ACCIDENT INVESTIGATION COMMISSION
OFFICE OF THE COMMISSIONERS

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Safety recommendation: AIC 24-R11/24-1001

Addressed to: North Coast Aviation Limited

Date issued: 3 October 2024

Investigation link: AIC 24-1001

Action status: Issued

Introduction

On 9 January 2024 at 08:30 local time (22:30 UTC), the AIC was notified by the Operator via email of an accident at Bungawat Airstrip, Morobe Province, that occurred on 8 January 2024 at 09:26 local, involving its PAC 750 XL aircraft, registered P2-NCA, owned and operated by North Coast Aviation. The AIC immediately commenced an investigation and deployed a team of investigators to perform on-site activities on 13 January 2024.

Occurrence

On 8 January 2024, at 09:26 local (23:26 UTC), a PAC P-750 XL aircraft registered P2-NCA, owned and operated by North Coast Aviation (NCA) was conducting a VFR unscheduled passenger flight from Nadzab Tomodachi International Airport to Bungawat Airstrip, Morobe Province, Papua New Guinea, when during landing, the aircraft experienced a loss of directional control on touchdown and subsequent runway excursion.

There were 13 persons on board: 2 pilots and 11 passengers, which included a child. None of the aircraft's occupants were injured.

Safety Deficiency Description

The investigation concluded that the crew did not maintain a stabilized final approach, resulting in a left of centerline landing further up from the normal touchdown point on the runway. Sufficient heading adjustments were not made on short final to line up with runway heading (centerline), leading to the aircraft drifting further left (overshot centerline tracking on approach). The aircraft was also not flared sufficiently before touchdown, therefore, the aircraft landed flat from a lower than appropriate attitude for landing. Landing past the normal touchdown point, combined with the flat landing indicated a high approach angle (high profile) on approach leading to a steeper descent on short final, resulting in an unstable approach on short finals.

The aircraft had full right nose deflection and lowered right wing due to the pilot's attempt to correct its left drift before touchdown, causing it to veer right as the wheels contacted the ground. After landing, overcorrections resulted in a loss of directional control, and the wet runway conditions made recovery difficult. The aircraft continued to veer right, and the right wing contacted the shrubs at the edge of the runway. The right main wheel then dropped into the drainage ditch. Despite applying the left rudder to get the aircraft back onto centerline, the pilot could not regain control as the aircraft's belly had lowered closer to the ground resulting in the propellers striking the ground. The propeller continued to strike the ground as the aircraft tracked along the strip edge up to the parking bay, where the aircraft's right main wheel contacted the edge of the parking bay.

Upon the right main wheel contacting the parking bay edge, the aircraft's nose wheel and right main wheel

momentarily raised off the ground, resulting in the aircraft pivoting around the left main wheel as the aircraft spun to the left at about 130 degrees while continuing to drift into the parking bay, where it came to rest.

Recommendation number AIC 24-R11/24-1001 to North Coast Aviation Limited

The PNG Accident Investigation Commission (AIC) recommends that North Coast Aviation Limited should;

a) establish and document Approach Criteria and Requirements;

b) ensure that its pilots are aware of the Approach Criteria and Requirements to prevent unstable approaches that may lead to an unsafe landing.

Action requested

The AIC requests that North Coast Aviation Limited (NCA) note recommendation AIC 24-R11/24-1001 and provide a response to the AIC within 90 days of the issue date, but no later than 31 December 2024 and explain (including with evidence) how NCA has addressed the safety deficiency identified in the safety recommendation.

Maryanne J. Wal

Chief Commissioner

3 October 2024

North Coast Aviation Limited Response to Safety Recommendation AIC 24-R11/24-1001

The AIC did not receive a response from NCA Limited within the 90-day period provided in accordance with *ICAO Annex 13 para 6.10.*

The AIC made a courtesy follow up on the recommendation on 13 March 2025. In response to the follow up sent on 13 March 2025, NCA acknowledged email on 1 April 2025 and advised that they will advise of the outcome.

The AIC made another courtesy follow-up on 13 May 2025 and 26 May 2025. However, no response on preventive actions taken has been received from NCA Limited.

PNG Accident Investigation Commission assessment of NCA response

The AIC will reassess the status of *Safety Recommendation AIC 24-R11/24-1001* upon receipt of NCA Limited preventive actions to the Safety Recommendation.

The AIC assigns NCA Limited response an *Unable to Assess* rating.

The AIC has recorded the Status of the Recommendation: **MONITOR**

Maryanne J. Wal

Chief Commissioner

28 May 2025

North Coast Aviation Limited Response to Safety Recommendation AIC 24-R11/24-1001

The AIC made a courtesy follow-up on the recommendation on 28 May 2025, advising North Coast Aviation Limited (NCAL) that the recommendation remained on 'Monitor Status' until corrective actions were implemented to address the identified deficiencies.

On 3 June 2025, NCAL provided sample airstrip data for Bungawat and Derim airstrips. NCAL further advised that they were in the process of updating the Route Guide on a strip-by-strip basis and would submit the completed document to CASA for approval once finalised. The revised format was to include illustrations and basic operational requirements in line with the recommendations. The updated Bungawat airstrip data included company operating requirements for conducting a stable approach into Bungawat Airstrip.

On 7 August 2025, AIC advised NCAL that, to facilitate closure of recommendations AIC 24-R10/24-1001 AIC 24-R11/24-1001, the AIC required the final approved version of the airstrip data, particularly for Bungawat. NCAL advised on 15 August 2025 that they were still in the process of finalising the strip guide for CASA approval. On 7 November 2025, NCAL advised that the Route Guide had been updated and was pending approval.

On 19 February 2026, NCAL provided copies of crew training records, including PAC 750XSTOL Base Competency Checks, VFR Renewal, and Line Competency Checks, which included stable approach criteria and other operational requirements.

The AIC has reassessed the corrective actions taken by NCAL to address the safety deficiencies identified in the safety recommendations and determined that the actions taken are satisfactory.

PNG Accident Investigation Commission assessment of NCA response

The AIC has assessed the response provided by CASA PNG and notes that the evidence provided will address the safety deficiency identified during the AIC investigation.

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

The AIC recorded the status of the Safety Recommendation: **CLOSED RESPONSE ACCEPTED**

Maryanne J. Wal

Chief Commissioner

20 May 2026