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## PRELIMINARY REPORT

AIC 26-1002

21 February 2026

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OPERATOR	: Tropicair Limited
REGISTRATION	: P2-BBM
MANUFACTURER	: De Havilland Aircraft of Canada
MODEL	: Twin Otter DHC-6-300
OCCURRENCE DESCRIPTION /CLASS/CATEGORY	: Emergency Landing Without A Nose Landing Gear
LOCATION	: Jacksons International Airport, Port Moresby
OCCURRENCE DATE	: 22 January 2026

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# INTRODUCTION

## Investigation AIC 26-1002

On 22 January 2026 at 10:23 am local time (00:23 UTC), the Accident Investigation Commission (AIC) was notified by Tropicair Limited (Ltd) of an occurrence involving one of its aircraft, that was preparing to conduct an emergency landing at Jacksons International Airport due to the unavailability of the nose landing gear. The aircraft subsequently conducted an emergency landing on Runway 32L at approximately 10:57 local time (00:57 UTC), that same day.

The AIC immediately commenced an investigation into the occurrence pursuant to Section 247 of the PNG Civil Aviation Act 2000, and a team of investigators were immediately dispatched to the site to observe and conduct an on-site investigation following the emergency landing.

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

- Airframe and Engine Manufacture: Transport Safety Board of Canada (TSB); and
- The International Civil Aviation Safety Authority (ICAO); the aircraft involved is of a maximum mass of over 2,250 Kg.

Participation by the aforementioned State's and other parties was 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 ICAO Annex 13 Standards and Recommended Practices.

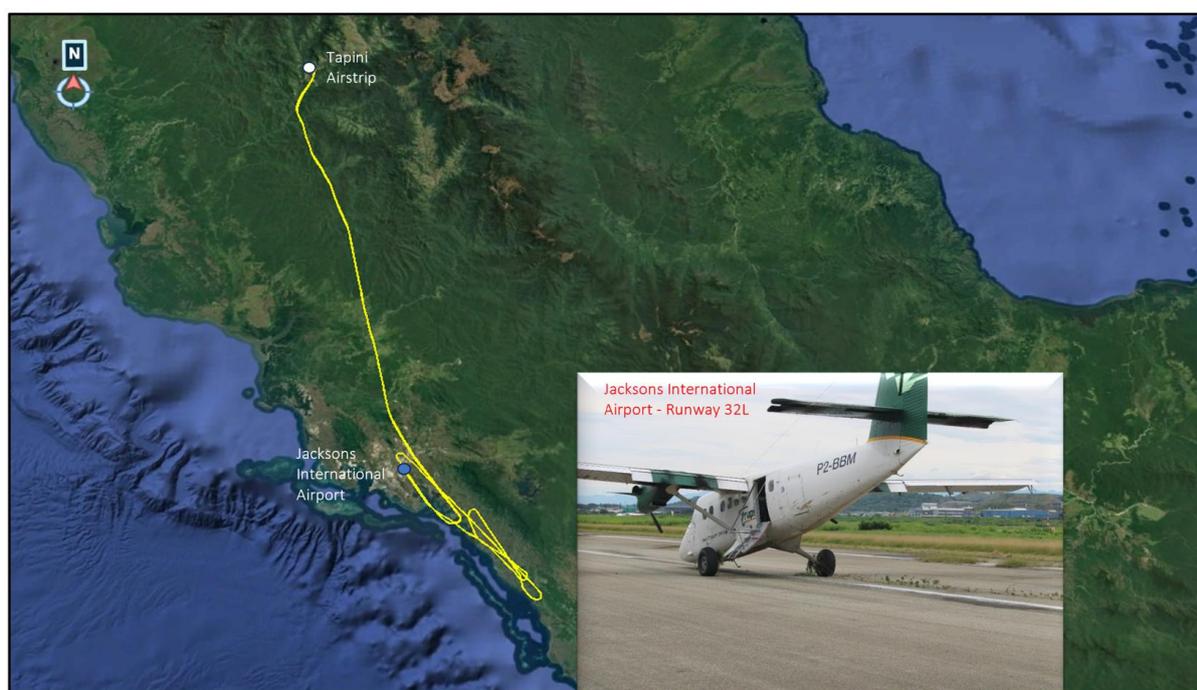
The analysis, findings, and contributing (causal) factors, and any safety recommendations issued in the course of this investigation will be included in the Final Report which will be published at the completion of the investigation.

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 22 January 2026 at 10:57 local time (00:57 UTC<sup>1</sup>), a De Havilland Canada DHC-6-300 aircraft, registered P2-BBM, owned and operated by Tropicair Ltd, was conducting an IFR Charter flight from Tapini Airstrip, Central Province to Jacksons International Airport, Port Moresby, when during the cruise phase of flight, the flight crew were advised by the company that the aircraft's Nose Wheel Assembly had detached and separated, after take-off at Tapini Airstrip. Following this notification, the crew continued the flight to Jacksons International Airport and prepared for an emergency landing. The aircraft subsequently conducted an emergency landing on Runway 32L without the Nose Wheel Assembly. The aircraft came to rest on the runway and sustained further substantial damage to the Nose Landing Gear Assembly.



**Figure 1: Overview of P2-BBM Flight Path from Tapini Airstrip, Central Province to Jacksons International Airport, Port Moresby**

There were twenty-one (21) persons on board the aircraft: Two Crew; the Pilot-in Command (PIC), and the Co-Pilot and nineteen (19) passengers. There were no reported injuries.

According to information provided by the operator, the aircraft landed at Tapini Airstrip at 08:58 local time. The PIC reported that upon landing at Tapini Airstrip, the runway surface was wet and slippery. The aircraft was brought to a stop further along the strip at the parking bay, where the surface was drier. The aircraft was positioned at an angle, with its nose directed toward the North of the strip. The crew further reported that following passenger disembarkation and cargo unloading, they proceeded to reload the aircraft in preparation for the return flight to Port Moresby. Once the aircraft was fully reloaded, and all preflight checks completed, the crew commenced the take-off run.

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<sup>1</sup> 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.

As the aircraft turned, to align with the runway heading 090°, it began to slide on the wet and slippery surface. Recorded data showed that once aligned with the runway heading, and during the application of take-off power, the aircraft experienced a loss of directional control. The aircraft became airborne after travelling approximately 550 metres (m) down the strip. The crew stated that they departed Tapini Airstrip at 09:33 local time.



Figure 2: Overview of P2-BBM Take-off run at Tapini Airstrip

During cruise enroute to Port Moresby, the crew reported that they were contacted by Air Traffic Control (ATC) and advised to contact their company. Upon contacting the company, the crew were informed that the aircraft had lost the Nose Wheel Assembly following take-off from Tapini Airstrip.

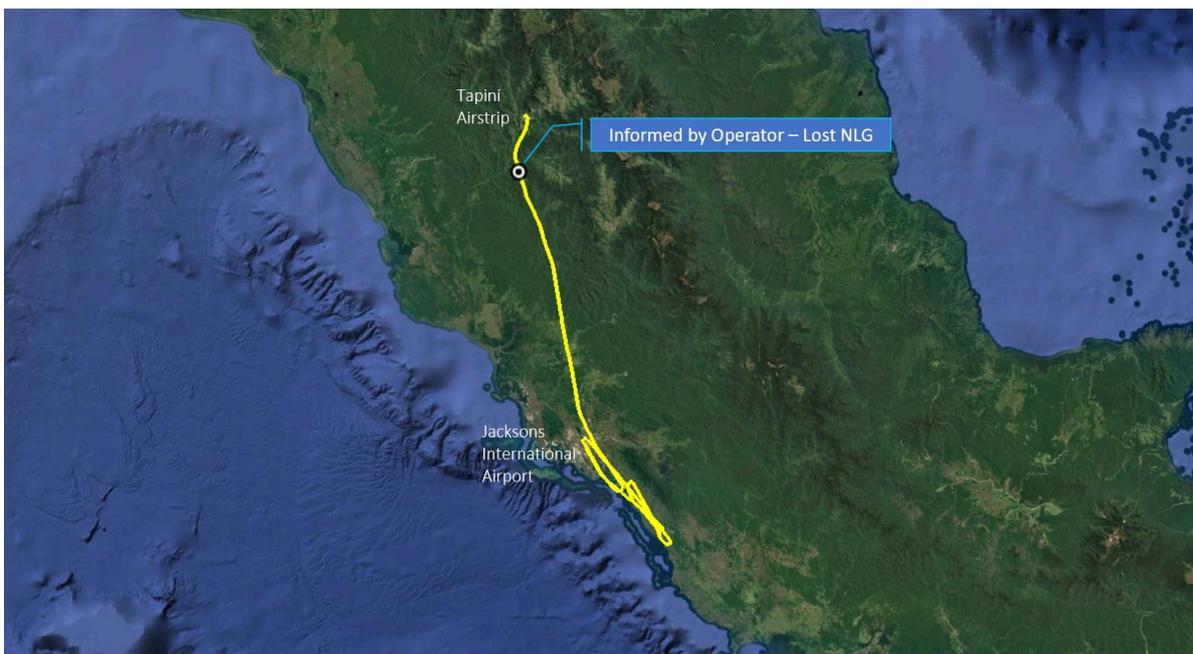


Figure 3: P2-BBM on flight back to Port Moresby, informed in cruise of the detached Nose Wheel Assembly

Recorded data showed that prior to arriving in Port Moresby, the crew reported that they contacted ATC and declared a PAN (Potential Accident Notification). The crew also requested to overfly the Control Tower for visual confirmation of the loss of the Nose Wheel Assembly upon arrival at Jacksons International Airport. ATC approved the request and upon overflying the tower, ATC confirmed that the aircraft had lost its Nose Wheel Assembly.

Following this confirmation, ATC vectored the aircraft away from the airport while activating the Airport Emergency Response Protocol. Once the emergency response procedures were in place, the crew were cleared to proceed with approach and landing. The aircraft subsequently returned to Jacksons International Airport and conducted an emergency landing. The aircraft came to rest on runway 32L.



Figure 4: P2-BBM after the emergency landing at Jacksons International Airport, Port Moresby

After the aircraft came to rest, the crew shut down the aircraft and conducted the evacuation of all passengers. Once the passengers had exited, the crew disembarked from the aircraft.

## Damage to aircraft

The aircraft's Nose Wheel Assembly, detached and separated from the aircraft during take-off at Tapini Airstrip.

The damaged Nose Landing Gear assembly sustained additional substantial damage to the during the emergency landing at Jacksons International Airport.



Figure 4: Damage sustained by P2-BBM

## AIC Comment

The investigation is continuing and intends to understand the reason for the accident. The investigation will also include but not limited to the operations, systems, performance, maintenance, and organisational aspects, design and manufacture.

The investigation analysis and findings will be included in the Final Report.

## 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:	22 January 2026, 10:57 Local Time (00:57 UTC)	
Occurrence category:	Accident	
Primary occurrence type:	Emergency Landing Without a Nose Landing Gear	
Location:	Jacksons International Airport, Port Moresby	
	Latitude: 09°26'25" S	Longitude: 147°13'07" E
Airport Type	One-way; Landing 27 Take-off 09, Right-hand circuits	
Runway Identifier	14L/32R; 14R/32L	
Elevation	129 Ft (Feet)	
Runway Length	1,300 (32L)	

## Type of Operation, Injury, and Damage details

Type of operation	IFR Charter	
Persons on Board	Crew: Two (2) Pilot in Command Co-pilot	Passengers: Nineteen (19)
Injuries	Crew: Nil	Passengers: Nil
Damage	-Nose Wheel Assembly detached from the aircraft during take-off at Tapini Airstrip. -The damaged Nose Landing Gear assembly sustained additional substantial damage during landing at Jackson International Airport.	

## Crew details

Pilot	
Nationality	Australian
Gender	Male
Age	71
License type	ATPL (Aeroplane)
Co-Pilot	
Nationality	Papua New Guinean
Gender	Male
Age	30
License	CPL (Aeroplane)

## Aircraft details

Airframe	
Aircraft manufacturer and model:	De Havilland Aircraft of Canada, DHC-6-300 Twin Otter
Registration:	P2-BBM
Serial number:	542
Year of Manufacture	1977
Engine	
	Pratt & Whitney, Canada, Incorporated
Model	PT6A-34
Engine 1 Serial Number	PCE-RB0793
Engine 2 Serial Number	PCE-RB0794
Propeller	
Propeller Manufacturer	Hartzell Propeller Incorporated
Propeller Model Number	HC-B3TN-3D
Propeller 1 Serial Number	BUA-24443
Propeller 2 Serial Number	BUA-21245



This Preliminary Report is released by:

**Accident Investigation Commission**

Ministry of Civil Aviation

Papua New Guinea

21 February 2026