



ACCIDENT INVESTIGATION COMMISSION
OFFICE OF THE CHIEF COMMISSIONER

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Safety recommendation: AIC 19-R15

Addressed to: PNG National Airports Corporation

Date issued: 21st April 2019

Investigation link: Safety deficiency concern. Not linked to a AIC investigation.

Action status: Issued

Occurrence

On Saturday 20th April 2019, a Boeing 737-700 aircraft, registered P2-PXD, was being operated by Air Niugini Limited, on a scheduled passenger flight from Sydney, Australia to Port Moresby, PNG.

At 02:08 UTC¹ (12:08 local time) during the final approach to Jacksons International Airport Runway 14 Left (14L), the pilots observed that the PAPI to the left side of the runway was showing a different indication from the PAPI to the right side of the runway.

A company route auditor was occupying the jump seat and took a photo of Runway 14L showing the PAPIs.

The approach was being conducted in visual meteorological conditions.



Figure 1: Jacksons International Airport Runway 14L showing PAPIs

¹ The 24-hour clock, in Coordinated Universal Time (UTC), is used in this *Safety Recommendation* to describe the local time as specific events occurred. Local time was UTC + 10 hours.

Safety deficiency description

The Runway 14L PAPI was showing two white lights and two red lights, indicating that the aircraft was on the correct profile for the 3 deg glideslope. That was confirmed by the cockpit instrument indications. However, the PAPI to the right of runway 14L was indicating three red lights and one white light indicating that the aircraft was slightly below the 3 deg glideslope.

The pilots said that they had previously observed a similar discrepancy when approaching to land on Runway 32R, the reciprocal runway.

On 21st April 2019, the PNG AIC issued Safety Recommendation *AIC 19-R16* to the PNG Air Services Limited, recommending that, as a matter of urgency, PNGASL should issue a *Notice to Airmen (NOTAM)* notifying operators and pilots of the discrepancies between the Jacksons International Airport Runway 14L left and right side PAPIs and the Runway 32R left and right side PAPIs, and that the *NOTAM* should remain active until the PAPIs have been recalibrated.

Recommendation number *AIC 19-R15* to PNG National Airports Corporation (NAC)

The PNG Accident Investigation Commission recommends that the PNG National Airports Corporation should, as a matter of urgency, ensure that the Jacksons International Airport Runway 14L and 32R PAPIs are recalibrated.

Action requested

The PNG Accident Investigation Commission requests that the PNG National Airports Corporation provide a response to the PNG AIC within 90 days, but no later than 20th July 2019, and explain including with evidence how PNG NAC has addressed the safety deficiency identified in Safety Recommendation *AIC 19-R15*.



HUBERT NAMANI, LLB

Chief Commissioner

21st April 2019.

Mandate for AIC Safety Recommendations not linked to an accident or incident.

Section 235 of the Civil Aviation Act 2000 (as amended) requires the Commission to make findings and recommendations as to the contributing factors and causes of accidents or incidents.

AIC Safety Recommendations *AIC 19-R15* and *AIC 19-R16* were not linked to an accident or incident. However, Chapter 8, Paragraph 8.3 (Standard) of Annex 13 to the Convention on International Civil Aviation states:

In addition to safety recommendations arising from accident and incident investigations, safety recommendations may result from diverse sources, including safety studies.

It is the Commission's policy that all safety recommendations are made by the Commission irrespective of whether they are made as a result of an accident or incident or identified operational safety deficiency or safety concern.

PNG National Airports Corporation (NAC) response

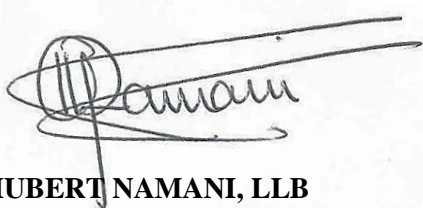
On 9th May 2019, the PNG National Airports Corporation (NAC) wrote to the PNG Accident Investigation Commission (AIC) providing the NAC investigation report and evidence of addressing the safety deficiency identified in AIC recommendation *AIC 19-R15*

The NAC rectification action included re-alignment of all PAPI boxes of runway 14L/32R to ICAO Standards. In it's response NAC said: "A 3-monthly maintenance inspection and calibration preventive maintenance has been developed for this critical operational equipment to ensure they are readily available and reliable.

The AIC notes that within 4 hours of receipt of AIC Safety Recommendation *AIC 19-R15* addressed to PNG National Airports Corporation, that the NAC took immediate action to rectify the PAPI discrepancy, with the recalibration work of the Runway 14L, right side PAPI commencing at 19:00 local on 21st April 2019 and completed by 21:00 local. The Runway 14L PAPIs were confirmed to be serviceable shortly after 08:32 local on 22nd April 2019. Both Runway 32R PAPIs were inspected on 24th April 2019, with realignment of all PAPI boxes completed to ICAO Standards.

PNG Accident Investigation Commission (AIC) assessment of PNG National Airports Corporation (NAC) response

The PNG Accident Investigation Commission (AIC) has reviewed the PNG National Airports Corporation (NAC) response addressing the *AIC Safety Recommendation AIC 19-R15* addressed to NAC. The AIC has assigned the response a fully satisfactory rating and records the Status of the Recommendation: **CLOSED RESPONSE ACCEPTED.**

A handwritten signature in black ink, appearing to read 'Hubert Namani', is written over a light-colored rectangular background. The signature is stylized and somewhat cursive.

HUBERT NAMANI, LLB

Chief Commissioner

19th May 2019.