

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	Rottneest 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

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

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

<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 YEY. 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	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. 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. 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. 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. 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. 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

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

	this door. The coxswain of the tender vessel broke the rear left aircraft window, and 2 passengers recalled escaping through this broken window. 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.			
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
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Level 1	Operational
Level 2	Terrain collisions
Level 3	Collision with terrain

Damage level and injuries

Registration	VH-WTY			
Injury level	Fatal	Serious	Minor	Total
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	