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MEDIA RELEASE

RELEASE OF FINAL REPORT ON TROPICAIR LTD DHC-6-300 AIRCRAFT SERIOUS INCIDENT AT KIKORI AIRSTRIP, GULF PROVINCE, PNG.

The Papua New Guinea Accident Investigation Commission (AIC) today published the Final Report on the investigation conducted into a serious incident involving a DHC-6-300 aircraft that occurred at Kikori Airstrip, Gulf Province, Papua New Guinea.

On 8 June 2024, at 11:43 local (01:43 UTC), a DHC-6-300 Twin Otter aircraft, registered P2-BBM, owned and operated by Tropicair Ltd, was conducting an IFR Fares and Freight flight from Kerema Airport to Kikori Airstrip, Gulf Province, Papua New Guinea, when, during the landing roll at Kikori, it experienced a runway excursion and rolled into a drainage ditch, which runs along the left side of the runway, and impacted the embankment. There were sixteen (16) persons on board: two (2) crew and fourteen (14) passengers. No injuries were reported.

The AIC was notified on 8 June 2024 at 13:23 local time (03:23 UTC) of the serious incident and immediately commenced an investigation in accordance with its mandate under the *PNG Civil Aviation Act 2000* and pursuant to *ICAO Annex 13 to the Convention on International Civil Aviation*.

The investigation found that given the airstrip characteristics in Kikori, Beta was applied upon touchdown to help slow the aircraft. However, the aircraft began to yaw, and track left of centre during the ground roll. This was a result of beta asymmetry where on application, the Left beta system was more effective compared to the right beta system, inducing a condition of asymmetric drag. Although power lever adjustments were made together with rudder pedal input to correct the aircraft's tracking, the investigation found that due to an overcorrection, coupled with a delay in the beta response, the aircraft veered right of the strip centreline. Control inputs were being done to get the aircraft back onto the strip centreline, however, due to the control input being momentarily maintained, the aircraft continued left of the strip centreline resulting in a runway excursion where it came to rest in the drainage ditch that runs along the western edge of the strip edge.

The Final report also identified other contributory factors related to environment, airstrip maintenance and condition, weather and aircraft maintenance.

The Final report includes safety recommendations made by the AIC to the operator, with the intention of enhancing operational safety. According to *ICAO Annex 13 Standards*, identified safety deficiencies and concerns must be raised with the persons or organisations best placed to take safety action. Unless safety action is taken to address the identified safety deficiencies, death or injury might result in a future accident.

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

Authorised for release by:

Maryanne J. Wal
Chief Commissioner