

Preliminary Report

of the accident to

Buddha Air Pvt. Ltd.'s ATR 72-500 Aircraft, registration 9N-AMF

(Runway Excursion at Chandragadhi Airport, Jhapa, Nepal)

On 2nd January 2026

This investigation has been carried out in accordance with The Civil Aviation (Investigation of Accident) Regulation 2014, Annex 13 to the ICAO convention on International Civil Aviation and The Procedure Manual of Aircraft Accident/Incident Investigation, 2022.

The sole objective of the investigation of an accident or incident under these Regulations shall be the prevention of accidents and incidents. It shall not be the purpose of such an investigation to apportion blame or liability.

This preliminary report contains facts which have been determined up to the time of publication. Recorders, interview statements, witness accounts and all relevant documents and data are under review for detailed analysis. The findings shall be published after the completion of the investigation. The facts and figures presented in the report may change if new evidences dictate otherwise, during the course of investigation. This information is published to inform the aviation industry and the public of the general circumstances of the accident.

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Published on 20 February 2026

1. History of Flight

The ATR 72-500, registration 9N-AMF, owned and operated by Buddha Air Pvt. Ltd. departed from Tribhuvan International Airport (VNKT), Kathmandu to Chandragadhi Airport (VNCG), Bhadrapur carrying a total of 56 Persons on Board. The scheduled commercial passenger flight was planned for a night stop at VNCG. The aircraft departed VNKT at 1436 hrs. and touched down at VNCG at 1520 hrs. During landing, the aircraft skidded and excused the RWY28 threshold by approximately 183 meters. All passengers on board and the crew evacuated the aircraft safely. The aircraft sustained substantial structural damage.

2. Injuries to persons

The injuries to persons are detailed below.

Table1: Injuries to persons

Injuries	Crew	Passengers	Total
Fatal	-	-	-
Serious	-	-	-
Minor	1	4	5

3. Damage to Aircraft

The aircraft sustained substantial damage.

4. Other damages

The aerodrome inner fence was damaged by the aircraft.

5. Aircraft Information

The aircraft information is detailed below.

Table 2: Aircraft Information

Operator	Buddha Air Pvt. Ltd.
Owner	Buddha Air Pvt. Ltd.
Model/Type	ATR 72-500
Type of flight	Scheduled commercial passenger
A/C MSN	764
Year of manufacture	9 October 2007
Registration	9N-AMF
Total Time since New	28014.09 hrs.
Total Cycle since New	49409
Validity of Aircraft Certificate of Airworthiness	Issue date: 17 January 2024 Next due: 16 January 2026
Validity of Certificate of Release to Service	Carried out on 12 December 2025. Next due: 50144 cycle
Engine	LH
Manufacturer	Pratt & Whitney, Canada
Model/Type	PW127M

Serial Number	ED1245
Total Time Since New	11026:11 HRS
Total Cycle Since New	19331Cycle
Last Overhaul date	N/A (New engine when installed)
Engine	RH
Manufacturer	Pratt & Whitney, Canada
Model/Type	PW127M
Serial Number	ED1685
Total Time Since New	10853:01 HRS
Total Cycle Since New	16783 Cycle
Last Overhaul date	N/A (New engine when installed)

6. Flight Details

Flight Number: BHA 901
Date of Accident: 2 January 2026
Origin Aerodrome: VNKT
Destination Aerodrome: VNCG

7. Load Details

Passengers: 51
Crew: 5
Baggage: 545kg
Cargo: 14kg
Fuel on Board: 2200 kg
Dangerous Goods: N/A

8. Personnel Information

	PIC (Pilot Monitoring)	F/O (Pilot Flying)
License Issuing Authority	CAA Nepal	CAA Nepal
License Validity	14 th May 2028	28 th February 2030
Aircraft Rating	ATR 42/72	ATR 42/72
Instructor Rating	N/A	N/A
Total hours flown	7133:19 (till Dec - 2025)	498:04 (till Dec -2025)
Total hours in type	6501:07 (till Dec - 2025)	295:40 (till Dec - 2025)
Flight hours in last 12 months	895:25 (Jan 2025 -Dec 2025)	295:40 (Mar 2025 - Dec 2025)
Flight hours in last 3 months	201:50 (Oct 2025 -Dec 2025)	140:30 (Oct 2025 - Dec 2025)
Flight hours in last 30 days	59:10:00	46:50:00
Flight hours in last 7 days	4:00:00	4:30
Previous Rest Period	1 st January 2026	31 st December 2025

Medical Certificate Type	Class I	Class I
Medical Validity	30 th April 2026	28 th Feb 2026
Aviation Language Proficiency	Level - 4	Level – 4
Language Proficiency Validity	11 th June 2026	10 th February 2028
Limitations/Restrictions	NO	NO
Previous Accident/Incident	NO	NO
Enforcement	NO	NO
Emergency Evacuation Training	April-2025	April-2025
Simulator Training	August-2025	November-2025
Dangerous Goods Regulation	April-2024	January-2025
Route Check	27 th October 2025	1 st November 2025
PPC with Instrument, IP/DCP	14 th August 2025	8 th November 2025
Ground Refresher	April-2025	April-2025
Crew Resource Management	April-2025	April-2025

9. Meteorological Information

230/04 3000m BR NSC T18 Q1014

10. Destination Aerodrome Information

VNCG is a non-certified airport located at the far eastern region of Nepal. The details published in CAA Nepal's AIP can be accessed from https://e-aip.caanepal.gov.np/_uploads/_pdf/cc177d7b0734523c6f145a6c7e1be1a7.pdf

11. Progress thus far

1. Go team's assessment of the site
2. Retrieval and readout of CVR, FDR and ATC recordings. The aircraft was fitted with a FDR of L3 Communications model FA2100-4043-00 with serial number 000297830, and a CVR of L3 Communications model FA2100-1020-02 with serial number 000967449. The extraction and recoveries of data from both the FDR and CVR were performed in the facilities of the Transport Safety Investigation Bureau of Singapore (TSIB), supervised by the investigation team.
3. Preliminary interviews with Crew, VNCG ATC, Search and Rescue personnel and local ground support staffs completed.
4. Discussions with Accredited Representatives
5. Preliminary review of documents, evidences and records

12. Findings

This was the fifth and the last flight of the day for the crew. The PIC was pilot monitoring and the Co-pilot was the pilot flying for that leg. The aircraft made first contact with VNCG at 1504 hrs. The aircraft reported flight level 15000 ft. and ETA 1522 hrs. The ATC assigned RWY 10 and informed on wind 240/04 QNH 1016 temperature of 15°C. The aircraft reported position MAHES at 4400 feet altitude and was subsequently given the clearance to land from VNCG at 1516hrs. The aircraft touched down at 1520hrs and excused the runway. Data from the FDR showed that the touchdown point was approximately 420 meters from the end of the RWY10. There were visible skid marks starting from approximately 1112 m of RWY10 indicating braking action taken by the crew. The aircraft veered right and then towards left before exiting the runway. The aircraft broke the inner fence of the aerodrome and stopped at approximately 183 m east of the runway. The service door on the right and the emergency door on the left were used to evacuate passengers. The cockpit escape hatch was opened but the cockpit crew subsequently used the service door to exit the aircraft. Both Main and Nose Landing gears, propellers and engines sustained substantial damage.

13. Scope of Investigation

No areas of investigation are ruled out thus far.