



ACCIDENT INVESTIGATION COMMISSION

OFFICE OF THE COMMISSIONERS

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Safety recommendation: AIC 25-R13/25-1001

Addressed to: Tropicair Limited

Date issued: 08 July 2025

Investigation link: AIC 25-1001

Action status: Issued

Introduction

On 6 February 2025 at 11:09 local time (01:09 UTC), the AIC was notified by the operator via email of an accident at Kerema Airport, Gulf Province, that occurred on 6 February 2025 at 10:28 local, involving a DHC-6-400 Twin Otter aircraft, registered P2-AXL, owned Lagavulin Asset Management Limited (Ltd) and operated by Tropicair Limited. The AIC immediately commenced an investigation and deployed a team of investigators to perform on-site activities on 6 February 2025.

Occurrence

On 6 February 2025, at 10:28 local (00:28 UTC), a DHC-6-400 aircraft registered P2-AXL, owned by Lagavulin Asset Management and operated by Tropicair Limited was conducting an IFR charter flight from Purari Airstrip to Kerema Airport, Gulf Province, Papua New Guinea, when during the landing roll, the aircraft experienced a loss of directional control, veered off the runway and impacted a drainage ditch that runs along the left side of the runway.

There were 10 persons on board: 2 pilots and 8 passengers. None of the aircraft's occupants were injured.

Safety Deficiency Description

The operators *Training and Competency Manual*, Section 1.2 states that the Training & Competency Manager shall liaise with the Chief Pilot for the inclusion of all training and competency requirements in each roster period. Where practical, requirements shall be confirmed to the Chief Pilot not less than 3 days prior to the commencement date of the roster concerned [...]

However, there is no specific guidance or consideration in the operator's relevant manual(s) for pilots who are scheduled for their training or competency checks.

The investigation found from the roster for the day that the PM/Co-pilot was rostered for operational flying for a 0800 departure to fly the sectors Port Moresby-Kerema-Purari Kerema-Port Moresby as well as a 1330 departure for his base/line check or proficiency check on the day of the accident

The investigation also found that the flight crew had changed flying duties just before the flight without notifying the relevant persons of the change. It is Standard Operating Procedure (SOP) that Flight crew are assigned roles (Pilot Flying and Pilot Monitoring) by the Chief pilot and duties discussed during the pre-flight briefing. Changing roles last minute can cause confusion or miscommunication during critical flight phases.

Pilots also mentally prepare for their roles before the flight. Sudden changes can disrupt this focus, potentially affecting performance.

A last-minute switch can lead to imbalanced workload if one pilot is less familiar with the aircraft, route, or current conditions.

The change to the assigned flying duties could have been properly communicated, documented and discussed during a revised pre-flight briefing.

Recommendation number AIC 25-R13/25-1001 to Tropicair Limited

The PNG Accident Investigation Commission (AIC) recommends that Tropicair Ltd establish clear and specific guidelines for the assignment of crew on check and training flights. These should include:

- clearly communicating assignments to all crew members involved in such flights; and
- ensuring that any changes to assigned duties are documented and effectively communicated to all responsible personnel.

Action requested

The AIC requests that Tropicair Ltd note recommendation AIC 25-R13/25-1001 and provide a response to the AIC within 90 days of the issue date, but no later than 06 October 2025 and explain, including with evidence, how Tropicair Ltd has addressed the safety deficiency identified in the safety recommendation.



Maryanne J. Wal

Chief Commissioner