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## **Safety recommendation: AIC 18-R04/18-1004**

**Addressed to: Air Niugini Limited**

**Date issued: 24 November 2018**

**Investigation link: TC&I 18-1001 (AIC 18-1004)**

**Action status: Issued**

### **Introduction**

On 28 September 2018, the Federated States of Micronesia, Department of Transportation, Communications and Infrastructure (DTC&I) was notified of the aircraft accident referenced in this safety recommendation. DTC&I commenced an investigation and deployed investigators to Chuuk and invited the Papua New Guinea Accident Investigation Commission (AIC) to join the investigation in the capacity of the State of Registry and also a State providing experts and facilities for the investigation. The AIC team is comprised of an Accredited Representative and Technical Advisers. The US National Transportation Safety Board (NTSB) as the State of Manufacture of the aircraft and in response to FSM National Government's request for assistance also sent a team comprised of an Accredited Representative and Technical Advisers from the Federal Aviation Administration (FAA) and Boeing. Technical Advisers from the US National Weather Service are assisting the US Accredited Representative.

The Transportation Safety Board of Canada (TSBC) as the State of Manufacture of specific components appointed an Accredited Representative and Technical Advisers to download the data from the AFIRS.

The PNG AIC has identified a safety deficiency, which if not rectified could result in injury or loss of life in a water ditching accident. The FSM investigator in charge requested that the PNG AIC issue this safety recommendation.

### **Occurrence**

On Friday 28 September 2018, a Boeing 737-8BK aircraft, registered P2-PXE, was being operated by Air Niugini Limited, on a scheduled passenger flight from Pohnpei to Chuuk, Federated States of Micronesia.

At 23:45 UTC<sup>1</sup> (09:45 local time) the aircraft impacted the water of Chuuk Lagoon about 1,500 ft (460 m) short of the runway 04 threshold, during its approach to runway 04 at Chuuk International Airport. As the aircraft settled in the water, it turned clockwise through 210 degrees and drifted 460 ft (140 m) south east of the runway 04 extended centreline, with the nose of the aircraft pointing about 265 deg.

There were 12 crew members and 35 passengers on board. Six passengers were seriously injured, and one passenger was fatally injured.

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<sup>1</sup> The 24-hour clock, in Coordinated Universal Time (UTC), is used in this report to describe the local time as specific events occurred. Local time in the area of the accident, Pacific/Chuuk Time is UTC + 10 hours.

The 12 crew members and 34 passengers exited the aircraft and were promptly rescued and brought to shore by U.S. Navy divers (who were the first on scene), Chuuk State Government boats, Red Cross, Transco, and more than twenty privately-owned boats. Local divers located the fatally injured passenger in the aircraft 3 days after the accident.

### Safety deficiency description

The investigation into this accident has found that the aircraft, P2-PXE, was equipped with one life raft for deployment from the forward left door (door L1), one life raft for deployment from the left over-wing exits, and one raft for deployment from the right over-wing exits. The other Boeing 737-800 in the Air Niugini fleet, P2-PXC has the same level of equipment.

Section 2.14.4.1 of the *Air Niugini Limited Safety and Emergency Procedures Manual (SEP) – Volume 6 (B737)* specifies that only Door L1 is to be opened when employing the *B737-800 Ditching Drills (with life raft)*. Door R1 is to be disarmed but is not to be opened. The raft is to be deployed through Door L1.

The *Safety on Board Card* (passenger briefing card) for P2-PXC and P2-PXE incorrectly shows a path to the doors L1 and R1 with a life raft deployed from each door.

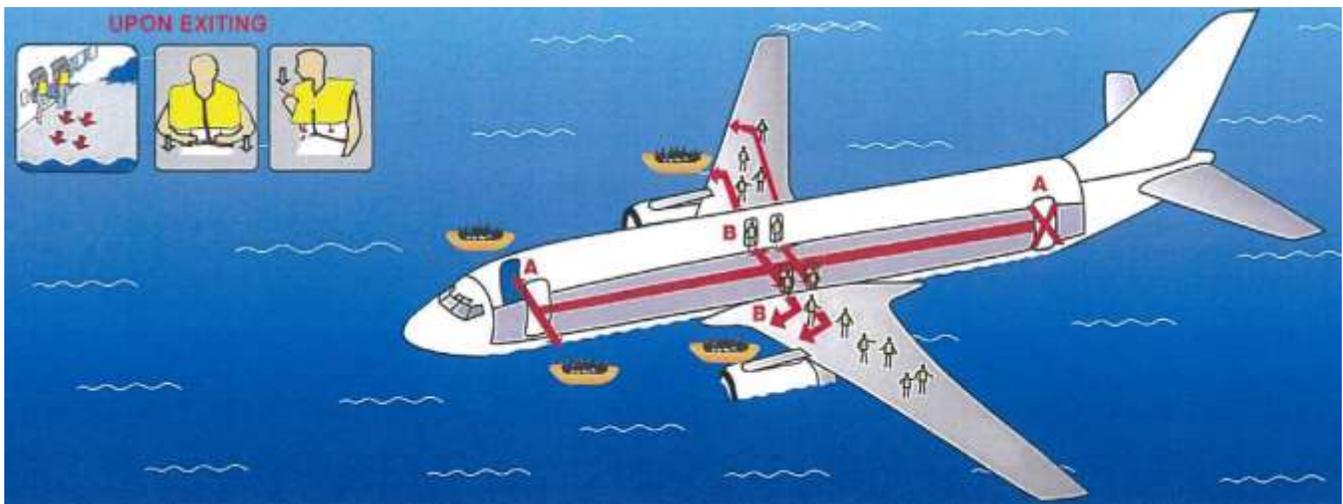


Figure 1: *Safety on Board Card* (Version PX3-11009 Rev.A)

### Recommendation number AIC 18-R04/18-1004 to Air Niugini Limited

The PNG Accident Investigation Commission recommends that Air Niugini Limited should ensure that the *Safety on Board Card* (passenger briefing cards) for the Boeing 737-700 and -800 fleet accurately show the exits to be used in a water ditching accident, and the accurate depiction of which exits have life rafts deployed.

### Action requested

The AIC requests that Air Niugini Limited note recommendation AIC 18-R04/18-1004, and provide a response to the AIC within 90 days of the issue date, and explain (including with evidence) how Air Niugini Limited has addressed the safety deficiency identified in the safety recommendation.

**HUBERT NAMANI**  
Chief Commissioner

24 November 2018

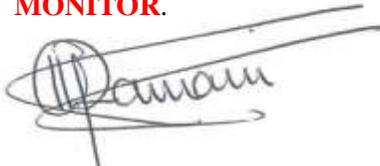
## Air Niugini Limited response

On 28 November 2018, Air Niugini Limited had completed an action plan to address the safety deficiency identified in this Safety Recommendation AIC 18-R04/18-1004. The safety action plan provided to the AIC includes amending the Safety on Board card to depict the path to Door L1 for raft deployment. Air Niugini Limited stated:

*The Safety on Board Card (Passenger Briefing Card) contains only primary information and other information is given in SEP manual for cabin crew reference purpose. Therefore, Air Niugini will amend Safety on Board Card to remove 1R life raft and evacuation path. Additionally, a foot note will be included stating that “Door 1R will only be used if door 1L is unusable during launching of Life rafts”. It will address the scenario where the entire cabin crew is unavailable and passengers will have to evacuate themselves.*

## PNG Accident Investigation Commission (AIC) assessment of the Air Niugini Limited response

The AIC has reviewed the Air Niugini Limited response addressing the recommendation AIC 18-R04/18-1004. The AIC assigned this response a *satisfactory intent* rating, and records the **Status of the AIC Recommendation: MONITOR.**



**HUBERT NAMANI**  
*Chief Commissioner*

28 November 2018

## Air Niugini Limited further response

On 30 November 2018, the PNG AIC received an updated response from Air Niugini Limited providing copies of the Boeing 737-800 and 737-700 Safety on Board cards. The cards clearly depict the correct door and raft deployment from door L1, and add a footnote to the diagram stating:

NOTE: FORWARD RIGHT EXIT ALTERNATIVELY MAY BE USED IF FORWARD LEFT EXIT IS UNUSABLE.

The card also has a “No bags, No shoes” symbol in the *Upon Exiting* section of the card.

Air Niugini Limited also provided a copy of the new Cabin Standing Order Boeing Operational Notice No: 007/2018 that informs Cabin Crew of the changes to the Safety on Board cards.

Air Niugini Limited informed the PNG AIC that the new Safety on Board cards will be in the aircraft on Wednesday 5 December 2018.



**Figure 2: Boeing 737-800 Safety on Board card (Version PX3-11009 Rev.B)**



**Figure 3: Boeing 737-800 Safety on Board card (Version PX3-11001 Rev.D)**

**PNG Accident Investigation Commission (AIC) assessment of the Air Niugini Limited response**

The AIC has reviewed the Air Niugini Limited response dated 30 November 2018 addressing the recommendation AIC 18-R04/18-1004. The AIC assigned this response a *satisfactory intent* rating, and records the **Status of the AIC Recommendation: MONITOR** pending evidence of implementation in the affected aircraft scheduled for 5 December 2018.

**HUBERT NAMANI**  
Chief Commissioner

30 November 2018

**Air Niugini Limited further response**

On 5 December 2018, the PNG AIC received an updated response from the Air Niugini Limited, Executive Manager Corporate Quality and Safety, advising that the revised Safety on Board Cards had been installed in the Boeing 737-700 (P2-PXD) and -800 (P2-PXC) aircraft.

**PNG Accident Investigation Commission (AIC) assessment of the Air Niugini Limited response**

The AIC has reviewed the Air Niugini Limited response dated 5 December 2018 addressing the recommendation AIC 18-R04/18-1004. The AIC assigned this response a *satisfactory intent* rating, and records the **Status of the AIC Recommendation: CLOSED, RESPONSE ACCEPTED.**

**HUBERT NAMANI**  
Chief Commissioner

5 December 2018