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## MEDIA RELEASE

### **RELEASE OF FINAL REPORT INTO TROPICAIR LIMITED CESSNA 208B GRAND CARAVAN AIRCRAFT ACCIDENT AT BALIMO AIRSTRIP, WESTERN PROVINCE, PAPUA NEW GUINEA**

The PNG Accident Investigation Commission (AIC) today published the Final Report into the investigation of an accident involving a Cessna 208B Grand Caravan aircraft at Balimo Airstrip, Western Province, Papua New Guinea.

On 13 July 2025, at 14:18 local time (04:18 UTC), a Cessna 208B Grand Caravan aircraft, registered P2-AMH, operated by Tropicair Limited, was conducting a single pilot IFR charter flight from Jacksons International Airport to Balimo Airstrip. During the landing at Balimo Airstrip, the aircraft, experienced a bounced on touch down, during which a subsequent heavy runway contact resulted in substantial damage to the right main landing gear, nose landing gear, and propeller assembly. There were nine persons on board: one pilot and eight passengers. There were no injuries and the occurrence was survivable.

The investigation found that the flight from Port Moresby to the Balimo area was uneventful until the approach and landing phase. Rain showers were present in the vicinity of Balimo Airstrip, the runway surface was wet, and the south-easterly winds produced a right crosswind component for Runway 10.

The investigation determined that the approach was not stabilised and did not comply with the operator's stabilised approach criteria. Flight tracking data indicated an unstable descent profile and a high groundspeed at touchdown. A go-around was not initiated despite the unstable approach.

On initial touchdown, the right main wheel made hard contact with the strip surface and the aircraft bounced. During the subsequent touchdown sequence, the aircraft experienced a second heavy landing, a momentary tail strike, and a severe nose landing gear impact that led to the collapse of the nose landing gear. The aircraft subsequently came to a stop with the nose contacting the ground.

The investigation identified that the unstable approach, excessive approach speed, and continuation of the landing rather than executing a go-around following the initial bounce were contributing factors to the accident. Human performance factors, including plan continuation bias and the increased workload associated with managing crosswind and wet runway conditions, influenced the pilot's decision-making.

The investigation found no evidence of any aircraft defect or malfunction that contributed to the accident. The aircraft was certified, equipped and maintained in accordance with applicable regulations and approved procedures, and the pilot was appropriately licensed and qualified for the flight.

Following the accident, Tropicair Limited advised that it had undertaken several safety actions, including an independent audit of its Flight Operations Department, the introduction of a C208 standard briefing card reinforcing stabilised approach and

go-around criteria, and enhanced training for selected flight crew in Aeronautical Decision-Making (ADM), Crew Resource Management (CRM), Human Factors and Non-Technical Skills (NTS).

In accordance with ICAO Annex 13 Standards and Recommended Practices, the purpose of the investigation was not to apportion blame or liability, but to identify safety issues and promote the prevention of future accidents and incidents.

The Final Report of the investigation is available on AIC's website [www.aic.gov.pg](http://www.aic.gov.pg)

*Authorised for release by:*

**Maryanne J. Wal**

Chief Commissioner