



ACCIDENT INVESTIGATION COMMISSION
OFFICE OF THE CHIEF COMMISSIONER

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Safety recommendation: AIC 19-R16

Addressed to: PNG Air Services Limited

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.

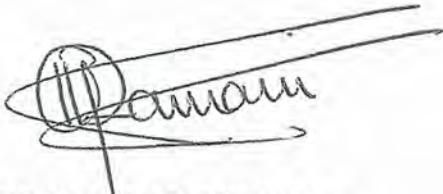
On 21st April 2019, the PNG AIC issued Safety Recommendation AIC 19-R15 to the PNG National Airports Corporation, recommending that the PAPIs for Jacksons International Airport Runways 14L and 32R should be recalibrated.

Recommendation number AIC 19-R16 to PNG Air Services Limited (PNGASL)

The PNG Accident Investigation Commission recommends that PNG Air Services Limited should, as a matter of urgency, 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.

Action requested

The PNG Accident Investigation Commission requests that PNG Air Services Limited provide a response to the PNG AIC within 90 days, but no later than 20 July 2019, and explain including with evidence how PNGASL has addressed Safety Recommendation AIC 19-R16.



HUBERT NAMANI, LLB

Chief Commissioner

21 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 Air Services Limited (PNGASL)

On 17th May 2019, PNG Air Services Limited (PNGASL) wrote to the PNG Accident Investigation Commission (AIC) addressing the safety deficiency identified in AIC recommendation AIC 19-R16. The PNGASL response stated:

In response to a pilot report (to the AIC) of an issue with the PAPIs at Jacksons Airport on 20 April 2019, and subsequent AIC advice to PNGASL, a NOTAM number A0479 was issued stating that the PAPIs were 'operating intermittently'. The word 'intermittent' was used due to the fact that PNGASL was aware that a PAPI issue was reported by a pilot to the tower on 18 April and then immediately reported to the NAC for action. Following NAC rectification, the PAPI later went off again so was therefore deemed to be 'intermittent'. It later became apparent that it was in fact a calibration issue but this information was not available to the author of the NOTAM. In any case, the matter was again resolved by the NAC, as the Part 139 Certificate holder, through recalibration of the PAPI system. Consequently, NOTAM number A0749 was cancelled.

PNG Accident Investigation Commission (AIC) assessment of PNG Air Services Limited (PNGASL) response

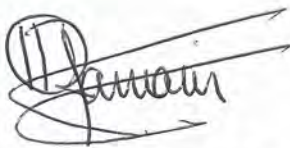
The PNG Accident Investigation Commission (AIC) has reviewed the PNG Air Services Limited (PNGASL) response addressing the AIC Safety Recommendation *AIC 19-R16* addressed to PNGASL with respect to issuing a *NOTAM* on 21st April 2019.

PNGASL issued *NOTAM STOP PRESS NR.3* effective 06:45 local on 22nd April 2019 until 06:45 local on 26th April 2019.

The AIC notes that within 4 hours of NAC receiving *AIC Safety Recommendation AIC 19-R15* addressed to NAC, the NAC took action to rectify the Runway 14L 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 same night. The Runway 14L PAPIs were confirmed to be serviceable shortly after 08:32 local on 22nd April 2019.

Both Runway 32R PAPIs were inspected by NAC on 24th April 2019, with realignment of all PAPI boxes completed to ICAO Standards.

The AIC has assigned the PNGASL response to AIC Safety Recommendation *AIC 19-R16* addressed to PNGASL a satisfactory rating and records the Status of the Recommendation: **CLOSED RESPONSE ACCEPTED.**



HUBERT NAMANI, LLB

Chief Commissioner

19th April 2019.