



PRELIMINARY REPORT

AIC 25-1003

12 August 2025

OPERATOR	: Tropicair Limited
REGISTRATION	: P2-AMH
MANUFACTURER	: Cessna Aircraft Company
MODEL	: Cessna 208B Grand Caravan
OCCURRENCE DESCRIPTION /CLASS/CATEGORY	: Abnormal Runway Contact – Hard Landing
LOCATION	: Balimo Airstrip, Western Province
OCCURRENCE DATE	: 13 July 2025



INTRODUCTION

Investigation AIC 25-1003

On 13 July 2025 at 14:53 local time (04:53 UTC), the AIC was notified by Tropicair Limited of an occurrence on the same day at 14:15 local time. The occurrence involved a Cessna 208B Grand Caravan aircraft, registered P2-AMH, owned and operated by Tropicair.

The AIC assessed the occurrence and classified it as an accident. The AIC, therefore, commenced an investigation into the occurrence under to *Section 247 of the PNG Civil Aviation Act 2000*, and a team of investigators was dispatched to the site the next day for on-site investigation.

In accordance with *ICAO Annex 13, Chapter 4, paragraph 4.1*, the AIC promptly notified relevant foreign authorities of the State of:

- Airframe Manufacture/Design: United States of America (NTSB)
- Engine Manufacture/Design: Canada (TSB)

Participation by the aforementioned State's and other parties shall be permitted pursuant to ICAO Annex 13.

This Preliminary Accident Investigation Report, prepared by the AIC, contains information from initial evidence gathered up to the date of this report.

The investigation is continuing and is being carried out pursuant to PNG Civil Aviation Act 2000, and in accordance with the PNG Civil Aviation Act 2000 and ICAO Annex 13 Standards and Recommended Practices.

The analysis, findings, and contributing (causal) factors, and any safety recommendations issued in the course of this investigation will be included in the Final Report which will be published at the completion of the investigation.

The sole objective of AIC investigations and its resulting reports is the improvement of safety. It is not the role of the AIC to apportion blame or liability.

Factual Information

Occurrence Details

On 13 July 2025, at 14:18 local (04:15 UTC¹), a Cessna 208B Grand Caravan aircraft, registered P2-AMH, owned and operated by Tropicair Limited, sustained substantial damage due to a landing gear assembly collapse following heavy landing at Balimo Airstrip.



Figure 1: P2-AMH accident site, Balimo Airstrip, Western Province.

There were nine persons on board: one pilot and eight passengers. No injuries were reported.

According to V2-Track² recorded data, the aircraft departed Jacksons International Airport, Port Moresby at 12:31, on a single-crew Instrument Flight Rules (IFR) flight, climbed to an altitude of 10,000 ft Above Mean Sea Level (AMSL), and tracked northwest to Balimo Airstrip with an estimated arrival time of 14:30.

At 14:15, the aircraft arrived over Balimo Airstrip at about 1,100 ft and continued northwest to join the left base leg for runway 10. The aircraft turned left and established on the final approach at 600 ft at 14:17.

According to the Pilot in Command (PIC), he configured the aircraft during approach and when on the final approach path, set and maintained his conditionally nominated approach airspeed.

The PIC stated that immediately prior to touch down, he flared the aircraft and felt the aircraft touch down on the right main wheel. The aircraft touched down at 14:18.

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 A satellite tracking device for aircraft. This enables the aircraft's position to be monitored from an internet connected device. It includes an 'SOS' button, which can be manually activated by the crew in an emergency.

According to erratic tyre marks along the strip surface, the aircraft intermittently contacted the ground and became airborne again during the landing sequence along the airstrip. This was corroborated by the PIC during an interview with the AIC.

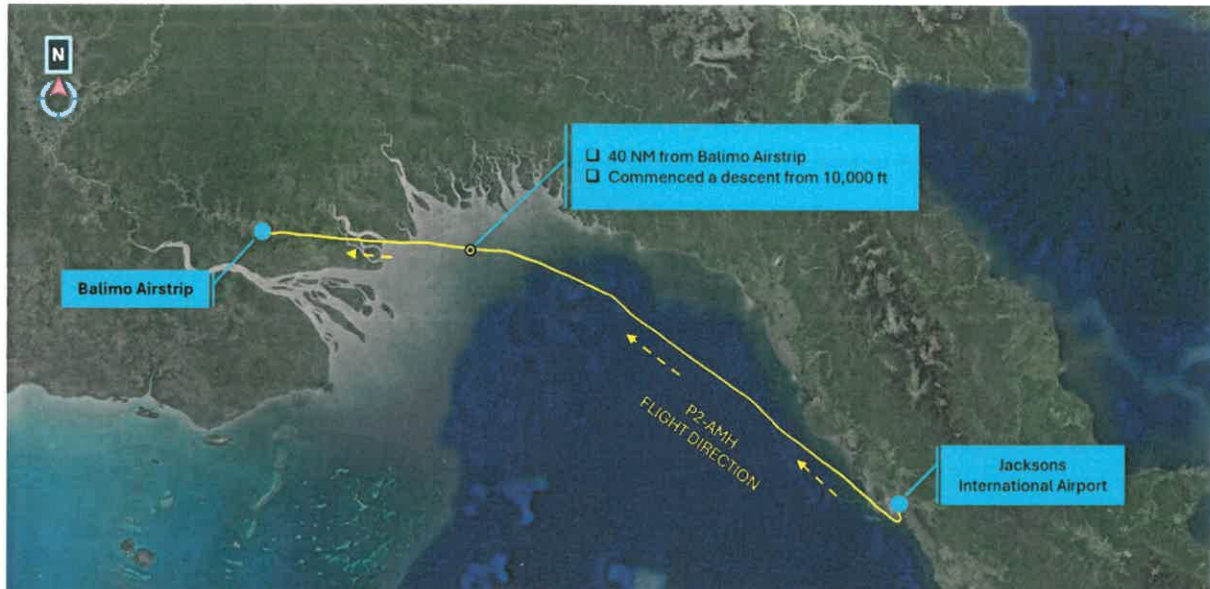


Figure 2: Depiction of P2-AMH flight path



Figure 3: P2-AMH at the circuit area.

Evidence shows a tail strike also occurred during the aircraft's second contact with the ground. The aircraft nose subsequently contacted the ground heavily and the nose landing gear collapsed. As the nose dropped, the propellers struck the ground. The aircraft nose dragged across the surface and decelerated before eventually coming to rest.

According to the PIC, after the aircraft came to rest, he immediately shut the engine down. He then instructed the eight passengers to evacuate through the pilot's left side door and directed them to remain about 20–30 meters away from the aircraft.

It was reported that no injuries were sustained by persons onboard or on the ground.

Damage to aircraft

The aircraft sustained significant damage to the nose landing gear, right main landing gear assemblies, the propeller assembly, and exhibited evidence of a tail strike.

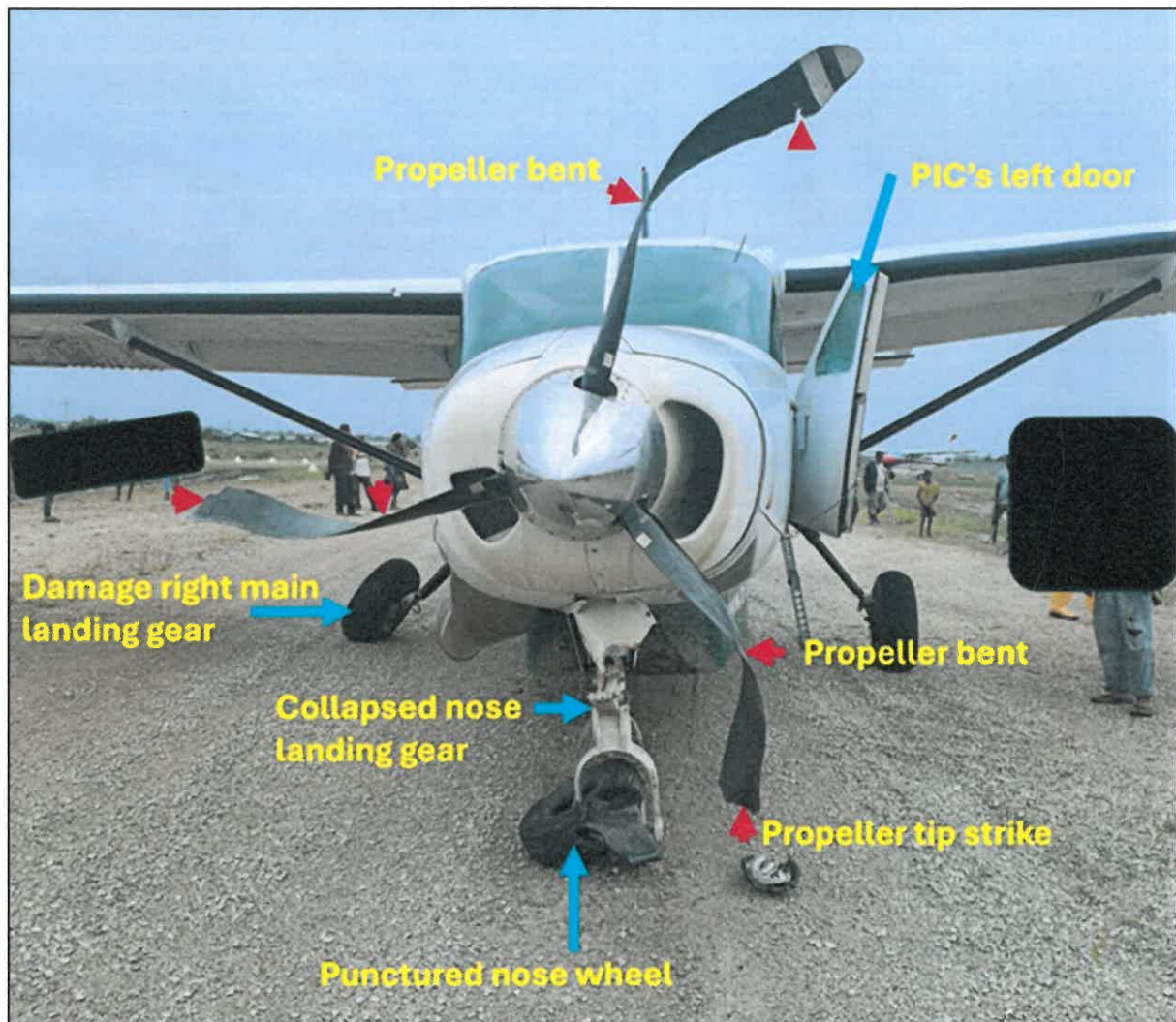


Figure 4: Damage sustained by the aircraft

From the on-site investigation team's assessment of the aircraft, the following damage was observed:

- Nose wheel and nose landing gear assembly: The nose wheel was found deflated, and the nose landing gear assembly collapsed.
- Propeller assembly: All three propeller blades showed signs of ground impact, with tips broken off and blades bent.
- Right main landing gear: Found bent.
- Aft section of the empennage: Strike mark observed.



Figure 5: Observation of the damage to the aircraft

There was no other environmental or property damage observed.

AIC Comment

The investigation is continuing and will include all aspects which may help us understand the accident and identify contributing factors and safety deficiencies. The scope includes, but is not limited to: operations, systems, performance, maintenance, and organisational aspects, as well as environmental factors.

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:	13 July 2025, 14:15 (04:15 UTC)	
Occurrence category:	Accident	
Primary occurrence type:	Abnormal Runway Contact – Hard Landing	
Location:	Balimo Airstrip, Western Province	
	Latitude: 08 03' 04.61"S	Longitude: 142° 56' 26.84"E
Airstrip Type	Two-way Landing & Taking off	
Runway Identifier	10/28	
Elevation	100 ft	
Runway Length	1390 m	

Type of Operation, Injury, and Damage details

Type of operation	IFR Charter (Fares and Freight)	
Persons on Board	Crew: 1 (Pilot)	Passengers: 8
Injuries	Crew: Nil	Passengers: Nil
Damage	Substantial damage to the right main landing gear and nose landing gear assemblies and the propeller assembly. Minor damage to the aft of the empennage.	

Crew details

Pilot	
Nationality	Papua New Guinea
Gender	Male
Age	25
License type	CPL Aeroplane

Aircraft details

Airframe	
Aircraft manufacturer and model:	Cessna Aircraft Company, Cessna 208B
Registration:	P2-AMH
Serial number:	208B0785
Year of Manufacture	1999
Total airframe hours	17,457.5 (on 12 July 2025)
Engine	
Engine manufacturer and model	Pratt & Whitney Canada, PT6A-114A
Engine Serial Number	PCE – PC0716
Total engine hours	16,476.4 (on 12 July 2025)
Propeller	
Propeller Make and Model	McCauley, 3GFR34C703
Propeller Serial Number	200925
Total propeller hours	1,262.8 (on 12 July 2025)

This Preliminary Report is released by:

Accident Investigation Commission

Ministry of Civil Aviation

Papua New Guinea

12 August 2025

