



## PRELIMINARY REPORT

AIC 26-2001

08/02/2026

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OPERATOR	: Adventist Aviation Services (PNG)
REGISTRATION	: P2-SDA
MANUFACTURER	: Pacific Aerospace Limited
MODEL	: PAC 750XL
OCCURRENCE DESCRIPTION /CLASS/CATEGORY	: Runway Excursion – Landing (Overrun)
LOCATION	: Kanabea Airstrip, Gulf Province
OCCURRENCE DATE	: 09 January 2026

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# INTRODUCTION

## Investigation AIC 25-2001

On 9 January 2026 at 09:46 am local time (11:46 UTC), the AIC was notified by NiuSky Pacific Ltd about an occurrence which had occurred on the same day at 08:45 local time. The occurrence involved a PAC 750XL aircraft, registered P2-SDA, owned and operated by Adventist Aviation Services (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 the following day 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: New Zealand (TAIC New Zealand)
- 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 aforementioned States and other parties was permitted in accordance with ICAO Annex 13.

This Preliminary Serious Incident 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 9 January 2026, at 08:45 local time (22:45 UTC<sup>1</sup>), a PAC 750XL aircraft, registered P2-SDA, owned and operated by Adventist Aviation Services (PNG), was conducting a VFR<sup>2</sup> charter flight from Kerema Airport to Kanabea Airstrip, Gulf Province, Papua New Guinea, when during the landing at Kanabea Airstrip, the aircraft overran the runway edge on the right-hand side and impacted an embankment.



Figure 1: Overview of Kanabea Airstrip and Kerema Airport.

There were eight persons on board the aircraft: One crew; the Pilot-in-Command (PIC), one dispatch supervisor, and six passengers. The aircraft was also carrying a coffin containing human remains. There were no reported injuries.

The V2 Track<sup>3</sup> recorded data showed that, on the day of the occurrence, the aircraft departed Goroka Airport at 06:38 and arrived at Kerema Airport at 07:29. According to the PIC, the flight repositioned to Kerema to conduct a charter operation to Kanabea Airstrip. The planned operation comprised four sectors between Kerema Airport and Kanabea Airstrip, followed by a return flight from Kerema to Goroka. The occurrence happened during the first sector, operating from Kerema Airport to Kanabea Airstrip.

The aircraft departed Kerema Airport at 07:54 for Kanabea Airstrip, commenced a climb to 13,000 ft AMSL, and tracked northeast towards Kanabea. At 08:08, approximately 13 nautical miles from Kanabea while passing through about 8,100 ft AMSL, the aircraft manoeuvred left of the northeast track and conducted an orbit for approximately eight minutes before re-establishing on the northeast track and continuing towards Kanabea. The PIC stated that the orbit was conducted while waiting for the cloud cover to clear.

<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 occurrence, Papua New Guinea Time (Pacific/Port Moresby Time) is UTC +10 hours.

<sup>2</sup> Visual Flight Rules.

<sup>3</sup> V2 Track recorded data: Flight data extracted from the V2 Track recording system, providing aircraft position, altitude, speed, and flight path information.

At 08:22, the aircraft arrived in the Kanabea area and continued tracking northeast past Kanabea Airstrip while maintaining 13,000 ft AMSL. The aircraft then made a right turn and established a southerly track, passing south of Kanabea Airstrip and commenced a descent from 13,000 ft AMSL. The aircraft subsequently turned back towards Kanabea and conducted further manoeuvring in the vicinity of the airstrip. According to the pilot, the aircraft tracked away from Kanabea due to cloud and rain while waiting for weather conditions to improve.

At 08:42, the aircraft arrived in the Kanabea area while passing through 800 ft AGL<sup>4</sup>. According to the PIC, once weather conditions over Kanabea improved, the aircraft tracked back towards Kanabea Airstrip and subsequently joined the circuit on right downwind for landing on Runway 02 (RWY 02).

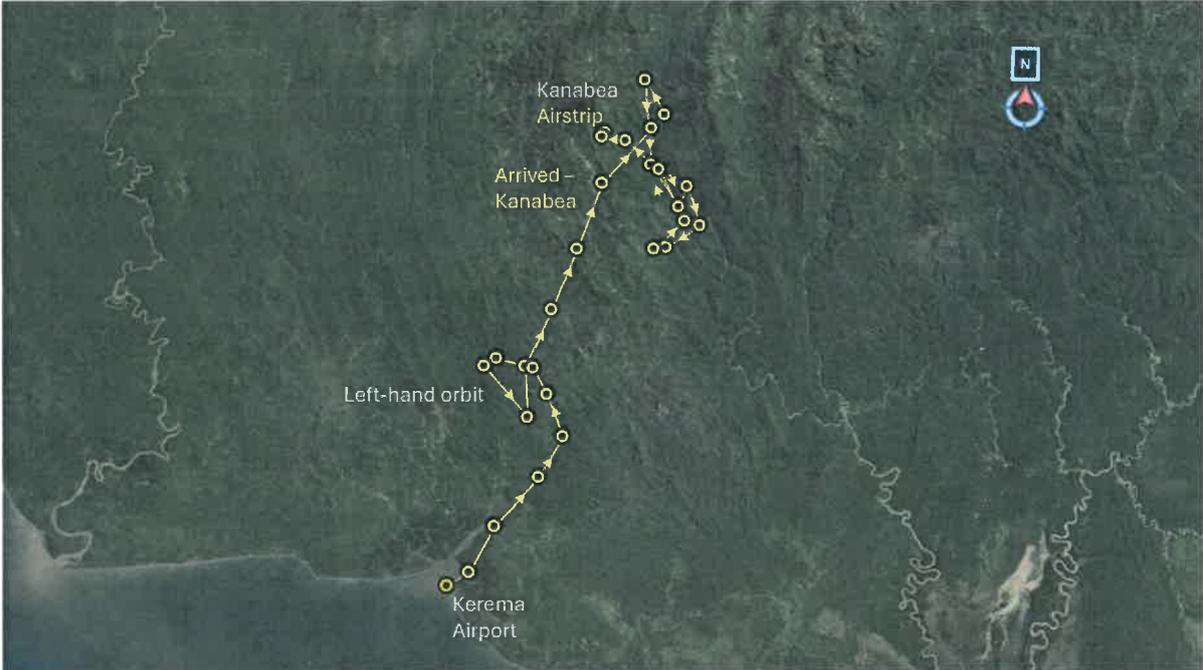


Figure 2: P2-SDA flight path from Kerema to Kanabea Airstrip.

He added that the aircraft was fully configured for landing, when, during the flare, it encountered a sudden cross-tailwind gust of approximately 30 kts. He further stated that upon touchdown, he applied reverse thrust, retracted the flaps to 0 degrees, and selected fuel ground idle. Despite these actions, the aircraft continued to be pushed down the runway by the gusting wind.

The on-site evidence, including visible tyre tracks, indicated that the aircraft touched down and initially rolled straight while maintaining the runway centerline. As the landing roll continued toward the end of the runway, the tyre marks showed that the aircraft began to veer to the right-hand side of the centerline and skid. The tracks then led off the right-hand side of the runway, where the aircraft continued to skid before the right-hand main landing gear struck an embankment, bringing the aircraft to a stop. The pilot subsequently shut down the aircraft and evacuated the passengers.

<sup>4</sup> Above Ground level (AGL). All altitude data obtained from the V2 Track recorded data are referenced to the Kanabea Airstrip threshold elevation of 4,288 ft



Figure 3: P2-SDA Touchdown point and Final resting position at Kanabea Airstrip.

## Damage to aircraft

The aircraft sustained substantial damage to the right-hand main landing gear assembly and right-hand flap assembly.



Figure 2: Impact and Ground Contact Damage to Aircraft (P2-SDA).

## AIC Comment

The investigation is continuing and intends to understand the reason for the serious incident. 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:	9 January 2026, 08:45 Local Time (22:45 UTC)	
Occurrence category:	Serious Incident	
Primary occurrence type:	Runway Excursion – Landing (Overrun)	
Location:	Kanabea Airstrip, Gulf Province	
	Latitude: 7° 32' 20"S	Longitude: 145° 54' 18"E
Airport Type	One-way Landing & Taking off	
Runway Identifier	LR02/20	
Elevation	4,288 feet	
Runway Length	540 meters	

## Type of Operation, Injury, and Damage details

Type of operation	VFR Charter Flight	
Persons on Board	Crew:	Passengers: 6
	1 pilot, Pilot in Command 1 Dispatch Supervisor	
Injuries	Crew: Nil	Passengers: Nil
Damage	Substantial damage to Right-Hand Main Landing Gear Assembly and Right-Hand Flap Assembly.	

## Crew details

Pilot	
Nationality	Papua New Guinean
Gender	Male
Age	65
License type	ATPL (Aeroplane)

## Aircraft details

Airframe	
Aircraft manufacturer:	Pacific Aerospace Limited
Model	PAC 750XL
Registration:	P2-SDA
Serial number:	201
Place and Year of Manufacture	New Zealand, 2016
Engine	
Engine manufacturer	Pratt & Whitney, Canada, Incorporated (P&WC)
Engine Model Number	PT6A-34
Engine Serial Number	PCE-RB0920
Propeller	
Propeller Manufacturer	Hartzell Propeller Incorporated
Propeller Model Number	HC-B3TN-3D
Propeller Serial Number	BUA32559

This Preliminary Report is released by:

Accident Investigation Commission

Ministry of Civil Aviation

Papua New Guinea

08 February 2026



**MARYANNE J. WAL**  
**CHIEF COMMISSIONER / CHAIRMAN**