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MEDIA RELEASE

ACCIDENT INVOLVING DHC-6-300 TWIN OTTER AIRCRAFT, REGISTERED P2-BBM, AT JACKSONS INTERNATIONAL AIRPORT, PORT MORESBY

The Papua New Guinea Accident Investigation Commission (AIC) has commenced a full independent investigation into an accident involving a DHC-6-300 Twin Otter aircraft, registered P2-BBM, owned and operated by Tropicair Limited. The occurrence took place in sequence between Tapini Airstrip, in Central Province, and Jacksons International Airport, Port Moresby, on 22 January 2026.

At approximately 10:23 local time today, the AIC was notified by Tropicair Limited that the aircraft, registered P2-BBM, would be conducting an emergency landing at Jacksons International Airport without its nose landing gear.

An AIC investigation team was immediately deployed to the airport to observe the landing, standing by to assess following the emergency. The aircraft performed an emergency landing on Runway 32L at approximately 10:57 local time, with ground emergency services in attendance and standing by. The aircraft came to rest on the runway.

From initial information gathered by the AIC, the nose landing gear assembly separated from the aircraft during take-off from Tapini Airstrip. The separated nose gear was recovered at Tapini by local residents. The aircraft continued its flight to Port Moresby and completed the emergency landing without the nose landing gear.

The aircraft sustained substantial damage as a result of the occurrence. There were 21 persons on board: 2 crew members and 19 passengers. No injuries were reported.

Following aircraft shutdown, and passenger disembarkation, the AIC investigation team began its onsite investigation activities. This occurrence has been classified as an Accident and a comprehensive, independent investigation will be conducted in compliance with Annex 13 to the Convention on International Civil Aviation.

The sole purpose of the investigation is to improve aviation safety by determining the circumstances and any contributing factors, enabling vital lessons to be learned and similar occurrences to be prevented in the future. It is not the role of the AIC to apportion blame or establish liability.

This is the third occurrence in January 2026 for which the AIC has initiated an investigation. The others include:

- The accident involving a Hevilift ATR 42-500 aircraft (P2-KSA) at Simberi Airstrip, New Ireland Province, on 15 January 2026; and
- The serious incident involving an Adventist Aviation Services PAC 750XL aircraft (P2-SDA) at Kanabea Airstrip, Gulf Province, on 9 January 2026.

All ongoing investigations are progressing, and preliminary reports for each will be published on the AIC website within 30 days of the respective occurrence dates, in line with established procedures.

A preliminary report for an ongoing investigation has already been published for a serious incident involving an Australian crop-spraying aircraft at Daru Airport on 19 December 2025.

Further information on this investigation, including updates and published reports, will be available on the AIC website: www.aic.gov.pg.

Authorised for release by:

Maryanne J. Wal
Chief Commissioner

