



**KOMITE NASIONAL KESELAMATAN TRANSPORTASI
REPUBLIC OF INDONESIA**

PRELIMINARY

KNKT.18.06.25.04

Aircraft Serious Incident Investigation Report

PT. Wings Abadi Airlines

ATR 72-212;PK-WHF

Sintang, West Kalimantan

Republic of Indonesia

19 June 2018

2018

This Preliminary Report was published 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 initial 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).

The preliminary report consists of factual information collected until the preliminary report published. This report will not include analysis and conclusion.

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Jakarta, July 2018
**KOMITE NASIONAL
KESELAMATAN TRANSPORTASI
CHAIRMAN**



SOERJANTO TJAHHONO

TABLE OF CONTENTS

TABLE OF CONTENTS	i
TABLE OF FIGURES	ii
ABBREVIATIONS AND DEFINITIONS	iii
SYNOPSIS	v
1 FACTUAL INFORMATION	1
1.1 History of the Flight.....	1
1.2 Personnel Information	2
1.2.1 Pilot in Command.....	2
1.2.2 Second in Command	3
1.3 Aircraft Information.....	3
1.4 Meteorological Information.....	3
1.5 Aids to Navigation.....	4
1.6 Communications	7
1.7 Aerodrome Information	7
1.8 Flight Recorders.....	8
1.8.1 Flight Data Recorder	8
1.8.2 Cockpit Voice Recorder	9
1.9 Organizational and Management Information.....	9
1.9.1 PT. Wings Abadi Airlines	9
1.9.2 Directorate General of Civil Aviation	10
1.9.2.1 Civil Aviation Safety Regulation (CASR) Part 139.	10
1.9.2.2 Manual of Standard 139 Volume I.....	10
1.10 Additional Information	11
1.11 Useful or Effective Investigation Techniques	11
2 FINDINGS	12
3 SAFETY ACTION	14
4 SAFETY RECOMMENDATIONS	15
4.1 PT. Wings Abadi Airlines.....	15
4.2 Directorate General of Civil Aviation	15
5 APPENDICES	16
5.1 AIP Volume IV for Susilo Airport	16
5.2 AIRAC AIP Supplement number 07/18 for Tebelian Airport.....	17

TABLE OF FIGURES

Figure 1: The charts available on the aircraft that were used by the pilot	7
Figure 2: The flight track as recorded on the FDR. Purple line indicated the flight from Pontianak to Susilo Airport, and the blue line indicated the flight from Susilo Airport to Tebelian Airport.	9

ABBREVIATIONS AND DEFINITIONS

AIP	:	Aeronautical Information Publication
AIRAC	:	Aeronautical Information Regulation and Control
ALA	:	Aerodrome for Light Aircraft
AOC	:	Airline Operator Certificate
ATPL	:	Airline Transport Pilot License
AVG	:	Airport Visual Guidance
BKN	:	Broken, Cloud cover is reported in terms of 5/8-7/8
°C	:	Degrees Celcius
CASR	:	Civil Aviation Safety Regulation
C of A	:	Certificate of Airworthiness
C of R	:	Certificate of Registration
CPL	:	Commercial Pilot Licence
CVR	:	Cockpit Voice Recorder
DGCA	:	Directorate General of Civil Aviation
ETA	:	Estimate Time Arrival
FDR	:	Flight Data Recorder
FISO	:	Flight Information Service Officer
FMS	:	File Management System
FMS	:	Flight Management System
FOO	:	Flight Operation Officer
hPa	:	Hectopascal
KHz	:	Kilohertz
KNKT	:	Komite Nasional Keselamatan Transportasi
mbs	:	millibars
MHz	:	Megahertz
MOS	:	Manual of Standard
NDB	:	Non-Directional Beacon
NOTAM	:	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
PDF	:	Portable Document Format
PF	:	Pilot Flying
PIC	:	Pilot in Command
PM	:	Pilot Monitoring
SCT	:	Scattered, Cloud cover is reported in terms of 3/8-4/8

SIC : Second in Command
UTC : Universal Time Coordinate
VFR : Visual Flight Rules

SYNOPSIS

On 19 June 2018, an ATR 72-212 aircraft was being operated by Wings Abadi Airlines (Wings Air) on a scheduled passenger flight from Supadio International Airport, Pontianak (WIOO) with intended destination of Tebelian Airport (WIOS), Sintang. The flight was inadvertently landed at Susilo Airport which had been closed for operation.

Prior to departure, the pilot received the flight documents from the Flight Operation Officer (FOO) and no briefing related to the closing of Susilo Airport and moved to Tebelian Airport.

The information available on the aircraft library and website (aimindonesia) contained information of Susilo Airport which had been closed for operation since 26 April 2018. The information related to Tebelian Airport was available on the link of AIP Supplement on the website.

The pilot reviewed the Notice to Airman (NOTAM) related to Sintang Aerodrome and noted some changes airport data of such as elevation, threshold runway elevation and Non-Directional Beacon (NDB) identification and frequency. The pilot compared the changes of the Sintang Aerodrome information with the information contained on the Airport Visual Guidance (AVG) provided by the aircraft operator which published on 2 March 2018 and effective since 9 March 2018.

At 0149 UTC, the aircraft landed on runway 08 of Susilo Airport. Prior to land, the pilot could not recall that they saw the white cross mark on the runway which indicates the runway was closed or unserviceable.

The investigation is continuing and KNKT plans to complete the investigation within 12 months since the day of the occurrence. Should any further relevant safety issues emerge during the course of the investigation, KNKT will immediately bring the issues to the attention of the relevant parties and publish as required.

At the time of issuing this Preliminary Report, the KNKT had not been informed of any safety actions resulting from this occurrence.

In this preliminary investigation report, KNKT issue safety recommendations to Wings Abadi Airline and Directorate General of Civil Aviation (DGCA) to address identified safety issues.

1 FACTUAL INFORMATION

1.1 History of the Flight

On 19 June 2018, an ATR 72-212 aircraft was being operated by Wings Abadi Airlines (Wings Air) on a scheduled passenger flight from Supadio International Airport, Pontianak (WIOO) with intended destination of Tebelian Airport (WIOS), Sintang¹. The flight was inadvertently landed at Susilo Airport which had been closed for operation.

Prior to departure, the pilot received the flight documents from the Flight Operation Officer (FOO) and the pilots were briefed related to weather information, number of passenger and total fuel onboard. There was no briefing related to the closing of Susilo Airport and moved to Tebelian Airport.

The pilot reviewed the Notice to Airmen (NOTAM)² related to Sintang Aerodrome and noted some changes airport data of such as elevation, threshold runway elevation and Non-Directional Beacon (NDB) identification and frequency. The pilot compared the changes of the Sintang Aerodrome information with the information contained on the Airport Visual Guidance (AVG) provided by the aircraft operator which published on 2 March 2018 and effective since 9 March 2018, which contained information related to Susilo Airport, Sintang.

At 0805 LT (0105 UTC³), on daylight time condition, the aircraft departed Supadio International Airport, Pontianak with flight number IW1370. The Pilot in Command (PIC) acted as Pilot Flying (PF) and the Second in Command (SIC) acted as Pilot Monitoring (PM). The flight was the first flight on the day for the crew. On board in this flight were 36 persons, consisted of two pilots, two flight attendants and 32 passengers.

After takeoff, the aircraft flew direct to Sintang NDB identified as SG. The flight was conducted under Visual Flight Rules (VFR). There was no system abnormality reported or recorded from departure until commenced approach.

At 0125 UTC, the pilot contacted Tebelian Flight Information Service Officer (FISO) with call sign Susilo Info on frequency 124.2 MHz. The communication was replied which mentioned the call sign was Tebelian Info. The pilot reported position was at 84 Nm from Sintang, climbed passing altitude 11,500 feet to intended cruising altitude of 13,000 feet and estimated time arrival (ETA) would be at 0151 UTC. The pilot then requested weather information. The Tebelian FISO acknowledged the message and informed that the wind was calm, visibility 6 km, cloud scattered 1,400 feet, QNH⁴ 1,012 hPa and QFE⁵ 1,009 hPa.

1 Tebelian Airport will be named as Tebelian for the purpose of this report.

2 A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

3 The 24-hours clock in Universal Time Coordinated (UTC) is used in this report to describe the local time as specific events occurred. Local time is UTC+7 hours.

4 QNH indicating the atmospheric pressure adjusted to mean sea level and when this value is set on an aircraft's altimeter, will cause the altimeter to read altitude above mean sea level within a certain defined region.

At 0129 UTC, the pilot reported to Pontianak controller that they had established communication with Sintang FISO. The Pontianak controller advised the pilot to communicate with Sintang FISO and the radar service from Pontianak controller was terminated.

At 0144 UTC, the pilot reported position was on 5-minute out and on descend passing altitude of 2,600 feet.

At 0147 UTC, the pilot reported position was on final and the runway was in sight. The Tebelian FISO informed that the runway was clear. Prior to land, the pilot could not recall that they saw the crossed bar mark on the runway threshold during final approach.

At 0149 UTC, the aircraft touched down. At 0151 UTC, the pilot reported to Tebelian FISO that they had just landed. The Tebelian FISO noticed that the aircraft was not landed at Tebelian Airport. The FISO confirmed to the pilot whether they landed at Susilo Airport which has been closed.

The aircraft continued taxi to the apron and the pilot informed the chief pilot to request further instruction.

The pilot communicated with Tebelian FISO and requested the detail of Tebelian Airport information including the coordinate then decided to continue the flight to Tebelian.

The Tebelian FISO communicated with Susilo Airport personnel who responsible to secure the airport facilities. The Tebelian FISO requested the Susilo Airport personnel to check the runway condition. After the runway declared as clear, the Tebelian FISO informed to the pilot that the runway was clear and the security personnel were standing by on the airport perimeter.

At 0234 UTC, the aircraft took off from Susilo Airport to Tebelian Airport and landed at 0245 UTC.

The passengers disembarked normally, no one injured and the aircraft was undamaged as the result of this occurrence.

1.2 Personnel Information

1.2.1 Pilot in Command

The PIC was 31 years old, male Indonesian pilot, held valid Airline Transport Pilot License (ATPL) and medical certificate. The PIC had experience with total flying hour of approximately 8,032 hours, including 6,882 hours on type.

The last flight to Sintang for the PIC was three months before the serious incident flight while Susilo Airport was still operating.

5 QFE indicating the atmospheric pressure adjusted to aerodrome elevation and when this value is set on an aircraft's altimeter, will cause the altimeter to read altitude zero when the aircraft on ground.

1.2.2 Second in Command

The SIC was 29 years old, male Indonesian pilot, held valid Commercial Pilot License (CPL) and medical certificate. The SIC had experience with total flying hour of approximately 1,496 hours, including 1,346 hours on type.

The serious incident flight was the first flight for the SIC to West Kalimantan area. The SIC had never been to Sintang.

1.3 Aircraft Information

Registration Mark	: PK-WHF
Manufacturer	: ATR Avions de Transport Regional
Country of Manufacturer	: France
Type/Model	: ATR 72-212A
Serial Number	: 1247
Year of Manufacture	: 2015
Certificate of Airworthiness	
Issued	: 24 April 2018
Validity	: Valid Until 23 April 2019
Category	: Transport
Limitations	: None
Certificate of Registration	
Number	: 3642
Issued	: 24 April 2016
Validity	: 23 April 2019

1.4 Meteorological Information

Weather Report for Tebelian Airport, issued 19 June 2018 were as follows:

Time (UTC)	0100	0130	0200	0230
Wind (°/knots)	Calm	060/05	050/04	050/04
Visibility (km)	6	6	6	6
Present weather	Nil	Nil	Nil	Nil
Cloud	SCT 1400FT	SCT 1400FT	BKN 1300FT	BKN 1300FT
TT/TD (°C)	25/24	26/24	26/24	26/24
QNH (mbs)	1012	1013	1013	1013
QFE (mbs)	1009	Q1010	1009	1009

1.5 Aids to Navigation

The Tebelian airport was equipped with NDB with identification code TB at frequency 407 KHz. The coordinate of the NDB was written 000230.07 S and 1112713.13 E. The NDB was serviceable at that time of occurrence.

The Aeronautical Information Publication (AIP) was published by Indonesia authority on website aimindonesia.dephub.go.id. On the day of the serious incident flight, the information of Sintang Airport which available on the website on link AIP volume IV Aerodrome for Light Aircraft (ALA), contained the information related of the Susilo Airport. The information of Tebelian Airport was available on the website on the link of AIP Supplement.

The PK-WHF aircraft has been operated in the Pontianak area since 18 June 2018 after positioning flight from Surabaya to substitute another aircraft. The aircraft was equipped with Thales 220 Flight Management System (FMS). The Navigation database has been updated on 16 May 2018 and effective since 24 May 2018. The detail of Tebelian Airport (WIOS) has been updated on the systems.

The aircraft had document library which contained several documents including Airport Visual Guidance (AVG). The aircraft document library was updated on January 2018, while the AVG revision status was number 5 dated 25 August 2017.

The information on the AVG related to Sintang Airport available on the aircraft was published on 2 March 2018 and effective since 9 March 2018 with reason for revision was new procedure. These documents were used by the pilots during the serious incident flight.

The information on the AVG related to Sintang Airport (WIOS/SQG), as follows:



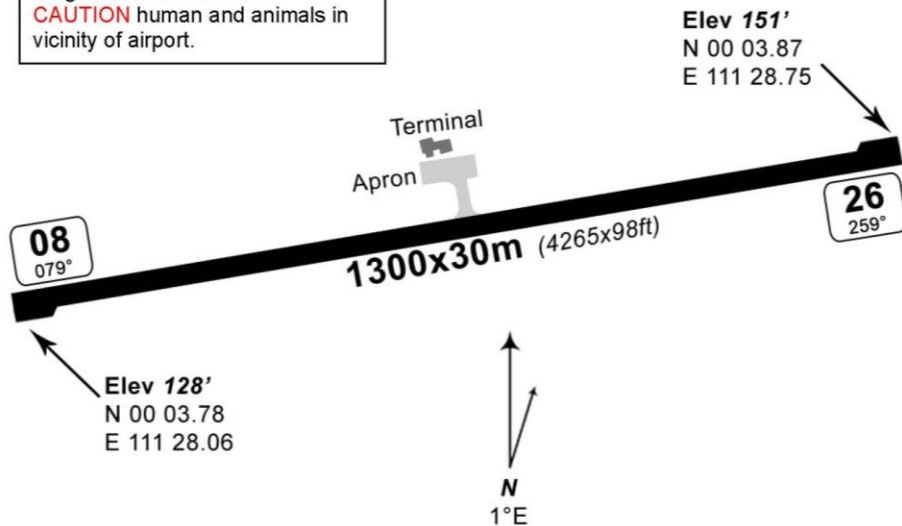
WIOS/SQG
 Apt Elev **100'**
 N00°04.00' E111°29.00'

SUSILO RADIO 3855 / 5725 / 6659		SUSILO INFO 124.2	
VOR / DME: -		NDB: "SG" 405	
VMC ONLY: Visibility 5 km, Ceiling 1500' AGL		TIME REGION: UTC+7	
DEPARTURE	RWY 08: Take off proceed to 53SQG, if establish VMC continue climb to GRID MORA before set course to destination. RWY 26: Take off proceed to 43SQG, if establish VMC continue climb to GRID MORA before set course to destination.		
ARRIVAL	RWY 08 and RWY 26: Descend to GRID MORA, if establish VMC continue approach follow procedure.		
GO AROUND	RWY 08: Turn LEFT proceed to 43SQG climbing to 2100'. RWY 26: Turn RIGHT proceed to 54SQG climbing to 3400'.		
N - 1 AFTER T/O PROCEDURE	RWY 08: Climb to 3400' proceed to 53SQG and HOLD. RWY 26: Climb to 2100' proceed to 43SQG and HOLD.		

NO FUEL AVAILABLE

Take off Static
CAUTION Obstacle KELAM HILL at EAST side of Airport.
CAUTION HILL on LEFT side of 54SQG.
CAUTION KELAM HILL must be insight for ARR RWY 26.
CAUTION human and animals in vicinity of airport.

7900'
 GRID MORA



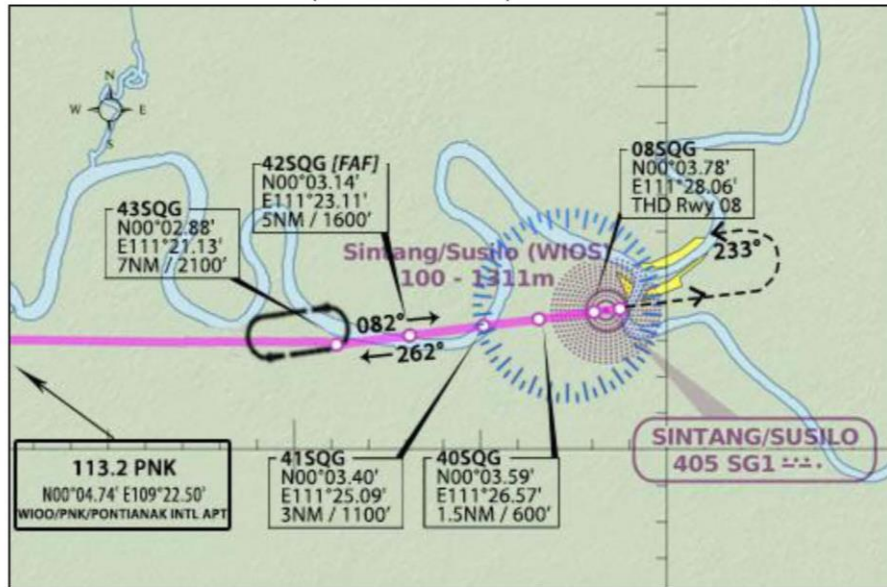
© FLOE WINGS AIR, 2018. ALL RIGHTS RESERVED.

RWY MARKING: RCLM, THR, RWY Designation, RWY side strip, etc
PCN: 29 F/C/Y/T

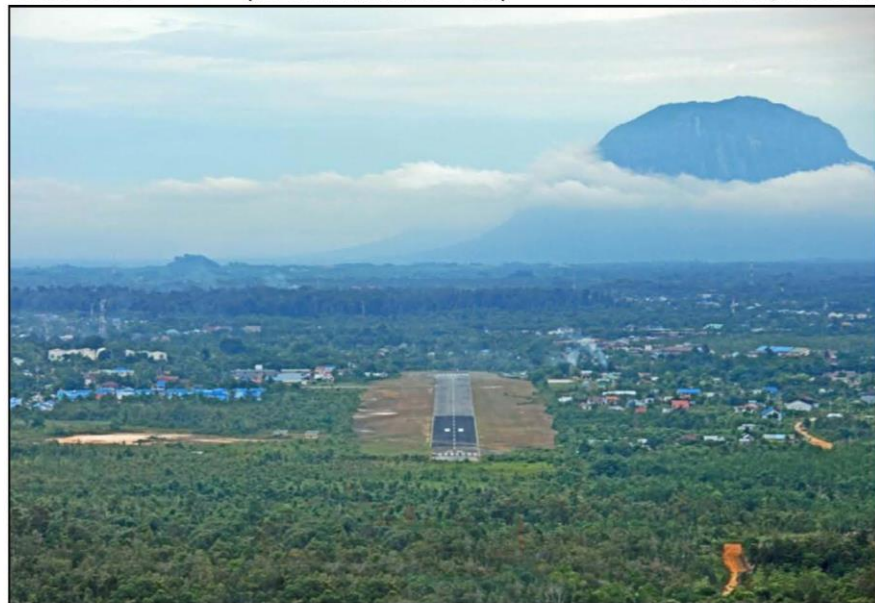
CHANGES: New Procedure.

PAGE: 1 of 3

WIOS / SQG (ARRIVAL RWY 08) SINTANG, INDONESIA



WIOS / SQG (VIEW ARRIVAL RWY 08) SINTANG, INDONESIA



CHANGES: New Procedure.

PAGE: 2 of 3

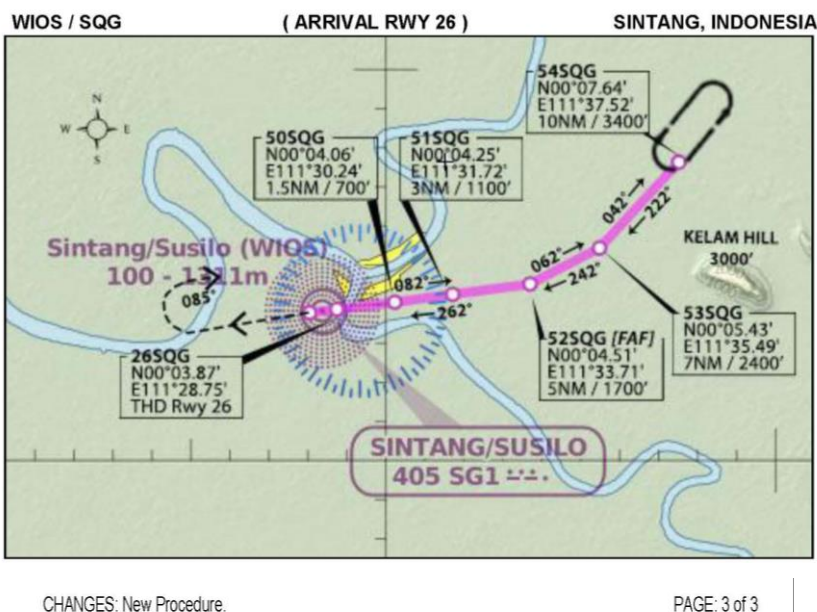


Figure 1: The charts available on the aircraft that were used by the pilot

1.6 Communications

All communications between ATS and the crew were recorded by ground based automatic voice recording equipment and the Cockpit Voice Recorder (CVR) for the duration of the flight. The quality of the aircraft's recorded transmissions was good.

Relevant extracts of the communication will be discussed on the final report.

1.7 Aerodrome Information

Sintang District on West Kalimantan formerly had Susilo Airport located on the middle of the town. Susilo Airport had been closed for operation since 26 April 2018. The airport operation moved to new airport of Tebelian Airport which located on the South of town. The un-serviceability white cross mark on runway of Susilo Airport has not been completed at that time of occurrence.

The details of aerodrome information were as follows:

Airport Name	: Tebelian
Airport Identification	: WIOS/SQG
Airport Operator	: <i>Unit Penyelenggara Bandar Udara Sintang-</i> Directorate General of Civil Aviation
Airport Certificate	: 120.1/SBU – DBU/I/2017 Amandemen 1 The airport certificate number previously issued to Susilo Airport.
Validity	: 30 January 2022

Coordinate : 00°02'29.72" S; 111°27'23.40" E
Runway Length : 1,660 meters
Runway Width : 30 meters

The Aeronautical Information Regulation and Control (AIRAC) AIP Supplement number 07/18 published on 1 March 2018 and effective on 26 April 2018 stated that the aerodrome elevation was 31 feet, the threshold runway 09 elevation was 27 feet and threshold runway 27 was 31 feet and NDB identification TB at frequency 407 KHz. The detail AIRAC AIP Supplement related to Tebelian Airport is available in the appendix 5.2.

The Notam number C2535 effective from 6 March 2018 and valid permanent stated Reference to AIRAC AIP Supplement Number 07/18 Establishment of new aerodrome Tebelian Sintang, effective from 26 April 2018. Type of traffic permitted on point 3.2 aerodrome geographical and administrative data shall be Visual Flight Rules (VFR).

The Notam number C3642 effective from 4 April 2018 and valid permanent related to the operation of Tebelian Airport contained the information:

Changes data of Tebelian Airport as follows:

- Aerodrome elevation: 100 feet
- Threshold Runway 09 elevation: 86 feet
- Threshold Runway 27 elevation: 100 feet
- Non-Directional Radio Beacon identifier call sign: 'SG' Frequency 405 KHz.

Refer to AIP Supplement Number 07/18 Establishment of New Aerodrome Subsection 3.2, 3.12 and 3.19.

The Notam number C3827 effective from 9 April 2018 and valid permanent stated Refer to AIP Supplement Number 07/18, establishment of new aerodrome Tebelian-Sintang Attachment A, the runway thresholds were 09/27.

1.8 Flight Recorders

1.8.1 Flight Data Recorder

The aircraft was fitted with Flight Data Recorder (FDR) manufactured by L3 Aviation Recorders with part number 2100-4045-00 and serial number 001026788.

The FDR recorded 754 parameters consisted of total 71 flight hours consisted of 44 previous flights, the serious incident flight, and 6 flights after the serious incident flight.

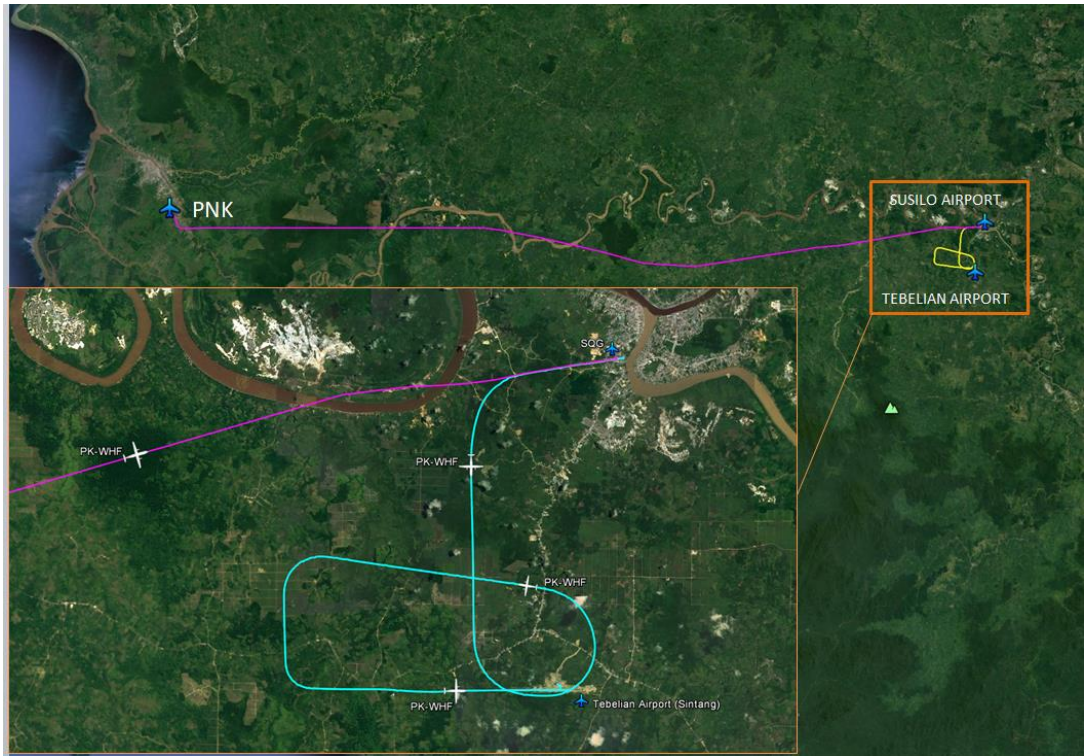


Figure 2: The flight track as recorded on the FDR. Purple line indicated the flight from Pontianak to Susilo Airport, and the blue line indicated the flight from Susilo Airport to Tebelian Airport.

1.8.2 Cockpit Voice Recorder

The aircraft was fitted with Cockpit Voice Recorder (CVR) manufactured by L3 Aviation Recorders with part number 2100-1020-02 and serial number 001026438. The CVR data has been successfully downloaded.

The detail information related to CVR will be discussed in the final report.

1.9 Organizational and Management Information

1.9.1 PT. Wings Abadi Airlines

Aircraft Owner	: Phoenix Aviation 18 Limited
Address	: PO BOX 1093, Queensgate House, Grand Cayman, KY1-1102, Cayman Islands
Aircraft Operator	: PT. Wings Abadi Airlines
Address	: Jl. A.M. Sangaji No. 17 Jakarta Pusat, Indonesia

The Wings Abadi Airlines had a valid Aircraft Operator Certificate (AOC) number 121-012 which approved to conduct scheduled passenger flight operation within Indonesian territorial airspace. The Wings Air operated 56 ATR 72-212 aircraft.

The aircraft operator utilized File Management System (FMS) as a media electronic to publish operation manual and document in Portable Document Format (PDF) format. The Flight Standard Department is responsible for ensuring that any revision to this manual in the on-line version.

1.9.2 Directorate General of Civil Aviation

1.9.2.1 Civil Aviation Safety Regulation (CASR) Part 139.

This part of CASR written in Bahasa and translated for the purpose of this report

<p>139.045 Marka Bandar Udara (Aerodrome Marking)</p> <p>1. <i>Penyelenggara bandar udara harus memberi marka sesuai dengan Standar Teknis dan Operasi (Manual of Standard/MOS) Bagian 139 Volume I Bandar Udara (Aerodrome) pada:</i></p> <ul style="list-style-type: none">a. <i>daerah pergerakan;</i>b. <i>setiap unserviceable area; dan</i>c. <i>setiap work area pada atau dekat daerah pergerakan.</i> <p>2. <i>Penyelenggara bandar udara harus menjamin bahwa semua marka bandar udara dirawat sesuai dengan Standar Teknis dan Operasi (Manual of Standard/MOS) Bagian 139 Volume I Bandar Udara (Aerodrome).</i></p>	<p>139.045 Aerodrome Marking</p> <p>1. The Airport Operator shall provide markings in accordance to the Technical and Operational Standards (Manual of Standard / MOS) Part 139 Volume I Aerodrome on:</p> <ul style="list-style-type: none">a. movement area;b. unserviceable area; andc. working area, on or near movement area. <p>2. The Airport Operator shall ensure that all marks is maintained accordance to the Technical and Operational Standards (Manual of Standard / MOS) Part 139 Volume I Aerodrome.</p>
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1.9.2.2 Manual of Standard 139 Volume I

This part of Manual of Standard (MOS) written in Bahasa and translated for the purpose of this report

<p>8.13.2 <i>Marka area unserviceable pada runway, taxiway dan apron.</i></p> <p>8.13.2.1 <i>Marka unserviceability atau closed harus digunakan untuk mengidentifikasikan bagian apapun dari runway yang tidak boleh digunakan oleh pesawat udara. Marka tersebut harus terdiri dari tanda silang putih yang diletakkan di bagian yang tidak terpakai dari runway.</i></p>	<p>8.13.2 Unserviceable area marks on runway, taxiway and apron.</p> <p>8.13.2.1 Closed or unserviceability mark shall be used to identify any part of the runway that should not be used by airplanes. The mark shall consist of the white cross mark on unused parts of the runway.</p>
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<p>8.13.2.2 <i>Marka unserviceability juga dapat digunakan untuk mengindikasikan bagian apapun dari taxiway atau apron yang tidak digunakan oleh pesawat udara. Pemberian marka yang diutamakan untuk bagian taxiway atau apron yang tidak terpakai adalah dengan meletakkan rambu unserviceable di area masuk daerah tersebut atau di sekeliling daerah unserviceable tersebut.</i></p>	<p>8.13.2.2 Unserviceability mark may be used to indicate any parts of the taxiway or apron that should not be used by airplane. The preferred mark for the taxiway or apron that is unused is by putting a sign on the entrance or surrounding of the unserviceable area.</p>
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1.10 Additional Information

The investigation is continuing and KNKT plans to complete the investigation within 12 months since the day of the occurrence. Should any further relevant safety issues emerge during the course of the investigation, KNKT will immediately bring the issues to the attention of the relevant parties and publish as required.

1.11 Useful or Effective Investigation Techniques

The investigation was conducted in accordance with the KNKT approved policies and procedures, and in accordance with the standards and recommended practices of Annex 13 to the Chicago Convention.

2 FINDINGS⁹

According to factual information during the investigation, the KNKT identified initial findings as follows:

1. The pilots and FISO held valid licences and medical certificates.
2. The aircraft had valid Certificate of Airworthiness (C of A) and Certificate of Registration (C of R). There was no report or record of aircraft system abnormality during the flight.
3. The flight was the first flight for the PIC and SIC to Tebelian Airport. The PIC last flight to Sintang was three months before the serious incident flight while Susilo Airport was still operating.
4. The pilot received the flight documents from FOO and the pilot was briefed related to information of weather, number of passenger and fuel onboard. There was no brief related to the operation of new airport.
5. The pilot reviewed the Notice to Airman (NOTAM) related to Sintang Aerodrome. The pilot noted the changes data of Tebelian Airport such as aerodrome elevation, threshold runway elevation, and NDB identification “SG” on frequency 405 KHz. The pilot compared the changes of the Sintang Aerodrome information with the information contained on the Airport Visual Guidance (AVG) provided by the aircraft operator, which contained information related to Susilo Airport, Sintang.
6. After takeoff, the aircraft flew direct to SG NDB. The flight was conducted under Visual Flight Rules (VFR).
7. The un-serviceability mark of white cross bar on runway of Susilo Airport had not been completed at that time of occurrence.
8. The Tebelian airport was equipped with NDB with identification code TB at frequency 407 KHz. The coordinate of the NDB was written 000230.07 S and 1112713.13 E. The NDB was serviceable at that time of occurrence
9. The AIP Volume IV available on the website which applicable for Sintang contained the information related of the Susilo Airport. The information of the Tebelian airport was available in the website under link AIP Supplement.
10. The aircraft was equipped with Thales 220 Flight Management System (FMS). The Navigation database has been updated on 16 May 2018 and effective since 24 May 2018. The detail of Tebelian Airport (WIOS) has been updated on the systems.
11. The aircraft had document library which contained several documents including Airport Visual Guidance (AVG). The aircraft document library was updated on January 2018, while the AVG revision status was number 5 dated 25 August 2017. The AVG of the Sintang available on the aircraft library and utilized by

⁹ Findings are statements of all significant conditions, events or circumstances in the accident sequence. The findings are significant steps in the accident sequence, but they are not always causal, or indicate deficiencies. Some findings point out the conditions that pre-existed the accident sequence, but they are usually essential to the understanding of the occurrence, usually in chronological order.

the pilot was published on 2 March 2018 and effective since 9 March 2018.

12. The aircraft operator utilized File Management System (FMS) as a media electronic to publish operation manual and document in PDF format.
13. At 0149 UTC, the aircraft touched down and at 0151 UTC, the pilot reported had just landed. The Tebelian FISO noticed that the aircraft was not landed at Tebelian Airport. The FISO confirmed to the pilot whether they landed at Susilo Airport.

3 SAFETY ACTION

At the time of issuing this Preliminary Report, the KNKT had not been informed of any safety actions resulting from this occurrence.

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4 SAFETY RECOMMENDATIONS

The KNKT issues the following safety recommendations addressed to related parties.

4.1 PT. Wings Abadi Airlines

- **04.O-2018-25.1**

The flight was the first flight for the PIC and SIC to Tebelian Airport and there was no briefing related to the operation of new airport, therefore KNKT recommends to ensure the pilot provide with the current information before conducting flight.

- **04.O-2018-25.2**

The aircraft had document library which contained several documents including Airport Visual Guidance (AVG). The aircraft document library was updated on January 2018, while the AVG revision status was number 5 dated 25 August 2017. The AVG of the Sintang Airport available on the aircraft library and utilized by the pilot was published on 2 March 2018 and effective since 9 March 2018, therefore KNKT recommends to ensure all the document provided for the flight operation up to date and properly documented.

4.2 Directorate General of Civil Aviation

- **04.R-2018-25.3**

On the AIP, the coordinate of TB NDB position was written 000230.07 S and 1112713.13 E, this format is not clearly describe decimal degrees format or degrees-minutes-second format, therefore KNKT recommends to ensure the standard coordinate format in the AIP.

- **04.R-2018-25.4**

On the day of the occurrence, the Sintang Aiport information available on the website on page link AIP Volume IV contained information of Susilo Airport which had been closed for operation. The information of the Tebelian Airport available in the website on page link AIP Supplement, therefore KNKT recommends to ensure only the current information available in the publication and to remove the overdue information.

- **04.R-2018-25.5**

The un-serviceability mark of white cross on runway of Susilo Airport had not been completed at that time of occurrence, therefore KNKT recommends to ensure the process of airport certification are properly conducted before release amendment of aerodrome certificate.

5 APPENDICES

5.1 AIP Volume IV for Susilo Airport

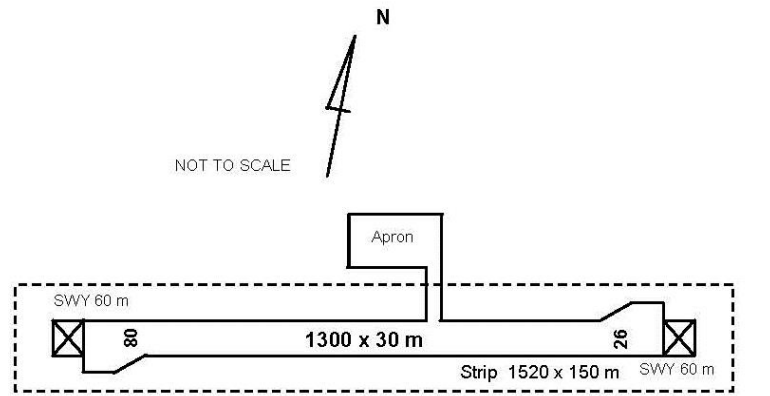
AIP INDONESIA (VOL. IV)

Aerodromes Directory for Light Aircraft (ALA)

KALIMANTAN
WEST KALIMANTAN
WIOS AD 2-1

SINTANG / Susilo – WIOS (Jakarta FIR)

AD authority.....	D.G.C.A	←
ARP coordinates and site at AD.....	00 04 N 111 29 E	
Elevation / Reference temperature.....	100 ft	
AD Address administration.....	Jl. M.T. Haryono km.2, Sintang	
Telephone.....	(0565) 21967, 21937, 21947	
Telefax.....	(0565) 24777	
Hour of service.....	0000 - 0700	
Apron dimension, surface & strength.....	60 x 40 m	
TWY dimension, surface & strength.....	75 x 15 m	
RWY number designation & bearing.....	08 – 26	
RWY dimension, surface & strength.....	1300 x 30 m; Asphalt; 5 FCZU / C-212 /	
	TRANSAL/ATR.42A	
SWY dimension, surface & strength.....	60 x 30 m both RWY	
Strip dimension & surface.....	1520 x 150 m	
Marking.....	THR, RWY edge.	
ATS communication facilities.....	- A/G FREQ. : 130.1 MHz	
	- PTP :5725, 3855 kHz;	
Radio navigation aids & landing facilities.....	- NDB "SG" 405 kHz; coverage range :	
	60NM, output power : 50W	
	- Windsock	
Additional information.....	Terminal building 540m ² ;	←



5.2 AIRAC AIP Supplement number 07/18 for Tebelian Airport

REPUBLIC OF INDONESIA
DIRECTORATE GENERAL OF CIVIL AVIATION
DIRECTORATE OF AIR NAVIGATION
SUB DIRECTORATE OPERATION OF
AIR NAVIGATION
Jl. Medan Merdeka Barat No. 8 Gedung Karya Lt. 23
Jakarta 10110

**AIRAC AIP
SUPPLEMENT**

Phone/Fax : 62 21 3507603
Telegraphic Address
AFS : WRRRYNYX

or
P.O.Box 3109/JKT, Jakarta 10000
Email : aim@dephub.go.id,
web: http://aimindonesia.dephub.go.id

**Nr : 07/18
01 MAR 18**

ESTABLISHMENT OF NEW AERODROME TEBELIAN – SINTANG

1. INTRODUCTION

- 1.1. The New Tebelian Airport is located in Tebelian River District, Sintang district West Kalimantan at Sintang, The New Tebelian Airport will replace Susilo Airport Sintang.
- 1.2. The Susilo Airport will be closed at the time New Tebelian Airport Operated.
- 1.3. New Aerodrome Tebelian Airport are completely constructed with runway designation number 09/27.
- 1.4. This AIRAC AIP Supplement is to superseded and cancel the AIP Indonesia Vol IV Amendment 05 dated 01 July 2010 WIOS Sintang / Susilo.

2. THE OPERATION PROCEDURES

The New Tebelian Airport will be operated on 26 APRIL 2018 at 00.00 UTC.

3. AERODROME DATA

3.1. AERODROME LOCATIONA INDICATOR AND NAME

WIOS - SINTANG / TEBELIAN

3.2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

ARP Coordinates and Site at AD.....	000230S 1112723E
Direction and distance from (City).....	14.07 km SW from Sintang
Elevation / Reference temperature.....	31ft / 29°C
MAG VAR / Annual change.....	1°E (2015)
AD administration.....	D.G.C.A
Address.....	Tebelian Airport Jl. Raya Sintang-Pinoh
Telephone.....	+6281265423009
Telefax.....	NIL
Email.....	NIL
AFTN.....	NIL
Type of traffic permitted.....	IFR/VFR
Remarks.....	NIL

3.3. OPERATIONAL HOURS

Directorate General of Civil Aviation

Publication Date : 01 MAR 18
Effective Date : 26 APR 18

AD Administration.....	MON - FRI : 0000-1000
Customs and Immigration.....	NIL
Health and sanitation.....	NIL
AIS Briefing Office.....	NIL
ATS Reporting office.....	0000-1000
MET Briefing office.....	0000-1000
ATS.....	0000-1000
Fuelling.....	NIL
Handling.....	NIL
Security.....	NIL
De-Icing.....	Not Applicable
Remarks.....	Local Time = UTC + 7 HR

3.4. HANDLING SERVICE AND FACILITIES

Cargo Handling Facilities.....	NIL
Fuel/Oil/Type.....	NIL
Fuelling Facilities / Capacity.....	NIL
De-Icing Facilities.....	Not Applicable
Hangar Space for Visiting Aircraft.....	NIL
Repair Facilities for Visiting Aircraft.....	NIL
Remarks.....	NIL

3.5. PASSENGER FACILITIES

Hotels.....	Available In the city 16 km
Restaurant.....	Available
Transportation.....	NIL
Medical Facilities.....	Hospital in the city 16 km
Bank and Post Office	Bank/ATM In the city, 16 km
Tourist Office.....	Office In the city 16 km
Remarks.....	NIL

3.6. RESCUE AND FIRE FIGHTING

AD Category for Fire Fighting.....	Category 4
Rescue Equipment.....	- 1 Unit Foam Tender Type IV - 1 Unit Foam Tender Type V - 1 Unit Ambulance
Capability for Removal of Disabled Aircraft....	Available From Soekarno-Hatta Airport
Remarks.....	All Personnel RFFS license Holder

3.7. SEASONAL AVAILABILITY CLEARING

Type of Clearing Equipment.....	Not Applicable
Clearance.....	Not Applicable
Remark.....	NIL

3.8. APRONS, TAXIWAYS AND CHECK LOCATION DATA APRON SURFACE AND STRENGTH

APRON	
Surface	= Asphalt
Strength	= PCN 29/F/C/Y/T
Dimension	= 220 x 60 m

TAXIWAYS WIDTH, SURFACE AND STRENGTH

TAXIWAY A

Width	= 18m
Surface	= Asphalt
Strength	= PCN 29/F/C/Y/T

TAXIWAY B

Width	= 18m
Surface	= Asphalt
Strength	= PCN 29/F/C/Y/T

ACL Location and Elevation.....	NIL
VOR / INS Checkpoints.....	NIL
Remarks.....	NIL

3.9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

Use of Acft ID Sign, TWY Guide Lines and Visual Docking/Parking Guidance system of acft stands	Aircraft stand, lead in lead out, aircraft stop line
RWY and TWY Marking LGT	RWY MARKING: Runway edge, Runway designation number, Runway centerline, Threshold, Aiming Point, Touchdown zone, Runway end. TWY MARKING: Taxiway Center line, Taxiway edge, holding position RWY LIGHT: Runway Edge, Threshold, Runway end. TWY LIGHT: Taxiway Edge light
Stop Bars	NIL
Remarks.....	NIL

3.10. AERODROME OBSTACLE

Reserved

3.11. METEOROLOGICAL INFORMATION PROVIDED

Associated MET Office..... MET Station Sintang

Hours of service / MET office outside hours.....	H24
Office responsible for TAF preparation period of validity.....	NIL
TREND forecasts & interval of issuance.....	NIL
Briefing / Consultation provided.....	NIL
Flight documentation - Language used.....	NIL
Charts and other information available for briefing or consultation.....	NIL
Supplementary equipment available for providing information.....	NIL
ATS units provided with information.....	NIL
Additional information (limitation of service etc.).....	NIL

3.12. RUNWAY PHYSICAL CHARACTERISTICS

1	2	3	4	5	6
Designations RWY NR	True BRG	Dimension of RWY	Strength (PCN) and Surface of RWY and SWY	THR Coordinates	THR Elevation and Highest Elevation of TDZ of Precision APP RWY
09	090.14°	1660 x 30	29/F/C/Y/T Asphalt	000242.68S 1112700.53E	27 ft
27	270.14°	1660 x 30	29/F/C/Y/T Asphalt	000242.81S 1112754.13E	31ft

7	8	9	10	11	12
Slope of RWY - NR	SWY Dimension	CWY Dimension	Strip Dimension	OFZ	Remarks
0.24% Uphill	60 x 30	120 x 150	1840 x 150	-	RESA 90 x 60
0.24% Downhill	NIL	60 X 150	1840 x 150	-	RESA NIL

3.13. DECLARED DISTANCES

1	2	3	4	5
RWY Designator	TORA	TODA	ASDA	LDA
09	1660	1780	1720	1660
27	1660	1720	1660	1660

3.14. APPROACH AND RUNWAY LIGHTING

1	2	3	4	5
RWY Designator	APCH LIGHT Type LGT INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN
09	NIL	Green	PAPI	NIL
27	NIL	Green	PAPI	NIL

6	7	8	9	10
RWY Centerline LGT Length Spacing Color, INTST	RWY Edge LGT LEN Spacing Color, INTST	RWY End LGT Color	SWY LGT LEN Color	Remarks
NIL	White and yellow (at the end)	Red	NIL	NIL
NIL	White and yellow (at the end)	Red	NIL	NIL

3.15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN / IBN location, characteristic and hours operation.	NIL
2.	LDI location and LGT Anemometer location and LGT	NIL
3.	TWY edge and centerline LGT	NIL
4.	Secondary power supply / switch over time	150 KVA/15 second
5.	Remarks	NIL

3.16. HELICOPTER LANDING AREA

1.	Coordinates TLOF THR FATO	NIL
2.	TLOF and / or FATO elevation (m / ft)	NIL
3.	TLOF and FATO area dimensions, surface, strength, marking	NIL
4.	True BRG and MAG BRG of FATO	NIL
5.	Declared distance available	NIL
6.	APP and FATO lighting	NIL
7.	Remarks	NIL

3.17. ATS AIRSPACE

1.	Designation and lateral limits	TEBELIAN AFIZ A circle with radius 5NM centred at ARP 000229.72S 1112723.40E
2.	Vertical limits	GND/WATER UP TO 4000FT
3.	Airspace classification	G
4.	ATS unit call sign Language(s)	TEBELIAN AERODROME INFORMATION ENGLISH
5.	Transition	11 000 / FL 130
6.	Remarks	NIL

3.18. ATS COMMUNICATION FACILITIES

1	2	3	4	5
Service Designator	Call sign	Frequency	Hours of Operation	Remarks
AFIS	Tebelian Aerodrome Information	124.20 MHz 124.45 MHz*	0000-1000	*Secondary

3.19. RADIO NAVIGATION AND LANDING AIDS

1	2	3	4	5	6	7
Type of Aid and Category	ID	Frequency	Hours of Operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
NDB	TB	407 kHz	-	000230.07S 1112713.13E	-	-

3.20. LOCAL TRAFFIC REGULATIONS*Reserved***3.21. NOISE ABATEMENT PROCEDURES***Reserved***3.22. FLIGHT PROCEDURES***Reserved***3.23. ADDITIONAL INFORMATION***Reserved***4. CHART**

The chart related to Aerodrome Layout of Tebelian – Sintang are depicted on the attachments "A" of this AIRAC AIP Supplement.

5. CHANGES AND CANCELLATION

Any changes or additional information to this AIP Supplement will be notified by NOTAM or superseded by other AIP Supplement.

----- End -----

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