



PNG AIC Office, Level 1, NAQIA Haus, 6 Mile  
PO Box 1709  
**BOROKO 111**  
National Capital District  
Papua New Guinea

Telephone : (675) 323 2911  
Facsimile : (675) 323 2139  
Email: [hnamani@aic.gov.pg](mailto:hnamani@aic.gov.pg)

*Our Ref: AIC 15-R17/13-1007*

**Safety recommendation: AIC 15-R17/13-1007**

**Addressed to: Civil Aviation Safety Authority of PNG (CASA)**

**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 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.

- The Madang runway did not conform to the International Civil Aviation Organization (ICAO) Annex 14 Standard.

The PNG Civil Aviation Rule 139.53 makes provision for PNG operators of aircraft carrying more than 20 passengers on regular public transport flights to operate to and from Madang even though Madang Airport's runway does not have RESA at either end.

- Article 38 to the Convention on International Civil Aviation imposes an obligation on signatory States to notify ICAO of any differences between their national regulations (rules) and practices and the International Standards contained in the Annexes.
- At the time of the accident the CASA PNG has not notified the ICAO of the difference in its CAR's from the ICAO Annex 14 RESA Standard.

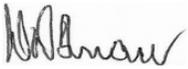
### **Recommendation number AIC 15-R17/13-1007 to the Civil Aviation Safety Authority of PNG**

The Accident Investigation Commission recommends that the Civil Aviation Safety Authority (CASA) of PNG review the capacity for PNG airports to provide runway end safety areas (RESA) that meet the Standards prescribed in the International Civil Aviation Organization (ICAO) Annex 14 Volume 1.

- If the National Airports Corporation is unable to meet the RESA Standard at its airports in accordance with ICAO Annex 14, the CASA should file a difference with ICAO (in accordance with the obligation imposed by Article 38 to the Convention on International Civil Aviation) as soon as possible.

### **Action requested**

The AIC requests that CASA PNG note recommendation AIC 15-R17/13-1007 above, and provide a response to the AIC within 60 days of the issue date, and explain (including with evidence) how CASA PNG has addressed the safety deficiency identified in the AIC investigation report AIC 13-1007.



**David Inau, ML**

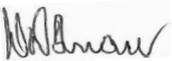
**Chief Executive Officer**

### **Civil Aviation Safety Authority of PNG (CASA) response**

Despite reminders being sent to CASA, the AIC did not receive a response from CASA addressing the identified safety deficiency.

### **PNG Accident Investigation Commission (AIC) assessment of Civil Aviation Safety Authority of PNG (CASA) response**

As a result of the AIC not receiving a response from CASA addressing the identified safety deficiency with respect to AIC 15-R17/13-1007 addressed to CASA, the AIC assigned this nil response an **unsatisfactory** rating, and records the **Status of the AIC Recommendation: Active**



**David Inau, ML**

**Chief Executive Officer**

**13 October 2015**

## Civil Aviation Safety Authority of PNG (CASA) response

On 7 February 2018, CASA wrote to the AIC stating:

*In respect to your recommendation the Civil Aviation Safety Authority of Papua New Guinea advises that it undertook a CAR Part 139 review in 2015 and has amended Part 139 on Aerodromes — Certification and Operations to include the requirement for runway end safety area (RESA). Refer 139.53(c) and Appendix A. CASA has also consulted with the industry and stakeholders on this matter and after careful consideration made a decision that RESA is imposed by ICAO for international airports operations and that we are obligated to comply with this requirement at international level but as far as practicable apply this at domestic airports where there are practical limitations at airports with land use and so forth.*

*The amended Part 139 became effective on 1 January 2015 however, a transition rule Part 20 is in place to enable implementation of RESA by aerodrome operators by 1 April 2018. Monitoring of this implementation will then be undertaken by CASA as part of its safety oversight of the aerodrome operators.*

*Rule 139.53(c) (2) states the requirement for domestic air operations within PNG.*

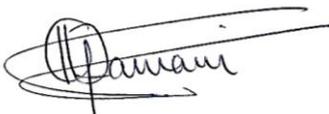
*In respect to Article 38 to the convention on International Civil Aviation, CASA has undertaken Annex 14 Compliance Checklist (CC) against Part 139 and concluded that PNG does not need to file differences with ICAO as it is compliant with the international standards reflected in CAR 139.53(c) (1) for international operations. The Annex 14 Differences have been uploaded to ICAO in January 2018.*

*Rule Part 100 on Safety management System requires air operators to publish procedures to identify hazards and set strategies to mitigate the risks associated with their operations including operations into aerodromes where RESA does not exist.*

CASA provided copies of the referenced documents as evidence of the safety action taken.

## PNG Accident Investigation Commission (AIC) assessment of Civil Aviation Safety Authority of PNG (CASA) response

The AIC has reviewed the CASA PNG response addressing the recommendation AIC 15-R17/13-1007 addressed to CASA. The AIC assigned this response a **satisfactory** rating, and records the **Status of the AIC Recommendation: CLOSED RESPONSE ACCEPTED.**



**Hubert Namani, LLB**

*Chief Commissioner*

**15 February 2018**