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MEDIA RELEASE

PNG ACCIDENT INVESTIGATION COMMISSION RELEASES FINAL REPORT ON AIRCRAFT ACCIDENT THAT OCCURRED AT TEKIN AIRSTRIP, SANDAUN PROVINCE

The Acting Chief Commissioner of the PNG Accident Investigation Commission (AIC), Captain Aria Bouraga, today announced the public release of the AIC's Final Report on the investigation conducted into a PAC 750 aircraft accident that occurred on 26 January 2022 at Tekin Airstrip, Sandaun Province.

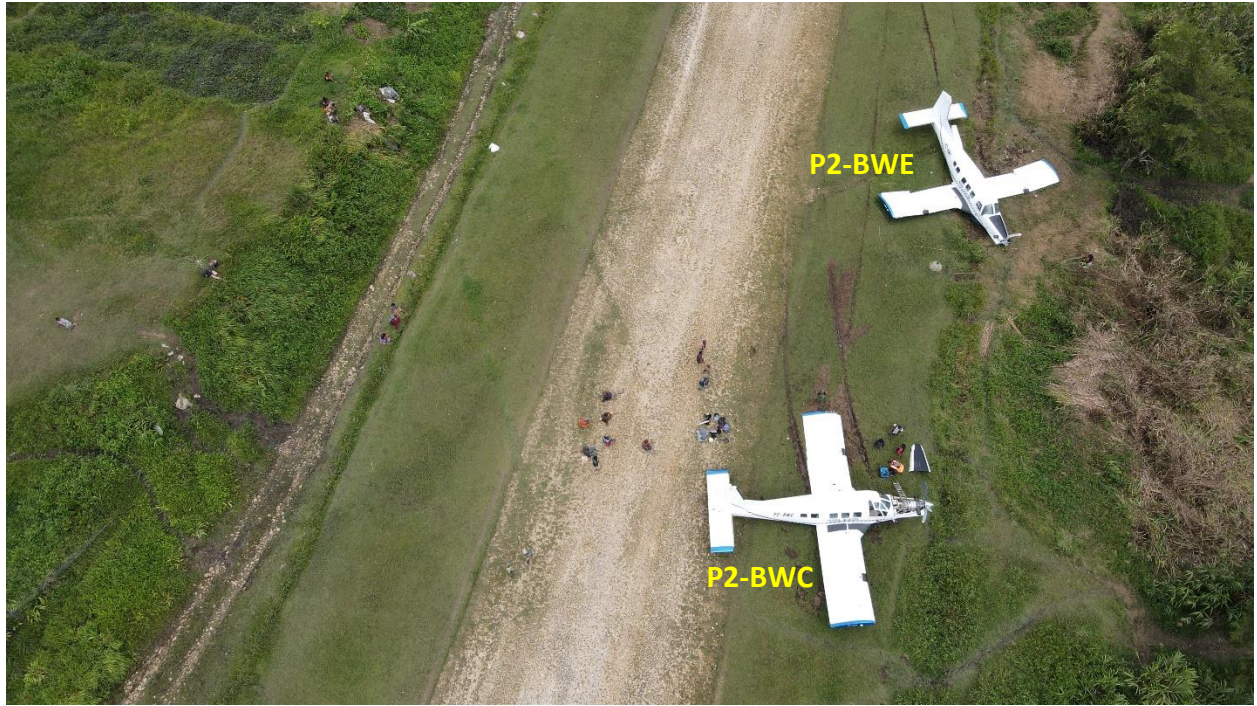
Captain Bouraga explained, *"On 26 January 2022, at about 10:13 local time (00:13 UTC) a PAC 750XL aircraft, registered P2-BWC owned and operated by Niugini Aviation Services Limited (NASL), was conducting a single pilot VFR charter flight from Kiunga Airport, Western Province to Tekin Airstrip, Sandaun Province, Papua New Guinea when during the landing roll, the aircraft sustained a left main landing gear (MLG) assembly collapse and subsequent runway excursion."*

The AIC was notified of the accident on the day of occurrence. The AIC immediately commenced an investigation in accordance with its mandate under the Civil Aviation Act 2000 (As Amended) and pursuant to ICAO Annex 13 to the Convention on International Civil Aviation.

The Final Report stated that the aircraft touched down on the grass strip, about 3m from the edge of the landing strip and about 5m from the threshold markers. Immediately subsequent to touchdown, the main wheels contacted the edge of the landing strip, which was elevated approximately 15cm. The landing impact force could have transferred up through the structure and it may have compromised the structural integrity and caused the left MLG to collapse due to less damping effect on the oleo or the tyre.

Capt. Bouraga explained that following the collapse of the left MLG assembly, the aircraft rolled towards the edge of the strip, the aircraft's left wingtip struck the outer edge of the extended right-hand flap of P2-BWE, another NASL PAC750XL aircraft which had a similar occurrence, left MLG collapse eight days earlier, causing the aircraft to abruptly veer further left and skid across the airstrip boundary as the nose-wheel and right main wheel bogged into the ground.

The Final Report of the investigation is available on AIC's website www.aic.gov.pg.



Picture: Final Location of P2-BWC and P2-BWE