

# Aviation notification NA2025-00282

|                           |                            |
|---------------------------|----------------------------|
| Notification Source       | Phone                      |
| Operator Reference Number | 18935 - SILVA 21792        |
| Occurrence Date Time      | 1/7/2025 4:00:00 PM        |
| Occurrence Time Zone      | W. Australia Standard Time |
| Location                  | Rottnest Island            |
| State                     | WA                         |
| Occurrence Class          | Accident                   |

|                             |                             |                             |
|-----------------------------|-----------------------------|-----------------------------|
| Occurrence Category Level 1 | Occurrence Category Level 2 | Occurrence Category Level 3 |
| Operational                 | Terrain collisions          | Collision with terrain      |

|                |                  |                |                |
|----------------|------------------|----------------|----------------|
| Ground - Fatal | Ground - Serious | Ground - Minor | Ground - Total |
| 0              | 0                | 0              | 0              |

|                       |                       |                   |                   |
|-----------------------|-----------------------|-------------------|-------------------|
| Aircraft Registration | VH-WTY                |                   |                   |
| Manufacturer          | TEXTRON AVIATION INC. |                   |                   |
| Model                 | 208                   |                   |                   |
| Flight Number         |                       |                   |                   |
| Operator              |                       |                   |                   |
| Operation Type        |                       |                   |                   |
| Damage Level          | Substantial           |                   |                   |
| Damage Description    |                       |                   |                   |
| Crew - Fatal          | Crew - Serious        | Crew - Minor      | Crew - Total      |
| 0                     | 0                     | 0                 | 0                 |
| Passenger - Fatal     | Passenger - Serious   | Passenger - Minor | Passenger - Total |
| 0                     | 0                     | 0                 | 7                 |

|         |
|---------|
| Summary |
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Whilst taking off near Rottnest Is, 208 seaplane hit a rock outcrop and flipped. Reported 7  
POB being rescued. Unknown injuries.

Section 47F(1) is contact Section 47F(1) or Section 47F(1)

Reported location = -31.997317, 115.563073

# Aviation notification NA2025-00332

|                           |                     |
|---------------------------|---------------------|
| Notification Source       | Phone               |
| Operator Reference Number |                     |
| Occurrence Date Time      | 1/7/2025 6:52:00 AM |
| Occurrence Time Zone      | UTC                 |
| Location                  | Rottnest Island     |
| State                     | WA                  |
| Occurrence Class          | Accident            |

|                             |                             |                             |
|-----------------------------|-----------------------------|-----------------------------|
| Occurrence Category Level 1 | Occurrence Category Level 2 | Occurrence Category Level 3 |
| Operational                 | Terrain collisions          | Collision with terrain      |

|                |                  |                |                |
|----------------|------------------|----------------|----------------|
| Ground - Fatal | Ground - Serious | Ground - Minor | Ground - Total |
| 0              | 0                | 0              | 0              |

|                       |                       |                   |                   |
|-----------------------|-----------------------|-------------------|-------------------|
| Aircraft Registration | VH-WTY                |                   |                   |
| Manufacturer          | TEXTRON AVIATION INC. |                   |                   |
| Model                 | 208                   |                   |                   |
| Flight Number         |                       |                   |                   |
| Operator              |                       |                   |                   |
| Operation Type        |                       |                   |                   |
| Damage Level          |                       |                   |                   |
| Damage Description    |                       |                   |                   |
| Crew - Fatal          | Crew - Serious        | Crew - Minor      | Crew - Total      |
| 0                     | 0                     | 0                 | 0                 |
| Passenger - Fatal     | Passenger - Serious   | Passenger - Minor | Passenger - Total |
| 0                     | 0                     | 0                 | 0                 |

|         |
|---------|
| Summary |
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ASA rang to confirm VH-WTY

# Aviation notification NA2025-00443

|                           |                     |
|---------------------------|---------------------|
| Notification Source       | Airservices         |
| Operator Reference Number | ATS-0211715         |
| Occurrence Date Time      | 1/7/2025 8:02:00 AM |
| Occurrence Time Zone      | UTC                 |
| Location                  | Rottnest Island     |
| State                     | WA                  |
| Occurrence Class          | Accident            |

|                             |                             |                             |
|-----------------------------|-----------------------------|-----------------------------|
| Occurrence Category Level 1 | Occurrence Category Level 2 | Occurrence Category Level 3 |
| Operational                 | Terrain collisions          | Collision with terrain      |

|                |                  |                |                |
|----------------|------------------|----------------|----------------|
| Ground - Fatal | Ground - Serious | Ground - Minor | Ground - Total |
| 0              | 0                | 0              | 0              |

|                       |                                      |                   |                   |
|-----------------------|--------------------------------------|-------------------|-------------------|
| Aircraft Registration | VH-WTY                               |                   |                   |
| Manufacturer          | TEXTRON AVIATION INC.                |                   |                   |
| Model                 | 208                                  |                   |                   |
| Flight Number         |                                      |                   |                   |
| Operator              | TRANS TASMANIAN AIR SERVICES PTY LTD |                   |                   |
| Operation Type        |                                      |                   |                   |
| Damage Level          | Destroyed                            |                   |                   |
| Damage Description    |                                      |                   |                   |
| Crew - Fatal          | Crew - Serious                       | Crew - Minor      | Crew - Total      |
| 0                     | 0                                    | 0                 | 0                 |
| Passenger - Fatal     | Passenger - Serious                  | Passenger - Minor | Passenger - Total |
| 0                     | 0                                    | 0                 | 0                 |

|         |
|---------|
| Summary |
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<Summary>WTY float plane crashed in water on departure

<DetailedDescription>WTY called PHR on 135.25 requesting a squawk code for VFR flight YRTI to YEQY. PHR issued the squawk code. Subsequently PHR controller believed they saw WTY squawk appear very briefly approximately 1nm east of Rottnest Island before disappearing at approximately 08:02. PHR attempted to contact WTY on 135.25 with no response. PHR then contacted YGA IFR on RNP approach approximately 15nm west of Rottnest Island and asked if they had heard any transmissions from WTY on the CTAF. YGA reported no recent transmissions. PHR requested YGA to attempt to contact WTY on the CTAF and advise. YGA reported no contact. At 08:05 reports of an ELT beacon were reported by aircraft flying close to the mainland coast east of Rottnest. JRCC was notified by Perth TCU SM and JRCC confirmed that the ELT was registered to WTY. PHR requested through PHD that YZW be requested to track towards Rottnest at A025 to look for an aircraft on the water. PHR requested that YGA also look as they completed the RNP approach. YZW reported WTY had crashed in the water and multiple boats were surrounding the crashed aircraft and at least one person was swimming to a boat. YGA tracked to the site and commenced orbiting low level. YGA reported the floats had broken off and the aircraft was partially submerged with the tail above the water. YGA was unable to confirm how many people had managed to be rescued by the boats.

# OA2025-00026 - Occurrence Details

## Occurrence

|                  |  |
|------------------|--|
| Logged date      | 1/7/2025 9:16:59 PM  |
| Status           | Approved for release   |
| Occurrence class | Accident   |
| Highest injury   | Fatal  |
| Occurrence date  | 1/7/2025   |
| Occurrence time  | 08:01:00   |
| Public summary   | <p>On 7 January 2025 a Cessna 208 Caravan Amphibian (floatplane), registered VH-WTY and operated by Swan River Seaplanes, was being utilised for non-scheduled passenger air transport flights to and from South Perth and Rottnest Island, Western Australia.</p> <p>At about 0840, the pilot and 10 passengers prepared for the flight to Rottnest Island. Prior to boarding at South Perth, passengers watched a safety briefing video and were fitted with life jackets. At 0915 the aircraft departed, before climbing to a cruising altitude of about 1,600 ft. The aircraft orbited to the north of Rottnest Island, then landed in a south-south-west direction on the waters of Thomson Bay at 0926. Passengers recalled that the flight was uneventful. The passengers alighted the aircraft onto a pontoon and were then conveyed to the island onboard a tender vessel. The aircraft remained at Thomson Bay throughout the day, with the pilot remaining on the island.</p> <p>At 1116, the chief pilot of Swan River Seaplanes sent the pilot a text message stating that winds were forecast to increase that afternoon, and included an image from a weather website, showing that winds at Rottnest Island were 25 kt with gusts to 34 kt.</p> <p>The pilot responded that they may need to return to South Perth earlier than the planned 1600 departure time. The chief pilot indicated they agreed with this, stating that if necessary the passengers could return via ferry. The pilot responded to this text with a thumbs up.</p> <p>CCTV recordings showed that at about 1305, the tender vessel used by Swan River Seaplanes to ferry passengers to and from the pontoon in Thomson Bay departed from alongside the aircraft. The video appeared to show the pilot travel north on the vessel from the pontoon. The vessel was then returned to shore where it was docked at a jetty on Rottnest Island at about 1320.</p> <p>At about 1330, the pilot sent a text message to the chief pilot of Swan River Seaplanes, stating that the wind had reduced but the swell remained high at the normal departure location. The pilot stated they planned to depart taking a quartering crosswind closer to shore, where they perceived conditions were calmer. The chief pilot responded to this message stating they trusted the pilot's judgement, encouraging the pilot to resist any</p> |

perceived pressure to depart. Following this exchange, there was no further discussion around rescheduling the departure time.

At about 1500 the pilot requested the coxswain take them out in the tender vessel to the area normally used for floatplane departures from Thomson Bay to inspect the sea conditions. The coxswain recalled perceiving that conditions were rough, with swell about knee to waist high, and wind of at least 30 kt. The coxswain recalled that the pilot determined the conditions to be unsuitable for the planned departure, and requested to be taken closer to the southern shore of Thomson Bay. The coxswain recalled that conditions were calmer in this location, and the pilot had planned to depart on an easterly track towards Phillip Rock.

At 1511, one of the directors of Swan River Seaplanes texted the pilot and asked about the wind conditions. The pilot responded that conditions were 'ok but rough', however the swell was 'not too bad' closer to shore. The pilot also noted in that text message conversation that the aircraft would be 'pretty light' for the departure.

At about 1540, the passengers for the flight from Rottnest Island to South Perth were conveyed via the transfer vessel to the pontoon where the aircraft was moored. There were 6 passengers for the return flight, all of whom had travelled to Rottnest on the flight earlier that morning. Passengers described conditions onboard the vessel and pontoon as rough and windy. Each passenger was fitted with a life jacket before boarding the aircraft.

Once all passengers were boarded, the pilot signalled to the coxswain to release the mooring lines securing the aircraft to the pontoon. The aircraft then drifted before the pilot started the engine and taxied the aircraft to the south then north-west, before lining up for an easterly take-off. At 1558, while taxiing the aircraft, the pilot was recorded making a broadcast on the Rottnest Island Common Traffic Advisory Frequency, announcing an intention to depart from Thomson Bay to the south-east.

Flight data showed at 1600:20 engine power was applied for the take-off. Over the following 32 seconds, the aircraft travelled along the surface of the water in an easterly direction. Witness video and the flight data showed that at 1600:52,[1] as the aircraft approached the western tip of Phillip Rock it became airborne with a high nose attitude. At 1600:58, the aircraft rolled rapidly to the left with the left wingtip and then fuselage impacting the water. Further description of the aircraft behaviour during the take-off sequence is described in Recorded information.

Survivors and other witnesses recalled the aircraft remained partially afloat in a perpendicular orientation, with the aircraft nose resting on the sea floor. The survivors reported that all cabin doors were submerged. The rear windows were not submerged. Four passengers moved into a pocket of air in the rear cabin and one of the passengers opened the top section of the rear right door. They and another passenger exited through



|                         |   |         |       |       |
|-------------------------|---|---------|-------|-------|
|                         | <p>this door. The coxswain of the tender vessel broke the rear left aircraft window, and 2 passengers recalled escaping through this broken window.</p> <p>The pilot and the 2 other passengers remained in the aircraft, which later sank. Western Australia Police Force (WA Police) divers recovered the 3 deceased occupants in the evening of 7 January 2025. The investigation is continuing.</p> |         |       |       |
| Property damage         | No  |         |       |       |
| Property damage details |   |         |       |       |
| Worst accident outcome  | Catastrophic accident   |         |       |       |
| Defence effectiveness   | Not effective   |         |       |       |
| Risk rating             | Very high (2500)  |         |       |       |
| ERC justification       |   |         |       |       |
| TSI reportable          | Immediately reportable  |         |       |       |
| Ground injuries         | Fatal   | Serious | Minor | Total |
|                         |   |         |       | 0     |

## Location

|           |  |
|-----------|--|
| Location  | 2.3 km 70 degrees from Rottnest Island Aerodrome |
| Latitude  | -31.99957700                                     |
| Longitude | 115.56241500                                     |
| State     | WA   |
| Country   | Australia  |

## Aircraft

|                             |                        |
|-----------------------------|------------------------|
| Registration                | VH-WTY                 |
| Type                        | Aeroplane              |
| Manufacturer                | TEXTRON AVIATION INC.  |
| Model                       | 208                    |
| Engine type                 | Turboprop              |
| Engine manufacturer         | PRATT & WHITNEY CANADA |
| Engine model                | PT6A-114A              |
| Number of engines           | 1                      |
| Landing gear type           | Amphibious             |
| Fuel type                   | Kerosene               |
| Year of manufacture         | 2016                   |
| Amateur built               |                        |
| Maximum takeoff weight (kg) | 3969                   |
| ELT Type                    |                        |

|               |         |
|---------------|---------|
| ELT Fitted    | Unknown |
| ELT Activated |         |

## Airspace

|                    |      |
|--------------------|------|
| Controlling agency |      |
| ATS service type   |      |
| ATS position       |      |
| Airspace class     | G    |
| Airspace type      | OCTA |

## Operation

|                       |   |
|-----------------------|---|
| Registration          | VH-WTY  |
| Operator              | AEROLANE PTY LTD  |
| Flight number         |   |
| Related runway        |   |
| Phase of flight       | Take-off  |
| PIC status            | Employee  |
| Pilot flying role     | Pilot in command  |
| Departure aerodrome   | Rottnest Island Aerodrome [YRTI]                                  |
| Destination aerodrome | Elizabeth Quay [YEQY]   |
| Actual landing        |   |
| Aerodrome proximity   | On aerodrome  |
| Operation type        | Part 135 Australian air transport operations - Smaller aeroplanes |
| Operation subtype     | Standard Part 135   |
| Activity group        | Commercial air transport  |
| Activity type         | Non-scheduled   |
| Activity subtype      | Passenger transport charters                                      |
| Flight rules          | Unknown   |
| Flight conditions     | VMC   |
| Altitude type         | AMSL (above mean sea level - ft)                                  |
| Altitude              | Exactly   |
| Exact altitude        | 0   |
| Other information     | Aerolane Pty Ltd t/a Swan River Seaplanes - operator              |

## Occurrence category

|              |        |
|--------------|--------|
| Registration | VH-WTY |
|--------------|--------|

|         |                        |
|---------|------------------------|
| Level 1 | Operational            |
| Level 2 | Terrain collisions     |
| Level 3 | Collision with terrain |

## Damage level and injuries

|                       |              |                |              |              |
|-----------------------|--------------|----------------|--------------|--------------|
| Registration          | VH-WTY       |                |              |              |
| Injury level          | <b>Fatal</b> | <b>Serious</b> | <b>Minor</b> | <b>Total</b> |
| Crew                  | 1            | 0              | 0            | 1            |
| Passengers            | 2            | 2              | 1            | 6            |
| Aircraft damage level | Destroyed    |                |              |              |
| Post impact fire      | No           |                |              |              |
| Damage description    |              |                |              |              |

## Weather and environment

|                                |             |
|--------------------------------|-------------|
| Cloud cover                    | Sky clear   |
| Visibility (km)                | 9999        |
| Light conditions               |             |
| Wind direction                 | 190         |
| Average wind speed (kts)       | 8           |
| Cloud base (ft)                | 0           |
| Visibility reduced by          | None        |
| Turbulence conditions          |             |
| Icing conditions               |             |
| Precipitation type             | Nil         |
| Precipitation intensity        | Nil         |
| QNH                            | 1013        |
| Outside temperature            | 21.0        |
| Light and variable (windspeed) | No          |
| Maximum wind speed (gust)      | 8           |
| Dew point                      | 15.00000000 |
| CAVOK                          | No          |
| Effective cloud ceiling        | 0           |
| Weather phenomena              |             |

## Safety factor

|         |  |
|---------|--|
| Level 1 |  |
| Level 2 |  |
| Level 3 |  |