



## PRELIMINARY REPORT

AIC 20 - 2004



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## ABOUT THE AIC

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The Accident Investigation Commission (AIC) is an independent statutory agency within Papua New Guinea (PNG). The AIC is governed by a Commission and is entirely separate from the judiciary, transport regulators, policy makers and service providers. The AIC's function is to improve safety and public confidence in the aviation mode of transport through excellence in: independent investigation of aviation accidents and other safety occurrences within the aviation system; safety data recording and analysis; and fostering safety awareness, knowledge and action.

The AIC is responsible for investigating accidents and other transport safety matters involving civil aviation in PNG, as well as participating in overseas investigations involving PNG registered aircraft. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The AIC performs its functions in accordance with the provisions of the *PNG Civil Aviation Act 2000 (As amended)*, and the *Commissions of Inquiry Act 1951*, and in accordance with *Annex 13* to the *Convention on International Civil Aviation*.

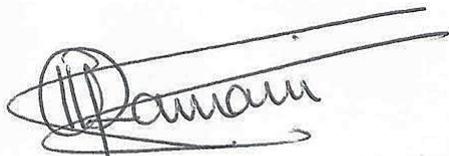
The objective of a safety investigation is to identify and reduce safety-related risk. AIC investigations determine and communicate the safety factors related to the transport safety matter being investigated.

At 13:27 local time (03:27 UTC), on 29 October 2020, the AIC was notified by Niusky Pacific Limited of an in-flight emergency due to fire indication involving a Cessna Citation 525B aircraft occurred earlier that day, landing in Jacksons International Airport. The AIC immediately commenced an investigation.

This *Preliminary Report* has been produced by the AIC pursuant to *ICAO Annex 13, Chapter 7*, and *paragraph 7.4* and it contains facts known to the AIC before the official release date. The report is also published on the AIC website: [www.aic.gov.pg](http://www.aic.gov.pg)

The report is based on initial investigation activities carried out by the AIC under the Papua New Guinea *Civil Aviation Act 2000 (As Amended)*, *Chapter 31* of the *Commissions of Inquiry Act*, *Annex 13* to the *Convention on International Civil Aviation* and *PNG AIC Policy and Procedures Manual*. It contains factual information. Analysis of that information, findings and contributing (causal) factors, other factors, safety actions, and safety recommendations are reserved for the *Final Report*.

The sole objective of the investigation and the Preliminary Report is the AIC's obligation to the *Convention on International Civil Aviation* and in accordance *ICAO Annex 13* (Reference: *ICAO Annex 13, Chapter 7*). Readers are advised that in accordance with *Section 219* of the *Civil Aviation Act 2000 (As Amended)* and *ICAO Annex 13* it is not the purpose of the Commission's aircraft accident investigation to apportion blame or liability. Fact based statements in the report should not be interpreted as apportioning blame. Consequently, AIC reports are confined to matters of safety significance and may be misleading if used for other purpose.



**Hubert Namani, LLB**  
Chief Commissioner  
27 November 2020

## Occurrence details

On 29 October 2020, at 10:59 local (00:59 UTC<sup>1</sup>), a Cessna Citation 525B aircraft, registered P2-MEH, owned and operated by Tropicair Limited, on a medical evacuation (Medivac) flight from Kunaye Airport, Lihir, New Ireland Province to Jacksons International Airport, Port Moresby, National Capital District, when the baggage smoke warning activated. The aircraft was 40 nm North East of Jacksons International Airport.

At 11:00, the crew declared<sup>2</sup> a PAN and subsequently approached and landed at Jacksons International Airport.



**Figure 1: P2-MEH depiction of flight path from Kunaye to Jacksons Airport.**

There were two pilots and other six persons onboard the aircraft. None of the occupants were injured.

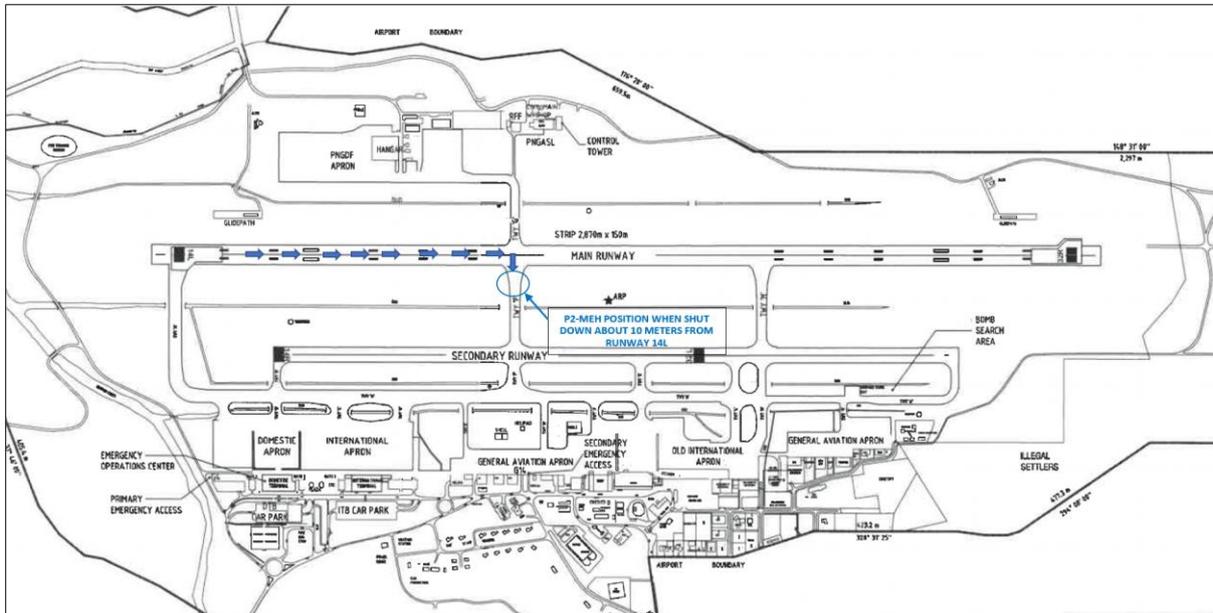
At 10:59, as the aircraft was descending through FL 260, the *baggage smoke* light and the *master warning* light illuminated in the cockpit, indicating smoke in the cargo bay. One minute before the warning, ATS had instructed the flight crew to expect to be vectored for the Runway 32R Instrument Landing System (ILS) and informed that they were the third aircraft in the sequence for landing.

Upon the *warning* indication, the flight crew immediately informed ATS accordingly and requested priority in the landing sequence. The ATS instructed the crew to track overhead for sequencing. Subsequently, the flight crew made a PAN call to ATS.

<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 serious incident, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC + 10 hours is UTC + 10 hours.

<sup>2</sup> The crew did not do a standard PAN call (*PAN, PAN PAN*), however they advised Radar that they were declaring a PAN.

At 11:06, the crew requested for a change from runway 32R to runway 14L. ATS approved the request and instructed the crew to track directly to join right base for runway 14L. According to the statements of the flight crew, the approach and landing were normal and, after landing, the crew taxied and vacated the runway via taxiway Foxtrot. The aircraft was shut down on the taxiway where the crew and passengers evacuated (see Figure 2).



**Figure 2: P2-MEH trajectory during landing and taxi, until its final position.**

### **AIC comment**

The investigation is continuing and will include the aircraft, operations, maintenance and organisational aspects, safety management systems, regulatory and other areas as applicable.

**The investigation analysis and findings will be included in the Final report.**

### **Safety Action**

At the time of the issue of this Preliminary report, no safety action had been taken.

### **Recommendations**

At the time of the issue of this Preliminary report, no *Safety Recommendation* had been made by the AIC.

## General Details

Date and time:	29 October 2020, 10:59 local (00:59 UTC)	
Occurrence category:	Serious Incident	
Primary occurrence type:	F-NI: Fire/smoke non-impact	
Location:	About 40 nm from Port Moresby.	
	Latitude: Not available	Longitude: Not available

## Crew details

### Pilot in Command (PIC)

Nationality:	South African
Licence type:	ATPL (A)
Total hours:	8,524.5
Total hours in Command:	7,984.0
Total hours on type:	501.7

### Copilot

Nationality:	Papua New Guinean
Licence type:	ATPL
Total hours:	4,919.3
Total hours on type:	259.2

## Type of Operation, Injury and damage details

Type of operation:	Medivac	
Persons on board:	Crew: 2 (PIC and copilot)	Passengers: 6
Injuries:	Crew: None	Passengers: None
Damage	Repairable	

## Aircraft Details

Aircraft manufacturer and model:	Cessna Citation 525B
Registration:	P2-MEH
Serial number:	525B-0027

## Engine Data

Engine type:	FJ44-3A
Manufacturer:	Williams International
Model:	NA
<b>Engine number one (Left)</b>	
Serial number:	141061
Total Time since new:	3,592.7
Cycles since new:	2,909.0
<b>Engine number two (Right)</b>	
Serial Number:	141062
Total Time since new:	3,543.3
Cycles since new:	2,863.0