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## **Safety recommendation: AIC 20-R7/19-1002**

**Addressed to: PNG Civil Aviation Safety Authority (CASA PNG)**

**Date issued: 12 August 2020**

**Investigation link: AIC 19-1002**

**Action status: Active**

### **Introduction**

On 29 August 2019, Papua New Guinea Air Services Limited (ASL) notified the Papua New Guinea Accident Investigation Commission (AIC) of the accident referenced in this safety recommendation.

The AIC dispatched a team of investigators to the area on the morning of 30<sup>th</sup> August 2019 and immediately commenced an on-site investigation and interviewing of the locals.

The PNG AIC has identified a significant safety deficiency, which if not rectified could result pilots not being appropriately guided in accordance with *PNG CAR Part 91* when planning for flights. This could contribute to an accident or serious incident.

### **Occurrence**

On 29 August 2019, sometime between 00:11 UTC<sup>1</sup> and 01:45 UTC, an Air Tractor AT-502B aircraft, registered P2-SET, operated by Ramu-Agriculture Industries was conducting a VFR ferry flight from Daru, Western Province to Gusap, Madang Province, when it impacted a tree near Era river about 6.8 nautical miles North-West of Baimuru airstrip, Gulf Province.

The aircraft initially impacted palm trees clipping its right outboard wing section. The aircraft travelled Another 1.3 nautical miles before impacting a tall thick tree. The forward fuselage section which also has the hopper, main landing gear, engine and propeller attached to it separated on impact and travelled another 290 meters before being embedded in mud. Both wings separated from the aircraft on impact and came to rest about 10 meters away from the main wreckage.

The Pilot in Command, the sole occupant of the aircraft suffered fatal injuries.

### **Safety deficiency description**

*Part 119* of the PNG Civil Aviation Rules (CAR) requires an operator (AOC holder) to establish and implement a Safety Management System and Quality Assurance Management System which meets the requirements of *CAR Part 100*. *CAR Part 100* was included in the PNG Civil Aviation Rules in 2011 and it was mandatory for operators to implement a Safety Management Systems (SMS) and Quality Management Systems (QMS). However, the investigation found that RAIL did not have a safety management and Quality Management program. Furthermore, RAIL integrated its aircraft operations into the RAIL Sustainability Management Plan.

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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/ Port Moresby Time is UTC + 10 hours.

Section 3.10 of the Sustainability Management Plan clearly states that there is a SMS Manual and procedures that gives full details of the SMS processes and procedures. However, there was no SMS Manual (stand-alone for aircraft operations) as documented.

***Recommendation number AIC 20-R7/19-1002 to PNG Civil Aviation Safety Authority***

The PNG Accident Investigation Commission recommends that CASA PNG, should ensure that RAIL establishes and implements a Safety Management System for its aircraft operations meets the requirements of *CAR Part 100* pursuant to *CAR Part 119*.

**Action requested**

The Accident Investigation Commission requests that CASA PNG note recommendation *AIC 20-R7/19-1002*, and provide a response to the PNG AIC within 90 days, but no later than 10 November 2020, and explain including with evidence how Ramu Agriculture Limited has addressed the safety deficiency identified in *Safety Recommendation AIC 20-R7/19-1002*

A handwritten signature in black ink, appearing to read 'Hubert Namani', is written over a circular stamp. The signature is fluid and cursive, with a large loop at the end. The stamp is partially obscured by the signature.

**Hubert Namani, LLB**  
*Chief Commissioner*

12 August 2020

## Civil Aviation Safety Authority of Papua New Guinea (CASA PNG) response

On 9 November 2022, CASA PNG provided a copy of the RAIL Quality and Safety Management System Manual to the AIC . The QSMS Manual was accepted by CASA PNG on 24 October 2022.

## PNG Accident Investigation Commission (AIC) assessment of CASA PNG response

The AIC has assessed CASA PNG response to safety recommendation *AIC 20-R7/19-1002* addressed to CASA PNG and has determined that the response addresses the Safety deficiency identified in the Recommendation.

The AIC has assigned CASA PNG's response as *fully satisfactory* rating.

The AIC has recorded the **Status of the Recommendation: CLOSED.**



**Capt Aria Bouraga, MBE**  
*Acting Chief Commissioner*

15 November 2022