



PRELIMINARY REPORT

AIC 26-1001

14/02/2025

OPERATOR	: Hevilift Aviation Limited PNG
REGISTRATION	: P2-KSA
MANUFACTURER	: Avions de Transport Regional (ATR)
MODEL	: ATR 42-500
OCCURRENCE DESCRIPTION /CLASS/CATEGORY	: Runway Excursion – Landing
LOCATION	: Simberi Airstrip, New Ireland Province
OCCURRENCE DATE	: 15 January 2026



INTRODUCTION

Investigation AIC 26-1001

On 15 January 2026 at 07:19 pm local time (09:19 UTC), the AIC was notified by NiuSky Pacific Ltd about an occurrence which had occurred on the same day at 16:30 local time. The occurrence involved an ATR 42-500 aircraft, registered P2-KSA, operated by Hevilift Aviation Limited PNG. The Accident Investigation Commission (AIC) commenced an investigation into the occurrence pursuant to Section 247 of the PNG Civil Aviation Act 2000, and a team of investigators was deployed to the occurrence site to conduct on-site investigation activities.

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

- Aircraft manufacturer: France (BEA France)
- Engine manufacturer: Canada (TSB Canada); and
- The International Civil Aviation Organization; the aircraft involved is of a maximum mass of over 2,250 kg.

Participation by the mentioned States and other parties was permitted in accordance with 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 Detail

On 15 January 2026, at 16:34 local time (06:34 UTC¹), a ATR 42-500 aircraft, registered P2-KSA, operated by Hevilift Aviation Limited PNG, was conducting an IFR² charter flight from Jacksons International Airport to Simberi Airstrip, New Ireland Province, Papua New Guinea, when, during the landing at Simberi Airstrip, the aircraft experienced a runway excursion on the right hand side and impacted a drain and embankment.

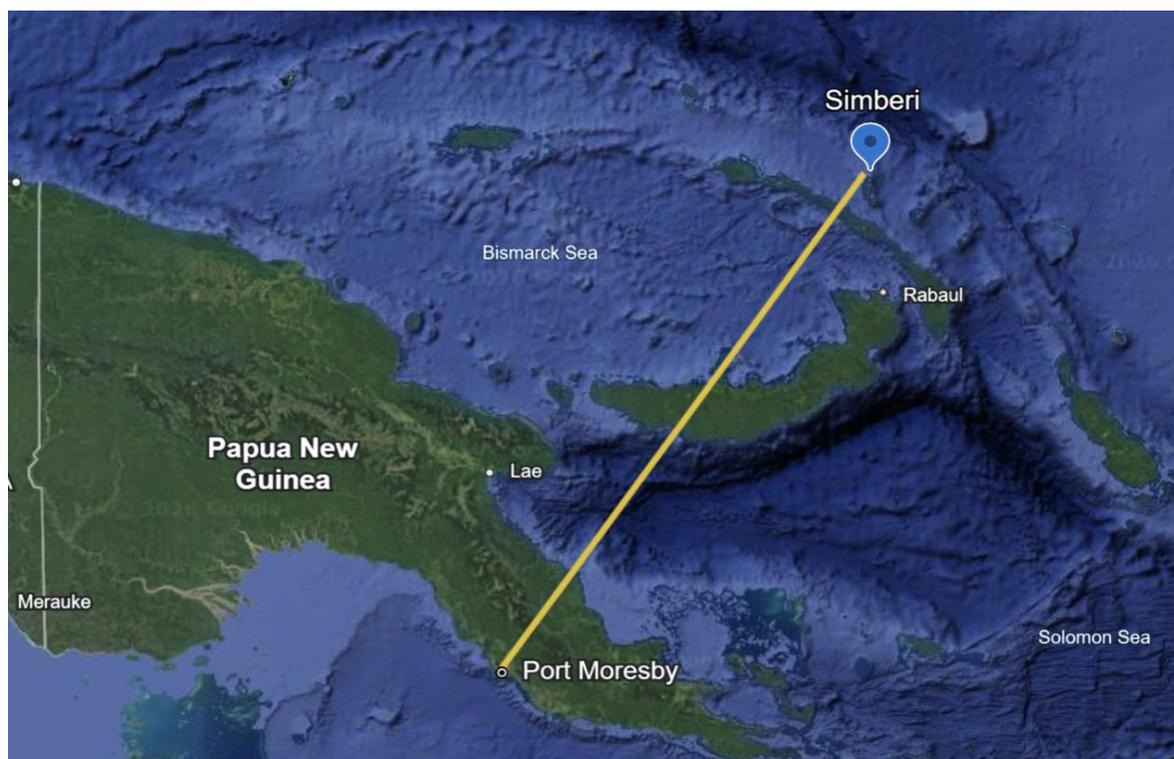


Figure 1: Overview of Flight Track from Port Moresby to Simberi.

There were a total of fourteen persons on board the aircraft: Three crew; the Pilot-in-Command (PIC), Co-Pilot, Cabin Crew and eleven passengers. There were no reported injuries.

According to the PIC's statement, the aircraft departed Jacksons Airport on a charter operation with the planned sector for the charter flight were as follows:

- Jacksons International Airport (Port Moresby) to Simberi Airport (New Ireland Province);

According to recorded data, the aircraft departed Jacksons International Airport Runway 32R at approximately 14:30 local time climbed to 19,000 ft AMSL³ and tracked northeast direct to Simberi.

The PIC reported joining the circuit on Left downwind for landing on Runway 28. Once established on final approach, the aircraft was fully configured for landing on Runway 28. The Crew reported that on touch down, the aircraft began to veer to the right of the strip. Due to the wet surface conditions at the time of the landing, the crew lost directional control and the aircraft continued tracking to the right and onto the wet grass surface and impacted the airstrip edge drainage ditch and embankment.

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 area time of the occurrence, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC +10 hours.

² Instrument Flight Rules.

³ Above Mean Sea Level.

The aircraft came to rest with the nose section in the drainage and a heading perpendicular to the runway direction. Soon after the aircraft came to a stop, the Crew subsequently shut down the aircraft and evacuated the passengers through the main cabin door.



Figure 2: P2-KSA Landing Roll Track at Simberi Airstrip.



Figure 3: Final Resting position of P2-KSA following the Runway Excursion on Runway 28 at Simberi Airstrip.

Damage to aircraft

The aircraft sustained damage to the Nose Cone, Left-Hand Main Landing Gear Door and Substantial Damage to the Left-Hand Wing tip Section and Left Propeller Blade.



Figure 4: Impact and Ground Contact Damage to Aircraft (P2-KSA).

AIC Comment

The investigation is continuing and intends to understand the reason for the Accident. The investigation will also include but not limit to the operations, systems, performance, maintenance, organisational aspects, design and manufacturing aspects. The investigation analysis and findings will be included in the Final Report.

Safety Actions

At the time of the issue of this Preliminary Report, the Operator has taken safety actions to address issues identified in this accident. These actions are currently under discussion and review with the AIC.

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:	15 January 2026, 16:34 Local Time (06:34 UTC)	
Occurrence category:	Accident	
Primary occurrence type:	Runway Excursion – Landing	
Location:	Simberi Airstrip, New Ireland Province	
	Latitude: 02°39'44"S	Longitude: 151°59'52"E
Airport Type	Two-way Landing & Taking off	
Aerodrome Identifier	AYSE	
Elevation	10 feet	
Runway Length	1,400 meters	

Type of Operation, Injury, and Damage details

Type of operation	IFR Charter Flight	
Persons on Board	Crew:	Passengers: 11
	Pilot in Command Co-Pilot Cabin Crew	
Injuries	Crew: Nil	Passengers: Nil
Damage	Damage to Nose Cone, Left-Hand Main Landing Gear Door. Substantial Damage to Left-Hand Wing tip section and Left-Hand Propeller Blade.	

Crew details

Pilot In Command		Co-Pilot	
Nationality	Ni Vanuatu	Nationality	Papua New Guinean
Gender	Male	Gender	Male
Age	48	Age	50
License type	ATPL-A	License type	ATPL-A

Aircraft details

Airframe		
Aircraft manufacturer:	Avions de Transport Regional (ATR France)	
Model	ATR 42-500	
Registration:	P2-KSA	
Serial number:	639	
Place and Year of Manufacture	France, 2005	
Engines		
Engine manufacturer	Pratt & Whitney, Canada, Incorporated (P&WC)	
Engine Model Number	PW127	
Engine Serial Numbers	1. PCE-EB0149	2. PCE-EB0159
Propellers		
Propeller Manufacturer	Hamilton Sunstrand	
Propeller Model Number	568F-1	
Propeller Serial Numbers	1. 2013070144	2. 20080918

This Preliminary Report is released by:
Accident Investigation Commission
Ministry of Civil Aviation
Papua New Guinea



14 February 2026

