



PRELIMINARY REPORT

AIC 26-1004

06 OCTOBER 2026

OPERATOR	: Niugini Aviation Limited
REGISTRATION	: P2-RNA
MANUFACTURER	: Pacific Aerospace
MODEL	: PAC 750-XSTOL
OCCURRENCE DESCRIPTION /CLASS/CATEGORY	: Controlled Flight Into Terrain
LOCATION	: 1.83 NM Southeast of Simbai Airstrip, Middle Ramu District, Madang Province
OCCURRENCE DATE	: 07 September 2026



INTRODUCTION

Investigation AIC 26-1004

On 07 September 2026 at 14:35 local time (04:35 UTC), the AIC was notified by Niusky Pacific Limited (Ltd) about an accident which had occurred on the same day at 13:20. The occurrence involved a Pacific Aerospace PAC 750-XSTOL aircraft, registered P2-RNA, owned and operated by Niugini Aviation Ltd. 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 dispatched to the site to carry out the on-site investigation activities on 8 September 2026.

In accordance with *ICAO Annex 13, Chapter 4, paragraph 4.4*, the AIC promptly notified relevant foreign authorities of the State of:

- Airframe Manufacturer: Transport Accident Investigation Commission New Zealand (TAIC New Zealand)
- Engine Manufacturer: Transportation Safety Board of Canada (TSB Canada)

The International Civil Aviation Organisation (ICAO) was also notified as the aircraft involved is of a maximum mass of over 2,250 kg.

This investigation was conducted, and other States participation was permitted in line with the PNG AIC Investigation Policy and Procedures Manual, which is fully aligned with *ICAO Annex 13, Chapter 5, paragraph 5.18*.

This Preliminary Aircraft Accident Investigation Report was produced by the AIC, and contains facts known to the AIC before the official release date. It is released by the Commission in accordance with Recommendation 5.4.6 of ICAO Annex 13. The report is also publicly available on the AIC website www.aic.gov.pg.

The report is based on the initial investigation carried out by the AIC in accordance with PNG Civil Aviation Act 2000, Chapter 31 of the Commissions of Inquiry Act 1951, Annex 13 to the Convention on International Civil Aviation, and the PNG AIC Investigation Policy and Procedures Manual. It contains factual information and updates on the investigation up to the date of the preliminary report's release. Analysis of that information, findings and contributing (causal) factors, other factors, safety actions, and safety recommendations are reserved for the Final Report.

The sole objective of the investigation and the Preliminary Report is the AIC's obligation to the Convention on International Civil Aviation and in accordance with ICAO Annex 13 and thereby promotes aviation safety. Readers are advised that in accordance with Section 219 of the Civil Aviation Act 2000 and ICAO Annex 13, it is not the purpose of the Commission's aircraft accident or serious incident investigations to apportion blame or liability. Fact-based statements in the report should not be interpreted as apportioning blame.

Factual Information

Occurrence Detail

On 07 September 2026, at 13:20 local (03:20 UTC¹), a Pacific Aerospace PAC 750-XSTOL aircraft, registered P2-RNA, owned and operated by Niugini Aviation Ltd, was conducting a VFR² charter flight from Kagamuga Airport, Mt Hagen, Western Highlands Province, to Simbai Airstrip, Madang Province, Papua New Guinea when it impacted terrain 1.83 NM southeast of Simbai Airstrip.



Figure 1: P2-RNA accident site (Insert: P2-RNA wreckage).

There were three (3) persons on board the aircraft: one pilot (1) and two (2) passengers. All three persons were fatally injured.

Prior to the accident flight, the aircraft successfully completed two flights into Simbai Airstrip, earlier that day.

According to V2 track³ data, at 13:00, the aircraft departed Mt. Hagen Airport and tracked northeast towards Simbai Airstrip.

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

² Visual Flight Rules.

³ Flight data tracking

According to Air Traffic Services (ATS) records, communications between the pilot and ATS between 13:00 and 13:10, were normal.

The last radio transmission from the pilot was recorded at 13:10 when the pilot acknowledged the area QNH⁴ provided by ATS.

Summary timeline of pilot / ATS Communication

The following is a summary of recorded communication between the pilot and ATS:

- 13:03:29 - the pilot transmitted a departure call to Mt Hagen ATS
- 13:03:42 - Mt Hagen ATS acknowledged and advised the pilot to switch radio frequency and contact Port Moresby Flight Information Services (FIS) when at position, Temearne⁵.
- 13:09:58 - The pilot contacted Port Moresby FIS and reported position at Temearne.
- 13:10:02 - Port Moresby FIS acknowledged the pilot's radio call.
- 13:10:22 - Port Moresby FIS advised the pilot, the Area QNH of 1014.
- 13:10:26 - The pilot acknowledged receipt of the Area QNH (This was the last recorded radio transmission from the pilot).

At 13:22:41, Port Moresby FIS commenced radio checks with the pilot after the pilot did not cancel SARWATCH⁶.

At 13:29, after several unsuccessful radio calls to the pilot, FIS declared Search and Rescue (SAR) phase INCERFA⁷ and at 13:49, SAR phase INCERFA was upgraded to DISTRESSFA⁸ (Distress Phase).

According to V2 track, at 13:14, the aircraft's last recorded position was 4.3 NM Northeast of Sipump village.

Following the last recorded V2 track position, local witnesses at Moskovik village (see Figure 2) reported hearing the aircraft in the distance. The witnesses reported that they later saw the aircraft fly past the village, tracking northwest through the valley, south of Simbai Airstrip, minutes before impacting terrain. The witnesses also reported that dense fog was present in the Simbai area at the time.

⁴ QNH is the atmospheric pressure measured at an airfield and corrected to mean sea level. When a pilot sets QNH on the altimeter while on the runway, the instrument displays the runway's elevation above sea level

⁵ Position – ATS required reporting position from pilot

⁶ SARWATCH refers to a Search and Rescue Watch alerting for aircraft. It is a state of readiness maintained by Air Traffic Services (ATS) after a SARTIME is lodged. If a SARWATCH is not cancelled by the nominated time, search and rescue procedures are initiated

⁷ INCERFA is the first of three emergency phases defined by the International Civil Aviation Organization (ICAO) to manage aircraft emergencies. It is declared when there is uncertainty regarding the safety of an aircraft, but no confirmed distress signals or indications of imminent danger are present

⁸ An ICAO emergency phase declared when there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance. It is the most serious of the three ICAO emergency phases (Incerfa, Alerfa, Detresfa) and triggers full search and rescue action.

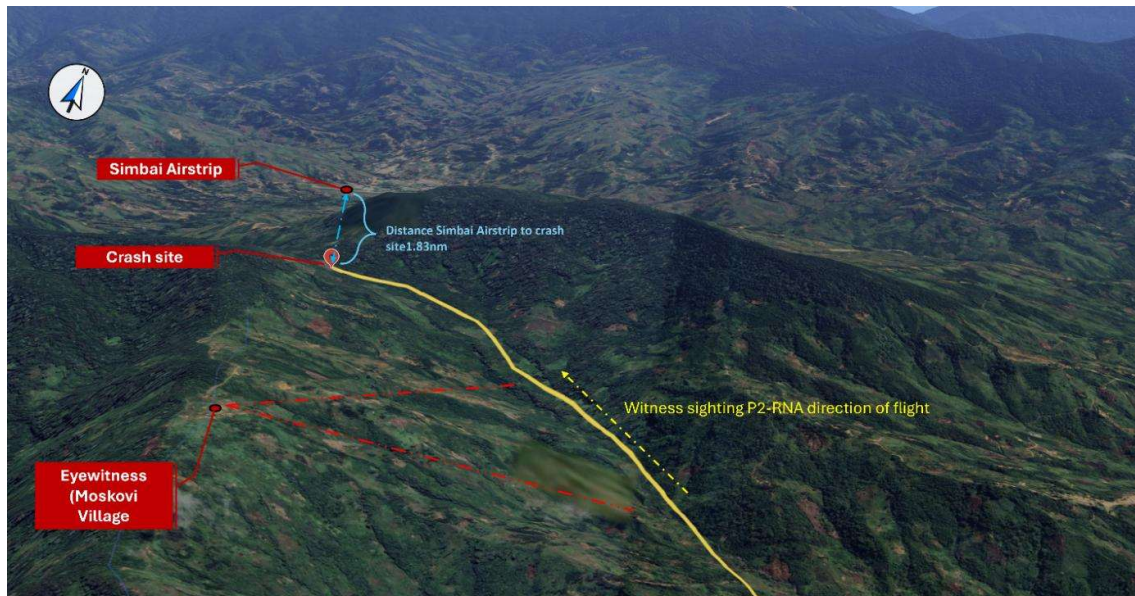


Figure 2: Accident site in relation to Simbai Airstrip and location of eyewitness sighting the aircraft.

Wreckage

The wreckage was located 1.83 NM southeast of Simbai Airstrip. The aircraft was destroyed by impact forces and a severe post-impact fire.

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 serviceability and organisational aspects, design and manufacture.

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

Safety Actions

At the time of issuance of this Preliminary Report, no safety actions had been reported.

Recommendations

At the time of issuance of this Preliminary Report, no safety recommendations had been issued by the AIC.

General details

Date and time:	07 September 2026, 13:20 (03:20 UTC)	
Occurrence category:	Accident	
Primary occurrence type:	Controlled Flight into Terrain (CFIT)	
Location:	1.83 NM Southeast of Simbai Airstrip, Simbai District, Madang Province	
	Latitude: 5° 19' 6"S	Longitude: 144° 35' 24"E

Type of Operation, Injury, and Damage details

Type of operation	VFR Charter	
Persons on Board	Crew: 1 (Pilot)	Passengers: 2
Injuries	Crew: Fatal Injuries	Passengers: Fatal Injuries
Damage	Aircraft destroyed by impact forces and post-impact fire.	

Crew details

Pilot	
Nationality	Papua New Guinean
Gender	Male
Age	60
License type	CPL Aeroplane

Aircraft details

Airframe	
Aircraft manufacturer and model:	Pacific Aerospace CO. LTD, PAC 750-XL
Registration:	P2-RNA
Serial number:	XL184
Year of Manufacture	2012
Engine	
Engine manufacturer and model	PRATT & WHITNEY CANADA
Engine model	PT6A-34
Engine Serial Number	PCE-RBO605
Propeller	
Propeller Make and Model	HARTZEL PROPELLER INC
Propeller Serial Number	BUA30860

This Preliminary Report is released by:

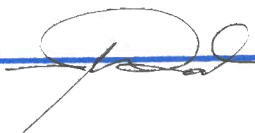
Accident Investigation Commission

Ministry of Civil Aviation

Papua New Guinea

06 Oct 2026




MARYANNE J. WAL
CHIEF COMMISSIONER / CHAIRMAN