



## OFFICE OF THE COMMISSIONERS

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**Safety recommendation: AIC 22-R06/22-1001**

**Addressed to: Niugini Aviation Services Limited**

**Date issued: 10 October 2022**

**Investigation link: AIC 22-1001**

**Action status: Issued**

### Introduction

On 18 January 2022 at 11:20 local time (01:20 UTC), the AIC was notified by NiuSky Pacific Limited via email, of an accident involving a PAC 750XL aircraft, registered P2-BWE, owned and operated by Niugini Aviation Services Limited at Tekin Airstrip, Sandaun Province. The AIC immediately commenced an investigation.

### Occurrence

On 18 January 2022, at 09:26 local time (23:26 UTC), a PAC 750XL aircraft, registered P2-BWE owned and operated by Niugini Aviation Services Limited (NASL), was conducting a single pilot VFR<sup>1</sup> charter flight from Kiunga Airport, Western Province to Tekin Airstrip, Sandaun Province, when during the landing roll at Tekin, the aircraft sustained a Main Landing Gear (MLG) collapse and subsequent runway excursion.

There were 8 persons on board the aircraft, one pilot and seven passengers. No injuries were reported.

The aircraft sustained substantial.

### Safety deficiency description

According to PNG CAR Part 100.65 (a) (b),

- (a) *An applicant for the grant of an organisational certificate must establish and maintain documented procedures for managing changes to the certificate holder's organisation and operation.*
- (b) *The procedures required by paragraph (a) must—*
  - (1) *define the operation in sufficient detail to provide a baseline for evaluating change; and*
  - (2) *include processes for identifying changes to the organisation and to the operation; and*
  - (3) *procedures for applying risk analysis and risk mitigation to changes; and*
  - (4) *describe the safety management arrangements for implementing changes and on-going safety monitoring; and*
  - (5) *identify the means by which all person affected by a change are notified during the development and implementation of the change*

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<sup>1</sup> Visual Flight Rules

A thorough review of the specific contents about management of change contents in the Operator's Safety and Quality Management System Manual showed that the Operator had established procedures for managing changes to the organisation and operation in their Safety and Quality Manual, Section 15.

Acquisition of Central Aviation which included introduction of two additional aircrafts meant of new equipment, or procedures. When changes happen, the system has to be amended to include changes to the organisation and the knowledge and expertise to keep the system running.

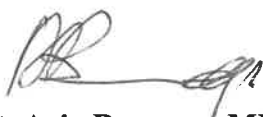
There was no evidence of change process carried out by Niugini Aviation Services Limited before the acquisition of Central Aviation.

### **Recommendation number AIC 22-R06/22-1001 to Niugini Aviation Services Limited**

The PNG Accident Investigation Commission recommends that Niugini Aviation Services Limited should ensure that as part of the Change Management process required in CAR Part 100.65, the responsible persons should identify potential safety hazards associated with new business activities or changes or introduction of new aircrafts and complete a risk assessment process whenever a change in conditions or environment is planned to include projects, tasks, and events.

### **Action requested**

The AIC requests that Niugini Air Services Limited note recommendation *AIC 22-R06/22-1001* and provide a response to the AIC within 90 days of the issue date, and explain (including with evidence) how NASL has addressed the safety deficiency identified in the safety recommendation.



**Capt. Aria Bouraga, MBE**

*Acting Chief Commissioner*

## Niugini Aviation Services Limited response

On 10 January 2023, Niugini Aviation Services Limited (NASL) provided a response to the safety recommendation *AIC 22-R06/22-1001*, which included copies of NASL's evidence of corrective action:


- *New Aircraft Risk Assessment Profile* template that will be used when new aircraft are introduced to their existing fleets,
- *New Main Office & Operational Base Risk Assessment Profile* of their Systems: Facility: - Hangar & Main Office, and
- *Corporate Departments Safety Risk Assessment Report*, which contained identified hazards, elimination/mitigation strategy and residual risk factor.

## PNG Accident Investigation Commission assessment

The AIC reviewed the NASL safety actions and notes that they address the safety deficiencies identified in the safety recommendation *AIC 22-R06/22-1001*.

The AIC assigned this response as *fully satisfactory* rating.

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



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

27 January 2023