



PAPUA NEW GUINEA ACCIDENT INVESTIGATION COMMISSION

OFFICE OF THE CHIEF EXECUTIVE OFFICER

Head Office, Tabari House.
PO Box 1709
BOROKO 111
National Capital District
Papua New Guinea

Telephone - (675) 3233833
Mobile - (675) 70504635
Email - dinau@aic.gov.pg
Facsimile - (675) 3232139

Safety recommendation: AIC 15-R20/13-1007

Addressed to: National Airports Corporation

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.

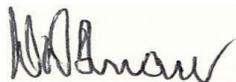
The investigation also found that the Madang Airport fire-fighting tender vehicle did not have sufficient capacity to fight a more extensive aircraft fire. The airport did not meet the ICAO Annex 14 Standard with respect to the required aerodrome category 6, for rescue and fire-fighting services for the operation of Fokker 100 aircraft, currently the largest aircraft operating to and from Madang Airport.

Recommendation number AIC 15-R20/13-1007 to the PNG National Airports Corporation

The Accident Investigation Commission recommends that the National Airports Corporation review the procedures and equipment used by airport Rescue and Fire Fighting Services at its airports to ensure that they meet the minimum requirements specified in the International Civil Aviation Organization's Annex 14 and meet the safety requirements for their airports' operations.

Action requested

The AIC requests that PNG National Airports Corporation note recommendation AIC 15-R20/13-1007 above, and provide a response to the AIC within 60 days of the issue date, and explain (including with evidence) how PNG National Airports Corporation has addressed the safety deficiency identified in the AIC investigation report AIC 13-1007.



David Inau
Chief Executive Officer

Safety action to address the safety deficiency identified in Recommendation AIC 15-R20/13-1007.

On 4 February 2016, the Civil Aviation Safety Authority promulgated amendments to the PNG Aeronautical Information Publication AD1.2-1 and AD 1.2-2. The amendments referenced the enhanced Rescue Fire Fighting Service (RFFS) coverage at Mt Hagen, Nadzab, Madang and Tokua airports, and stated that the provided services are *routinely operated to the requirements of ICAO Annex 14 Standards and Recommended Practices (SARPS)*.

PNG Accident Investigation Commission (AIC) assessment of the National Airports Corporation's response

The AIC has assessed the action taken by the National Airports Corporation, and the Civil Aviation Safety Authority's Aeronautical Information Publication amendment stating the changes to RFFS services to meet ICAO Annex 14 SARPS. The AIC finds that the safety action taken satisfactorily addresses the identified safety deficiency.

With respect to AIC 15-R20/13-1007 addressed to the National Airports Corporation, the **Status of the AIC Recommendation: Closed**



David Inau, ML
Chief Executive Officer

10 October 2016