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**Safety recommendation: AIC 15-R25/15-2019**

**Addressed to: Civil Aviation Safety Authority of PNG**

**Date issued: 2 December 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 use of the word normally in PNG *Aeronautical Information Publication ENR 1.1-2 Section 2.12.2* is not considered to have the strength of a requirement.

### **Background**

On 5 August 2015, the AIC issued recommendation AIC 15-R10/15-2019 to PNG Air Services Ltd. To date PNG ASL has not addressed the safety deficiency identified by the AIC.

In correspondence dated 25 November 2015 from the PNG ASL Board to the Chief Commissioner of the AIC, PNG ASL cited the Civil Aviation Safety Authority of PNG as the responsible body for promulgating amendments to the AIP in PNG.

Accordingly, the AIC is reissuing recommendation AIC 15-R10/15-2019 as AIC 15-R25/15-2019 and addressing it to CASA PNG. Recommendation AIC 15-R10/15-2019 has been reclassified to *Active* status pending safety action by either CASA PNG or PNG ASL to satisfactorily address the AIC's identified safety concerns.

### Recommendation number AIC 15-R25/15-2019 to Civil Aviation Safety Authority of PNG

The PNG Accident Investigation Commission recommends that the Civil Aviation Safety Authority of PNG should amend the PNG *Aeronautical Information Publication ENR 1.1-2 Section 2.12.2* by replacing

‘An airways clearance normally contain the following items

...

d) assigned level

**with**

‘An airways clearance **shall** contain the following items

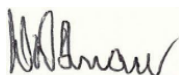
...

d) assigned level

in **all** onwards clearance instructions issued to aircraft.

### Action requested

The AIC requests that the Civil Aviation Safety Authority of PNG note recommendation AIC 15-R25/15-2019 above, and provide a response to the AIC within 60 days of the issue date, and explain (including with evidence) how the Civil Aviation Safety Authority of PNG has addressed the safety deficiency identified in the AIC investigation report AIC 15-2019.



**DAVID INAU, ML**  
*Chief Executive Officer*