



**KOMITE NASIONAL KESELAMATAN TRANSPORTASI
REPUBLIC OF INDONESIA**

SHORT SUMMARY REPORT

KNKT.07.05.10.04

Aircraft Accident Investigation Report

Indonesia AirAsia

Boeing 737-300, PK-AWP

Polonia International Airport, Medan

Republic of Indonesia

25 May 2007



2018

This short summary report produced by the Komite Nasional Keselamatan Transportasi (KNKT), Transportation Building, 3rd Floor, Jalan Medan Merdeka Timur No. 5 Jakarta 10110, Indonesia.

The report is based upon the investigation carried out by the KNKT in accordance with Annex 13 to the Convention on International Civil Aviation, the Indonesian Aviation Act (UU No. 1/2009) and Government Regulation (PP No. 62/2013).

Readers are advised that the KNKT investigates for the sole purpose of enhancing aviation safety. The information in KNKT reports is provided to promote aviation safety and in no case, is it intended to imply blame or liability. Consequently, the KNKT reports are confined to matters of safety significance and may be misleading if used for any other purpose.

The report is published for investigation that unable to be completed in timely manner, therefore the safety benefit of the investigation might have not relevant to the current condition. Readers are advised to take the lesson learn of the occurrence.

As the KNKT believes that safety information is of greatest value if it is passed on for the use of others, readers are encouraged to copy or reprint for further distribution, acknowledging the KNKT as the source.

OCCURRENCE

On 25 May 2007, a Boeing 737-300 aircraft, registered PK-AWP was being operated by PT. Indonesia AirAsia on a scheduled passenger flight with flight number QZ 7506 was scheduled from the Soekarno-Hatta International Airport (WIII) Jakarta, Indonesia to the Polonia Airport (WIMM) of Medan, Indonesia. On board of this flight were two pilots, three flight attendants, and 129 passengers. The Second in Command acted as Pilot Flying while the Pilot in Command (PIC) acted as Pilot Monitoring.

The flight until commenced approach was uneventful. The PIC noticed that the approach speed was high and at 500 feet decided to take over the control and land the aircraft. The pilot felt that the touchdown was positive and the aircraft continued exit runway via taxiway B. During taxi, the pilot felt vibration on the nose wheel steering. The aircraft parked at bay number 5 and the passengers disembarked normally. No one injured in this accident.

The Flight Data Recorder (FDR) recorded that during touchdown the indicated airspeed was 190 knots while the target landing speed was approximately 130 knots and the vertical acceleration was 4.8 g.

During turn around check found 14 tie bolts of the left nose wheel detached which one of the tie bolt could not be found, the left nose wheel tire deflated. Fuselage skin above the nose wheel wrinkled and deformation was also found on this section. The left main landing gear bearing and axle were found to be damaged.



Figure 1: wrinkle of the fuselage skin and structure damage on the nose landing gear area



Figure 2: damage on the left main landing gear axle and bearing

SAFETY MESSAGES

The safety issue of this accident was related to un-stabilize approach.

The stabilize approach criteria that has been introduced by the Indonesia regulator in 2007, requires the pilot to go around when stabilize approach criteria could not be met.

The flight crew noticed that the approach speed was too high and the FDR recorded the landing speed was about 190 knots while the target landing speed was approximately 130 knots. The condition of high approach speed classified as un-stabilize approach and required go around.

At the time of this accident, the stabilize approach might have not been widely understood by the pilot. The implementation of Flight Operation Quality Assurance (FOQA) and Flight Data Analysis (FDA) by most of the aircraft operators has improved the compliance with the stabilized approach criteria. Pilot compliance to the stabilize approach was found to have improved at the time of publishing this report, indicated by the number of pilot reports of go around triggered by un-stabilize approach.

KNKT has published several investigation reports related to un-stabilize approach such as PK-KDC. KNKT has also published an investigation report of excessive landing speed of PK-GZC accident. The KNKT investigation report are available in KNKT website: knkt.dephub.go.id/knkt.

Unstable approach criteria remains a key focus area industry wide. Additionally, the operator no longer operates the Boeing 737-300 type aircraft. As such, further opportunity for safety improvements through this report is limited to reiterating the importance of unsterilized approach identification and appropriate action of conducting a go around. For this reason, the report remains in short form.

KOMITE NASIONAL KESELAMATAN TRANSPORTASI REPUBLIK INDONESIA

Jl. Medan Merdeka Timur No.5 Jakarta 10110 INDONESIA

Phone : (021) 351 7606 / 384 7601 Fax : (021) 351 7606 Call Center : 0812 12 655 155

website 1 : <http://knkt.dephub.go.id/webknkt/> website 2 : <http://knkt.dephub.go.id/knkt/>

email : knkt@dephub.go.id