



## Transport Accident Investigation Commission

OIA No. 424

7 May 2026

Kurt Mastrovich

Email: [fyi-request-34543-12a4ebf2@requests.fyi.org.nz](mailto:fyi-request-34543-12a4ebf2@requests.fyi.org.nz)

Dear Kurt

### **Decision on information request**

Thank you for your information request dated 25 April 2026 asking:

*As you know Annex 13 6.5 states "In the interest of accident prevention, the State conducting the investigation of an accident or incident shall make the Final Report publicly available as soon as possible and, if possible, within twelve months.*

*The occurrence in which ZK-NEM descended below minimum safe altitude was on the 13th of June 2023. It is now rapidly approaching 3 years and not even a draft report has been issued.*

*Why has a final report in an occurrence of critical concern to airline pilots not resulted in a final report nearly 2 years after the ICAO recommendation for release?*

*Can a final report be expected soon and if not what is holding it back?*

*Is such a delay consistent with best practice internationally?*

TAIC is a standing Commission of Inquiry, therefore, it has quasi-judicial processes. Its principal purpose is to determine the circumstances and causes of certain transport accidents and incidents, with a view to avoiding similar occurrences in the future (rather than to ascribe blame to any person).

Consistent with TAIC's purpose, it looks deeper into accidents and incidents. Its focus is not to consider individual actions per se, but rather to consider what are the safety systems that allowed the circumstances to exist, which in turn contributed to the accident or incident occurring.

There is no required, specified timeframe, in either our domestic legislation or international conventions, other than as soon as possible. To undertake such a thorough investigation and inquiry, it takes time to consider such systemic issues. This means that our inquiries commonly take between 18 months and three years to complete.

This is because it takes time to:

- gather evidence for all plausible lines of inquiry; and
- analyse the evidence; and
- identify potential safety issues, findings and recommendations (if any); and
- produce a Draft Report and provide interested parties with an opportunity to comment on the Draft Report, and where necessary, incorporate such comments into the Draft Report before finalising it; and
- publish a Final Report with safety issues, findings and recommendations (if any).

On the TAIC website, you may track the progress of inquiries. AO-2023-007 is currently at the Draft Report phase of the inquiry. You may visit TAIC'S website for updates: [Bombardier DHC-8, ZK-NEM, descended below minimum safe altitude, Timaru, 13 June 2023 | TAIC](#).

If you are unhappy with our handling of, or decision on, your information request, you may make a complaint to the Ombudsman. However, please feel free to contact us first to see if the issue can be resolved.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tahlia Fisher', written over a rectangular stamp area.

Tahlia Fisher

**Acting Chief Investigator of Accidents**