



PRELIMINARY REPORT

AIC 24 - 1002



Kobio Aviation Ltd

P2-KAL

De Havilland DHC6-300 Aircraft

Runway Excursion During Take Off

Kairik Airport, Enga Province

PAPUA NEW GUINEA

19 October 2024

About the AIC

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 regard to fare-paying passenger operations.

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

The object 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.

On 19 October 2024 at 16:05 local time (06:05 UTC), the AIC was notified by NiuSky Pacific of an accident involving a De Havilland DHC6-300 aircraft owned by ASHE Aircraft Enterprises Limited and operated Kobio Aviation Limited at Kairik Airport, Enga Province. The AIC immediately began gathering information pertinent to the occurrence and commenced the investigation.

This *Preliminary Aircraft Accident Investigation Report* was produced by the AIC, and contains facts known to the AIC before the official release date. It is released by the Commission in accordance with *Paragraph 7.1 of ICAO Annex 13*. The report is also publicly available on the AIC website <https://www.aic.gov.pg>.

The report is based on the initial investigation carried out by the AIC in accordance with Papua New Guinea *Civil Aviation Act 2000, Chapter 31 of the Commissions of Inquiry Act, Annex 13 to the Convention on International Civil Aviation*, and the *PNG AIC Investigation Policy and Procedures Manual*. It contains factual information and indicating the progress of the investigation. 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 with *ICAO Annex 13*, and thereby promote aviation safety. Readers are advised that in accordance with *Section 219 of the Civil Aviation Act 2000 and 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 any other purpose.



Maryanne J. Wal
Chief Commissioner
18 November 2024

Occurrence Detail

On 19 October 2024, at about 15:00 local, (05:00 UTC¹) a De Haviland DHC6-300 aircraft, registered P2-KAL, owned by ASHE Aircraft Enterprises Limited and operated by Kobio Aviation Limited, was conducting a VFR² charter flight from Kairik Airport, Enga Province to Mt. Hagen Airport, Western Highlands Province, Papua New Guinea, when during the takeoff roll, the aircraft ran off the side of the runway into a drainage ditch.



Figure 1: Depiction of P2-KAL Accident site

There were 5 persons on board: 2 pilots and 3 passengers.

The Pilot-In-Command Under Supervision (ICUS) was occupying the left seat and was Pilot flying (PF). The Training Captain occupied the right seat and was Pilot Monitoring (PM).

According to Air Traffic Services (ATS) recorded data, at 14:58, P2-KAL made a taxi call for departure to Mt. Hagen.

The crew reported that after aligning the aircraft on Runway 05 and configuring it for takeoff, they began the takeoff roll. During the takeoff roll, they observed the aircraft tracking to the left of the centerline. In an attempt to correct the tracking to the left, the PF applied asymmetric thrust and right rudder, however, the aircraft continued veering left towards the runway's edge and continued onto the grass surface. Consequently, the crew decided to abort the takeoff.

The PF then applied full reverse thrust and brakes in an effort to slow the aircraft and bring it to a stop. However, due to the wet and slippery grass surface, caused by rain on the day of the accident and in the days prior, the aircraft continued to skid further left, towards the ditch adjacent to the runway.

The PF stated that the left wingtip then clipped the side of the airport fencing, which runs along the edges of the strip. The contact between the wingtip and fence caused the aircraft to turn further left towards the drainage ditch at the edge of the strip, where the nose wheel rolled into the drainage ditch and came to rest.

¹ 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, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC +10 hours.

² VFR stands for Visual Flight Rules. These are a set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going.

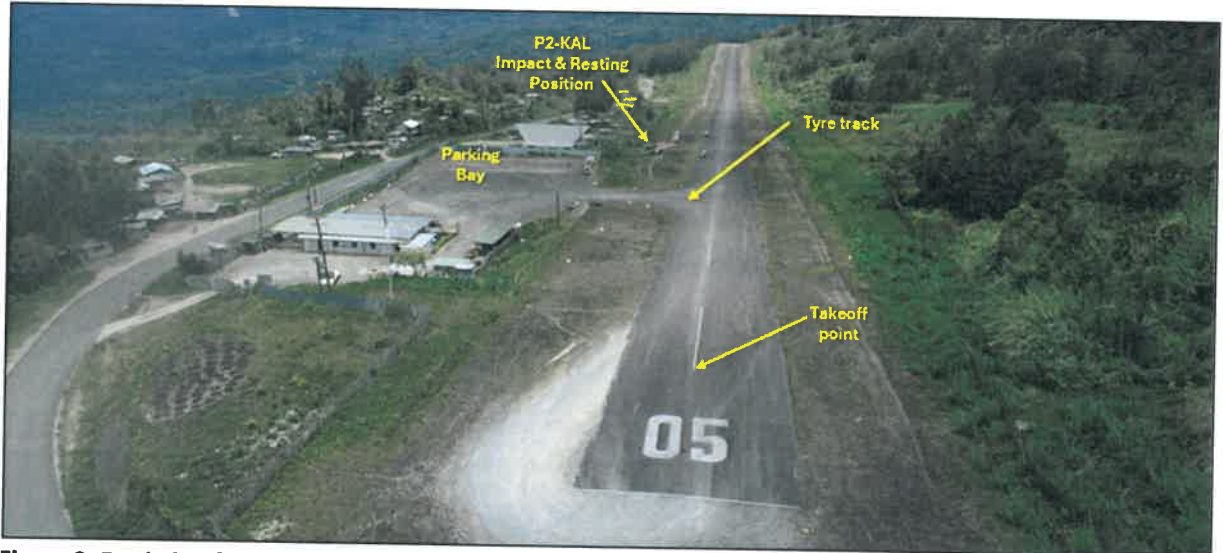


Figure 2: Depiction from takeoff to impact point

The crew stated that after impacting the drainage ditch, the aircraft was shut down and the passengers were subsequently evacuated from the aircraft by the New Pogera Limited Aviation staff members. There were no injuries reported.

Damage

The aircraft sustained substantial damage to the left-wing outboard flap and aileron, nose cone and a punctured right-hand mainwheel tyre on impact (refer to Figure 3).

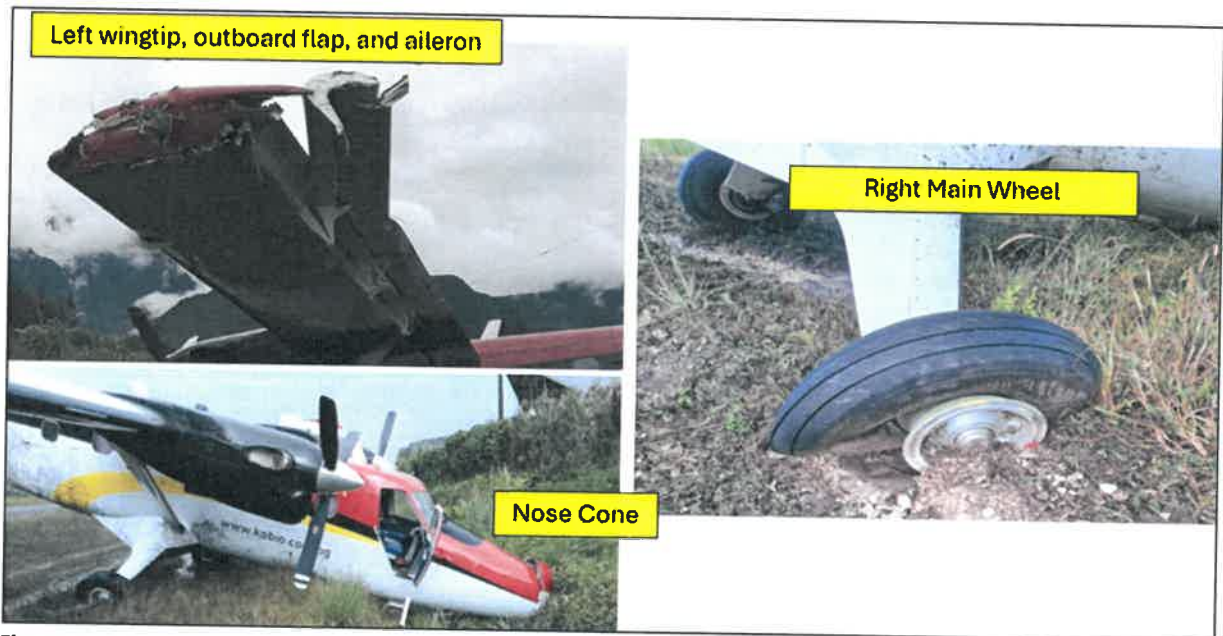


Figure 3: Damaged sustained by P2-KAL

AIC Comment

The investigation is continuing and intends to understand the reason for the runway excursion. The investigation will also include but not limited to the operations, systems, performance, maintenance and serviceability, organizational aspects, design and manufacture.

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

Safety Actions

At the time of the issue of this Preliminary report, no Safety Actions have been reported.

Recommendations

At the time of the issue of this Preliminary report, no Safety Recommendations have been issued by the AIC.

General Details

Date and time:	19 October 2024 15:00 (UTC 05:00)	
Occurrence category:	Accident	
Primary occurrence type:	Runway Excursion	
Location:	Kairik Airstrip, Enga Province	
	Latitude: 5° 26' 51.39"S	Longitude: 143°9' 58.36"E
Elevation	7,280 ft	
Runway	05/23	
Length	1,208 m (3,963 ft)	
Width	40 m (133 ft)	

Type of Operation, Injury, and damage details

Type of operation	VFR Charter Flight	
Persons on Board	Crew: 2 Pilots	Passengers: 3
Injuries	Crew: Nil	Passengers: Nil
Damage	The aircraft sustained substantial damage to the left wingtip, left outboard flap, left outboard aileron, and nose cone. The right mainwheel tyre was punctured.	

Crew details

Pilot-in-Command Under Supervision		Training Captain	
Nationality	Papua New Guinean	Nationality	New Zealand
Gender	Male	Gender	Male
Age	32	Age	56
Licence type	CPL Aeroplane	Licence type	ATPL Aeroplane
Total hours	2,117.3	Total hours	13,310.5
Total hours in Command	2.4	Total hours in Command	5,717.0
Total hours on type	1,856.1	Total hours on type	2,438.4

Aircraft Details

Aircraft manufacturer and model	De Haviland, DHC6-300
Registration	P2-KAL
Serial number	715
Engine manufacturer and model	Pratt & Whitney, PTA-27
Left Engine Serial Number	PCE-PG0386
Right Engine Serial Number	PCE-PG25506
Propeller Make and Model	Hartzell / HC-B3TN-3D
Left Propeller Serial Number	BUA 22301
Right Propeller Serial Number	BUA 23523