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*Our Ref: AIC 25-R10/24-1003*

**Safety recommendation: AIC 25-R10/24-1003**

**Addressed to: Civil Aviation Safety Authority of Papua New Guinea**

**Date issued: 16 May 2025**

**Investigation link: AIC 24-1003**

**Action status: Issued**

**Introduction**

At 11:20 local time on 22 December 2024, North Coast Aviation notified the PNG Accident Investigation Commission that one of their aircraft, a Pilatus Britten-Norman BN2B-26 Islander aircraft, registered P2-SAM on a VFR<sup>1</sup> single pilot charter flight from Wasu to Nadzab, Morobe Province, had not arrived at Nadzab. A *COSPAS SARSAT*<sup>2</sup> signal had been received by the PNG Rescue Coordination Centre and a Distress Phase had been declared with initial search procedures commenced.

The AIC immediately commenced an investigation.

**Occurrence**

On 22 December 2024, at 10:28 local time (00:18 UTC<sup>3</sup>), a Pilatus Britten-Norman BN2B-26 Islander aircraft, registered P2-SAM, owned and operated by North Coast Aviation Limited (NCA), on a VFR single pilot charter flight from Wasu to Nadzab, Morobe Province, collided with terrain 20 nm southwest of Wasu, (32 nm north of Nadzab). All persons on board were fatally injured upon impact. The aircraft was destroyed by impact forces and an intense post-impact fire.

**Safety deficiency description**

The pilot's flight records, including his logbook entries were incomplete and brief, precluding any accurate assessment and analysis of his route and airstrip currency and recency.

<sup>1</sup> Visual Flight Rules.

<sup>2</sup> A satellite system designed to detect and locate activated distress beacons transmitting in the frequency band of 406.0-406.1 MHz. Source: ICAO/IMO IAMSAR MANUAL.

<sup>3</sup> 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.

## **Recommendation number AIC 25-R10/24-1003 to Civil Aviation Safety Authority of PNG**

The PNG Accident Investigation Commission (AIC) recommends that the Civil Aviation Safety Authority of Papua New Guinea, when conducting audits of operators, should ensure that effective operational control measures and quality controls are in place to ensure pilot's records and company documents, especially operational documents including training records, are maintained. CASA PNG audits should verify that operator's records covering route and airstrip training competency and recency are kept up to date.

### **Action requested**

The AIC requests that North Coast Aviation Limited (NCA) note recommendation *AIC 25-R10/24-1003* and provide a response to the AIC within 90 days of the issue date and explain (including with evidence) how CASA has addressed the safety deficiency identified in the safety recommendation.

**STATUS: ISSUED.**



**Maryanne J. Wal**

*Chief Commissioner*

16 May 2025