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Our Ref: AIC 25-R05/24-1002

Safety recommendation: AIC 25-R05/24-1002

Addressed to: Kobio Aviation Limited

Date issued: 25 April 2025

Investigation link: AIC 24-1002

Action status: Issued

Introduction

On 19 October 2024 at 16:05 local time (06:05 UTC), the AIC was notified by NiuSky Pacific about an occurrence that had occurred on the same day at 15:00 local time (05:00 UTC). The occurrence involved a De Havilland Aircraft of Canada Ltd DHC-6-300 Twin Otter aircraft registered P2-KAL, owned by ASHE Aircraft Enterprises Limited, and operated by Kobio Aviation Limited.

The AIC immediately began gathering information pertinent to the occurrence and commenced an investigation into the occurrence.

Occurrence

On 19 October 2024, at 15:00 local time (05:00 UTC), a De Havilland Aircraft of Canada Ltd DHC-6-300 Twin Otter aircraft registered P2-KAL, owned by ASHE Aircraft Enterprises Limited, and operated by Kobio Aviation Limited, was conducting a VFR charter flight from Kairik Airport, Enga Province to Mt. Hagen Airport, Western Highlands Province, Papua New Guinea, when, during the takeoff roll, it experienced a runway excursion and rolled into a drainage ditch which runs along the left side of the runway and impacted the embankment.

Safety deficiency description

Development of New Route

The operator's Route Guide Manual, Section 2.5 "Development of New Routes," states:

The Chief Executive Officer (CEO) will advise the Flight Operations Manager (FOM) of any proposed new route in order to evaluate operational feasibility.

Considerations will include (but are not limited to):

1. Preferred routing
2. Payload

3. *aircraft performance analysis*
4. *airport physical characteristics*
5. *operational document coverage; and*
6. *any required airport approvals.*

If a new route is approved, the Flight Operations Manager (FOM) is responsible for updating the Route Manual to include the route and relevant aerodrome information. However, the investigation found no record of an operational feasibility assessment for Kairik Operations.

Recommendation number AIC 25-R05/24-1002 to Kobio Aviation Limited

The PNG Accident Investigation Commission recommends that Kobio Aviation Limited conduct operational feasibility assessments on Kairik Airport and if a new route is approved, particularly Category C, to ensure crews are adequately prepared for their unique challenges.

Action requested

The AIC requests that Kobio Aviation Limited note recommendation AIC 25-R05/24-1002 and provide a response to the AIC within 90 days of the issue date and explain (including with evidence) how Kobio has addressed the safety deficiency identified in the safety recommendation.

STATUS: ISSUED.



Maryanne J. Wal

Chief Commissioner

28 July 2025

Kobio Aviation Limited's response to Safety Recommendation AIC 25-R05/24-1002

On 4 August 2025, Kobio Aviation Limited provided a response to Safety Recommendation AIC 25-R05/24-1002 via email, including evidence of safety actions taken to address the identified safety deficiencies.

Kobio Aviation Limited advised that the Route Guide Manual (RGM) has been updated to include essential operational information for pilots. The information is based on take-off and landing performance graphs from the Aircraft Flight Manual (AFM) and has been adjusted in accordance with CAR Part 125. In addition, routes to Kairik are stored in the GPS database for both aircraft P2-KAL and P2-HFF, and Kairik Airport data is now included in the RGM.

AIC Assessment of Kobio Aviation Limited Response

The AIC has assessed the response provided by Kobio Aviation Limited and notes that the corrective actions taken fully address the safety deficiencies identified in the safety recommendation.

The AIC has assigned this response a *satisfactory* rating.

The AIC has recorded the status of the Safety Recommendation as: **CLOSED**



Maryanne J Wal
Chief Commissioner

31 October 2025