



INTERIM STATEMENT

AIC 25-1002

CONTRACTOR	:	Liddles Aerial Spraying Pty Ltd
OPERATOR	:	Ramu Agri Industries Limited
REGISTRATION	:	VH-SOY
MANUFACTURER	:	Cessna Aircraft Company
MODEL	:	T188C
CLASS/CATEGORY	:	Impacted Terrain During Low Altitude Operations (LALT)
LOCATION	:	Sangkiang Village, Ramu, Madang Province
OCCURRENCE DATE	:	23 April 2025

About the AIC

The Accident Investigation Commission (AIC) is an independent statutory agency within Papua New Guinea (PNG). The AIC is governed by a Commission and is entirely separate from the judiciary, transport regulators, policy makers and service providers. The AIC's function is to improve safety and public confidence in the aviation mode of transport through excellence in independent investigation of aviation accidents and other safety occurrences within the aviation system, safety data recording and analysis, and fostering safety awareness, knowledge, and action.

The AIC is responsible for investigating accidents and serious incidents and other transport safety matters involving civil aviation in PNG, as well as participating in overseas investigations involving PNG registered aircraft. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The AIC performs its functions in accordance with the provisions of the *PNG Civil Aviation Act 2000 (As amended)*, and the *Commissions of Inquiry Act 1951*, and in accordance with *Annex 13 to the Convention on International Civil Aviation*.

The objective of a safety investigation is to identify and reduce safety-related risk. AIC investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the AIC to apportion blame or determine liability. At the same time, an investigation report must include relevant factual material of sufficient weight to support the analysis and findings. At all times the AIC endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why it happened, in a fair and unbiased manner.

Interim Statement

In accordance with *ICAO Annex 13 Paragraph 6.6*, the Accident Investigation Commission has made this *Interim Statement* in relation to investigation *AIC 25-1002* publicly available.

On 23 April 2025, at 08:30 local (22:30 UTC¹), a Cessna T188C aircraft, registered VH-SOY, was conducting VFR low-level agricultural operations at the Ramu sugar fields when it impacted the ground at Sangkiang village in the Usino Bundi District, Madang Province, Papua New Guinea.

The aircraft was owned by JANLIT Pty² Ltd³ of Tully, Queensland. Liddles Aerial Spraying Pty Ltd of Innisfail, Queensland operated the aircraft in Australia and contracted (hired) the aircraft and pilot to Ramu Agri Industries Ltd (RAIL) in PNG. RAIL was the PNG Operator of VH-SOY.

The AIC immediately established contact with Ramu Agri Industries Ltd and gathered additional information about the occurrence and subsequently commenced an on-site investigation.

The investigation examined evidence obtained at the accident site, other relevant maintenance and operational documentation, interviews, and photographs obtained from witnesses. The investigation to date has analysed this evidence and has prepared a *Draft Final Report*. The report contains factual information, analysis, findings, contributing factors and safety recommendations.

The safety recommendations address identified deficiencies relating to the *Permit to Fly Application* process concerning PNG operators hiring foreign registered aircraft and foreign licensed pilots to operate within PNG.

The *Draft Final Report* was sent to the State of Registry, State of Operator, State of Design, State of Manufacture, and other organisations that participated in this investigation before the anniversary date of the accident.

In accordance with *ICAO Annex 13 Paragraph 6.3, Consultation*, those states will be invited to review the *Draft Final Report* and provide significant and substantiated comments on the report as soon as possible within thirty (30) days from the date of the transmittal correspondence.

If the AIC receives comments within the consultation period, it will either amend the *Draft Final Report* to include the substance of evidence-based comments received or, if desired by the State that provided comments, append the comments to the Final Report. If the AIC receives no comments within the consultation period, it will issue the Final Report in accordance with *Annex 13, Paragraph 6.4*.

The AIC will make the report publicly available in accordance with *Annex 13, Paragraph 6.5*.


Maryanne J. Wal
Chief Commissioner
23 April 2026



¹ Coordinated Universal Time

² Proprietary

³ Limited