PNG airports, other than Port Moresby International (Jacksons Airport). The runway end safety area requirements are contained in ICAO Annex 14 Volume 1.

**Action requested**

The AIC requests that PNG Airline Operators note recommendation AIC 15-R15/13-1007 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 13-1007.



**David Inau ML**

*Chief Executive Officer*

**PNG Accident Investigation Commission assessment**

The AIC has reviewed the CASA response addressing the identified safety deficiency with respect to Recommendation AIC 15-R16/13-1007, and based on that response has determined that while there has been no response from CASA PNG to Recommendation AIC 15-R15/13-1007 it should be assigned a response unsatisfactory rating. Accordingly, the AIC records the **Status of the AIC Recommendation: Dormant**



**David Inau ML**

*Chief Executive Officer*

**13 October 2015**