



**KOMITE NASIONAL KESELAMATAN TRANSPORTASI
REPUBLIC OF INDONESIA**

PRELIMINARY

KNKT.22.05.03.04

Aircraft Serious Incident Investigation Report

PT. ASI Pudjiastuti Aviation (Susi Air)

Cessna 208B; PK-BVE

Yuvai Semaring Airport, Long Bawan, North Kalimantan

Republic of Indonesia

24 May 2022

2022

This Preliminary Report is 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 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, 3 August 2022
**KOMITE NASIONAL
KESELAMATAN TRANSPORTASI
CHAIRMAN**



SOERJANTO TJAHJONO

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ABBREVIATIONS AND DEFINITIONS

ACL	:	Authorization Condition & Limitation
AIP	:	Aeronautical Information Publication
AM	:	Aerodrome Manual
AOC	:	Air Operator Certificate
ARB	:	Area Reference Booklet
ARP	:	Aerodrome Reference Point
BMKG	:	<i>Badan, Meteorologi, Klimatologi dan Geofisika</i> (the Bureau of Meteorology, Climatology and Geophysics of Indonesia)
C of A	:	Certificate of Airworthiness
C of R	:	Certificate of Registration
CASR	:	Civil Aviation Safety Regulation
CPL	:	Commercial Pilot License
DGCA	:	Directorate General of Civil Aviation Indonesia
DOA	:	Directorate of Airport
FISO	:	Flight Information Service Officer
GPS	:	Global Positioning System
ICAO	:	International Civil Aviation Organization
IFR	:	Instrument Flight Rules
KNKT	:	<i>Komite Nasional Keselamatan Transportasi</i> (is the Indonesia Independent Investigation Authority also known as National Transportation Safety Committee/NTSC)
LT	:	Local Time
MOS	:	Manual of Standard
OM	:	Operation Manual
PF	:	Pilot Flying
PIC	:	Pilot in Command
PM	:	Pilot Monitoring
SIC	:	Second in Command
UTC	:	Universal Time Coordinate

SYNOPSIS

On 24 May 2022, a Cessna 208B aircraft registered PK-BVE was being operated by PT. ASI Pudjiastuti Aviation (Susi Air) for unscheduled passenger flight. At 0958 LT, on a daylight condition, the aircraft departed from Malinau to Long Bawan with 12 passengers on board and cruised at altitude of 6,500 feet. In this flight, the Pilot in Command (PIC) acted as Pilot Flying (PF) and the Second in Command (SIC) acted as Pilot Monitoring (PM).

About 10 Nm to Long Bawan, the PM made initial contact with the Long Bawan Flight Information Service Officer (FISO) and was informed of the meteorological information including the visibility of the Long Bawan was 5 Km. The FISO also advised that the runway in use was Runway 22 and provided traffic information.

When the aircraft was on long final Runway 22, the PM reported to the FISO and was advised the Runway 22 was clear.

At 1025 LT, the aircraft landed using Runway 22 and making 180° turn maneuver to vacate the runway via Taxiway C. While taxiing to the apron, the PIC discussed with the SIC regarding the aircraft parking position as the PIC has not flown to Long Bawan for eight months. The SIC informed to the PIC that the parking area supposed to be near the terminal area. The PIC decided to taxi the aircraft close to the apron edge line and to park the aircraft near to the terminal building with intention to comfort the passenger disembarkation and provide sufficient space to the other arrival aircraft.

During the taxi to the intended parking area, the pilot did not see any other aircraft or obstruction in the taxi path. Both pilots focused ahead of the taxi path and sometimes the PIC observed the surface of the taxi path.

At the intersection Taxiway C and the apron, the aircraft was turned to the left and taxied along the northwest side of the apron. When the aircraft was about on intersection of apron and Taxiway A, the aircraft was maneuvered 090° right turn. Thereafter, the aircraft was maneuvered by another 090° right turn on the southeast of the apron with intention to position the aircraft facing northwest direction on the south side of the apron. When the aircraft on the second 90° right turn, the left-wing leading edge impacted an apron floodlighting pole. The aircraft stopped and the PF shutdown the engine followed by passenger disembarkation.

The KNKT acknowledged the safety action taken by the aircraft operator was relevant in improving safety, however, there still remain safety issues that need to be considered. Therefore, the KNKT issues the following safety recommendations addressed to the airport operator.

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 FACTUAL INFORMATION

1.1 History of the Flight

On 24 May 2022, a Cessna 208B aircraft registered PK-BVE was being operated by PT. ASI Pudjiastuti Aviation (Susi Air) for unscheduled passenger flight. The flight plan of the day for the aircraft and the pilots were from Malinau¹ – Tarakan² – Malinau – Long Bawan³ – Nunukan⁴ – Long Bawan – Malinau.

At 0000 UTC (0800 LT⁵), the aircraft departed from Malinau to conduct the first planned flight of the day. The flight to Tarakan and returned to Malinau were uneventfully.

At 0958 LT, on a daylight condition, the aircraft departed from Malinau to Long Bawan with 12 passengers on board and cruised at altitude of 6,500 feet. In this flight, the Pilot in Command (PIC) acted as Pilot Flying (PF) and the Second in Command (SIC) acted as Pilot Monitoring (PM).

During cruising, the pilots received broadcast information from another pilot which was flying from Tanjung Selor⁶ to Long Bawan with the similar estimated time of arrival. The other incoming pilot decided to slow down the aircraft and the PK-BVE became the first sequence to land in Long Bawan.

About 10 Nm to Long Bawan, the PM made initial contact with the Long Bawan Flight Information Service Officer (FISO) and was informed of the meteorological information including the visibility of the Long Bawan was 5 Km. The FISO also advised that the runway in use was Runway 22 and provided traffic information.

When the aircraft was on long final Runway 22, the PM reported to the FISO and was advised the Runway 22 was clear.

At 1025 LT, the aircraft landed using Runway 22 and making 180° turn maneuver to vacate the runway via Taxiway C. During the landing role, both pilots of PK-BVE heard the incoming aircraft pilot reported to the FISO that the aircraft was on long final. Both pilots of the PK-BVE considered that the distance of the aircraft on long final to land would provide sufficient time for PK-BVE to vacate the runway and higher taxi speed was not required.

While taxiing to the apron, the PIC discussed with the SIC regarding the aircraft parking position as the PIC has not flown to Long Bawan for eight months. The SIC informed to the PIC that the parking area supposed to be near the terminal area. The PIC decided to taxi the aircraft close to the apron edge line and to park the aircraft near to the terminal building with intention to comfort the passenger disembarkation and provide sufficient space to the other arrival aircraft.

¹ Malinau in this report is referred to Robert Atty Bessing Airport (WAQM).

² Tarakan in this report is referred to Juwata International Airport (WAQQ).

³ Long Bawan in this report is referred to Yuvai Semaring Airport (WAQJ).

⁴ Nunukan in this report is referred to Nunukan Airport (WAQA).

⁵ The 24-hours clock in Local Time (LT) is used in this report to describe the local time as specific events occurred. Local time is Universal Time Coordinated (UTC)+7 hours.

⁶ Tanjung Selor in this report is referred to Tanjung Harapan Airport (WAGD).

During the taxi to the intended parking area, the pilot did not see any other aircraft or obstruction in the taxi path. Both pilots focused ahead of the taxi path and sometimes the PIC observed the surface of the taxi path.

At the intersection Taxiway C and the apron, the aircraft was turned to the left and taxied along the northwest side of the apron. When the aircraft was about on intersection of apron and Taxiway A, the aircraft was maneuvered 090° right turn. Thereafter, the aircraft was maneuvered by another 090° right turn on the southeast of the apron with intention to position the aircraft facing northwest direction on the south side of the apron. When the aircraft on the second 90° right turn, the left-wing leading edge impacted an apron floodlighting pole. The aircraft stopped and the PF shutdown the engine followed by passenger disembarkation.

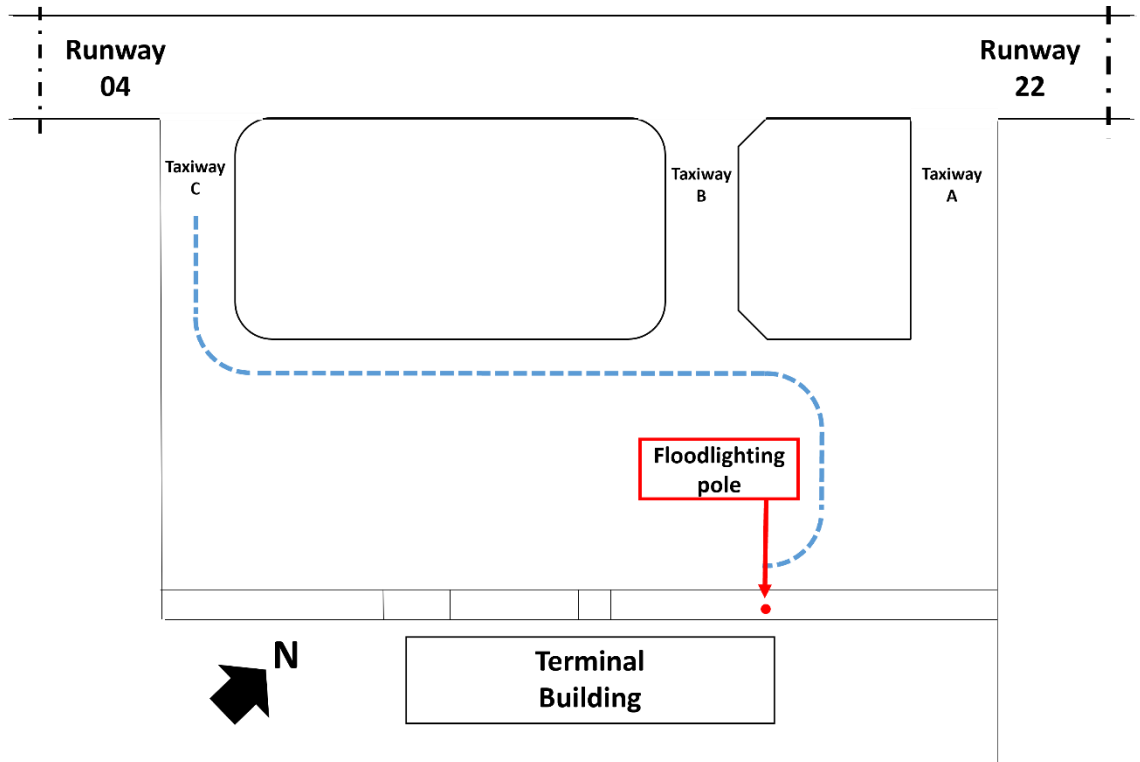


Figure 1: The illustration of the aircraft maneuver (blue dotted line) – not to be scaled

1.2 Injuries to Persons

No injuries to persons as a result of this occurrence.

1.3 Damage to Aircraft

The aircraft was minor damaged.

1.4 Other Damage

No other damage to property and/or the environment reported as a result of this occurrence.

1.5 Personnel Information

1.5.1 Pilot in Command

The PIC is Indonesia nationality who held valid Commercial Pilot License (CPL) and qualified as single engine land aircraft pilot. The PIC also held valid First-Class medical certificate without medical limitation.

The PIC had total flying hour of 2,670.1 hours, included 2,518.1 hours on Cessna 208B aircraft. At the day of the occurrence, the pilot had flown for 1.2 hours prior to the occurrence.

On 11 February 2021, the PIC conducted route familiarization of Long Bawan route with an experienced captain pilot prior to be released as PIC to fly to Long Bawan. The total flying experience of the PIC at Long Bawan was 98 landings. The last flying experience of the PIC to Long Bawan prior to the occurrence was on 4 September 2021. The PIC did not receive any information regarding the apron floodlighting pole which was built on 23 September 2021.

The last proficiency check for the PIC was conducted on 5 March 2022 and the result was satisfactory without any remarks.

1.5.2 Second in Command

The SIC is Uruguay nationality who held valid Commercial Pilot License (CPL) and qualified as single engine land aircraft pilot. The pilot also held valid First-Class medical certificate without medical limitation.

The SIC had total flying hour of 1,273.4 hours, included 196 hours on Cessna 208B aircraft. The pilot had flown for 1.2 hours prior to the occurrence. The total landing at Long Bawan was 32 landings.

The last flying experience of the SIC to Long Bawan prior to the occurrence was on 6 May 2022 and was aware of existence of the apron floodlighting pole.

The SIC received initial training and Cessna 208B training as required by the aircraft operator procedure. The training was completed on 18 January 2021 and the SIC performance assessment during the company proficiency check was satisfactory.

1.6 Aircraft Information

The Cessna 208B with serial number of C208B2142, was manufactured by Cessna Aircraft Company, United States of America aircraft company in 2009. The aircraft registered PK-BVE and had valid Certificate of Airworthiness (C of A) and Certificate of Registration (C of R).

The aircraft had total hour since new of 13,761.2 hours and the total cycles since of 17,343 cycles. The engine installed on the aircraft was PT6A-114, manufactured by Pratt & Whitney with serial number of PCE-PC1615. The total time of the engine since new was 9961.3 hours.

At the day of the occurrence, the aircraft was airworthy when dispatched for the flight and operated within the weight and balance envelope.

1.7 Meteorological Information

The meteorological report published by the *Badan Meteorologi Klimatologi dan Geofisika* (Bureau of Meteorology, Climatology and Geophysics) indicated that the airport visibility at 0200 UTC (1000 LT) was 5 km and at 0300 UTC (1100 UTC) was 8 km. Based on both pilot recollection, the visibility of the apron area was in a clear condition.

1.8 Aids to Navigation

The aircraft operator provided pilot with a route guidance in a booklet which include guidance to fly from Malinau to Long Bawan. The guidance was intended for the internal used only and contained of route information, Global Positioning System (GPS) waypoints, minimum fuel on departure, list of alternate aerodromes and notes to pilot. The notes for Long Bawan required the pilot to be aware of windshear at arrival area and high number of arrival flight from other aircraft company.

1.9 Communications

All communications between the FISO and the pilot were recorded by ground based automatic voice recording equipment. The quality of the aircraft's recorded transmissions was good.

1.10 Aerodrome Information

The following information were taken from the Aeronautical Information Publication (AIP) Volume III chapter WAQJ AD:

Aerodrome Reference Point (ARP) Coordinate	: 03°53'00" N; 115°42'00" E
Elevation	: 2,540 feet
Runway Designation Number	: 04 – 22
Runway Length	: 1,600 meters
Runway Width	: 30 meters
Surface	: Asphalt

The AIP Volume III chapter WAQJ AD 2 - 2 (Aerodrome Geographical and Administrative Data) contained same ARP coordinate with the airport certificate that was issued by the DGCA in 2016. Based on Google Earth, the coordinate location of the ARP was located about 1 Nm southeast direction of the actual airport location.

The AIP Volume III chapter WAQJ AD 2 - 10 (Aerodrome Obstacles) provided obstacles information of the airport, and the information in Area 3⁷ was stated NIL. The detail description of Area 3 is described in chapter 1.17.3.

The airport has three paved taxiways named as A, B and C connected the runway and the apron. The apron did not have taxiway centerline marking that can be used as guidance for taxi from the runway centerline to the aircraft stands.

⁷ According to the Civil Aviation Safety Regulation Part 175 defined as the area bordering an aerodrome movement area that extends horizontally from the edge of a runway to 90 m from the runway center line and 50 m from the edge of all other parts of the aerodrome movement area.

The apron is provided with apron floodlighting which was built on 23 September 2021. The floodlighting pole was located near the terminal building on coordinate 3°54'7.32"N 115°41'35.94"E. The distance of the floodlighting pole and the apron edge line was about 4.5 meters with height of 15 meters. The apron layout illustration can be seen in the figure 1 (illustration of the aircraft maneuver).



Figure 2: The floodlighting pole

1.11 Flight Recorders

The aircraft was not fitted with a flight data recorder or cockpit voice recorder. Neither recorder was required by current Indonesian aviation regulations.

The aircraft was equipped with Garmin G1000 Global Positioning System (GPS), which has capability of flight data logging. The Garmin G1000 was able store several data on a SD data card. During the occurrence flight, the SD data card was not installed on the GPS.

1.12 Wreckage and Impact Information

The outer surface of the left-wing leading edge was dent between the wing section 276.24 to 308.00. The following damage location was illustrated by KNKT using typical of Cessna 208 Series taken from the Cessna Model 208 Series Maintenance Manual.



Figure 3: The left-wing leading edge impacted floodlighting pole



Figure 4: The damaged of the left-wing leading edge

Figure 1 : Sheet 1 : Airplane Areas

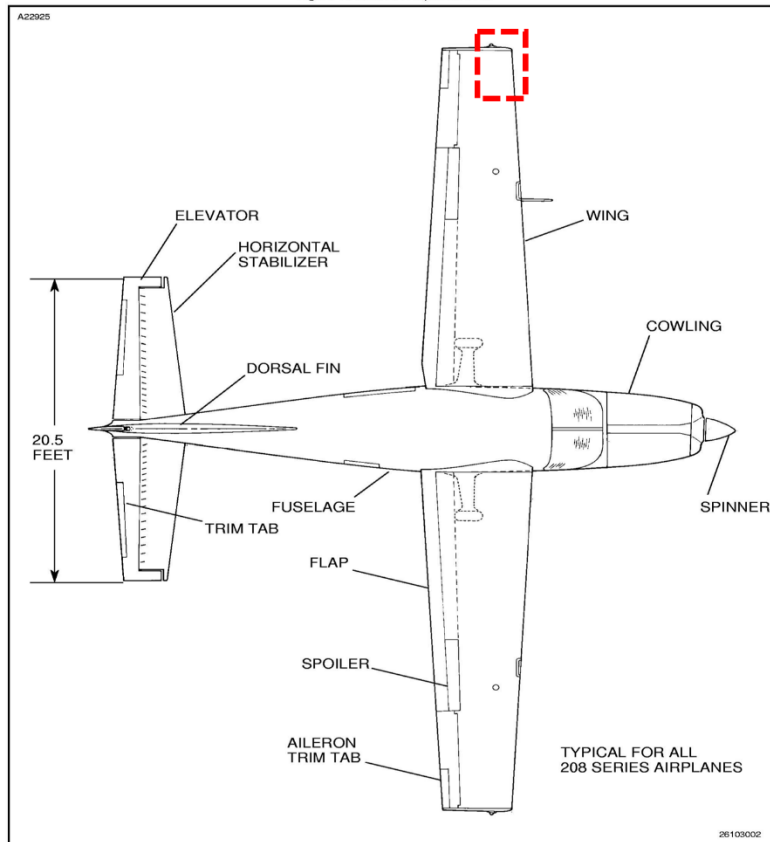


Figure 5: The damaged location of the left-wing leading edge (marked by square dotted line)

1.13 Medical and Pathological Information

Medical and pathological information were not available at the time of the issuance of this report. Should any medical and/or pathological information be obtained during this investigation that is relevance to this investigation, it will be included in the final report.

1.14 Fire

There was no evidence post-impact fire.

1.15 Survival Aspects

After the aircraft stopped, the pilot and the passenger disembarked by themselves from the aircraft.

1.16 Tests and Research

Test and research information were not available at the time of the issuance of this report. Should any medical and/or pathological information be obtained during this investigation that is relevance to this investigation, it will be included in the final report.

1.17 Organizational and Management Information

1.17.1 Aircraft Operator

The aircraft was operated by PT. ASI Pudjiastuti Aviation (Susi Air) which had valid Air Operator Certificate (AOC) number 135-028. The Susi Air is authorized to conduct air transportation carrying passenger and cargo in scheduled and non-scheduled operation within and outside Indonesia for aircraft operations under Civil Aviation Safety Regulation (CASR) Part 135.

The Susi Air developed operation manuals (OM)s which contains policy and procedure approved by the Directorate General of Civil Aviation (DGCA).

1.17.1.1 Airport Aeronautical Data Provided to Pilot

According to the Authorization, Condition and Limitations (ACL) issued by the DGCA, described that the Susi Air was approved to use several airport aeronautical data sources including the AIP and company area reference booklet.

The Operation Manual Part C (OM-C) which provides area, route and aerodrome information described that the Susi Air primarily uses Area Reference Booklets (ARB) issued by the company. The ARB provided the pilot with information of the local areas of flight, including reference to airport details and any other relevant information deemed useful or suitable for the flight operations.

The airport aeronautical information for Long Bawan in the ARB contained information of runway designation number, length, slope and airport elevation.

1.17.1.2 Pilot Currency

The OM-A chapter 4.4.2 described PIC recent experience requirement as follows:

The Company shall not use any person, or may any person serve, as Pilot-in-Command (PIC) of an aircraft carrying passengers unless, within the preceding 90 days, that person has:

- 1) Made three take-off and landings as the sole manipulator of the flight controls in an aircraft of the same category and class, and if a type rating is required, of the same type in which that person is to serve; and*
- 2) If assigned to night flying duties, has made three take-offs and three landings during the period beginning 30 minutes after sunset and ending 30 minutes before sunrise, as the sole manipulator of the flight controls in an aircraft of the same category and class, and if a type rating is required, of the same type in which that person is to serve.*

- 3) *When assigned to act as PIC under IFR, they must have, within the past 6 calendar months logged at least 6 hours of instrument time under actual or simulated IFR conditions, at least 3 of which were in flight in the category of aircraft involved, including at least 6 instrument approaches, or passed an instrument competency check in the category of aircraft involved.*

1.17.2 Airport Operator

Yuvai Semaring Airport, Long Bawan is operated by *Unit Pelaksana Bandar Udara* (Technical Operating Unit) of the DGCA. The airport operation is oversighted by the Directorate of Airport of the DGCA.

According to the Aerodrome Manual of Yuvai Semaring Airport (AM) chapter 3, the airport operator is responsible to provide several data to the aeronautical information services including coordinate of aerodrome reference point, runway information and the terrain and obstacles information on the aerodrome vicinity.

1.17.3 Civil Aviation Authority

Civil aviation in Indonesia is regulated and oversighted by Directorate General of Civil Aviation (DGCA) under the Ministry of Transportation.

The DGCA has several directorates including the Directorate of Airport (DOA) that responsible in formulating regulations including supervision of aerodrome operation and issuance of aerodrome certificate.

1.17.3.1 Regulation on Taxiway Center Line Marking

The Civil Aviation Safety Regulation (CASR) Part 139 described the detail of operational and technical standard for aerodrome is contained in the Manual of Standard CASR Part 139 Volume I (MOS 139).

The MOS 139 subchapter 5.2.8 requires paved taxiway and apron to be provided by taxiway center line marking in such a way as to provide continuous guidance between the runway center line and aircraft stands.

1.17.3.2 Regulation on Aerodrome Terrain and Obstacle Data

The CASR Part 175 subpart 175.220 required data of terrain and obstacles in the Area 3 which extends a half-meter (0.5 m) above the horizontal plane passing through the nearest point on the aerodrome movement area to be provided electronically and included in the AIP of the aerodrome data.

The Area 3 is defined as the area bordering an aerodrome movement area that extends horizontally from the edge of a runway to 90 meters from the runway center line, and 50 meters from the edge of all other parts of the aerodrome movement area including the apron or taxiway.

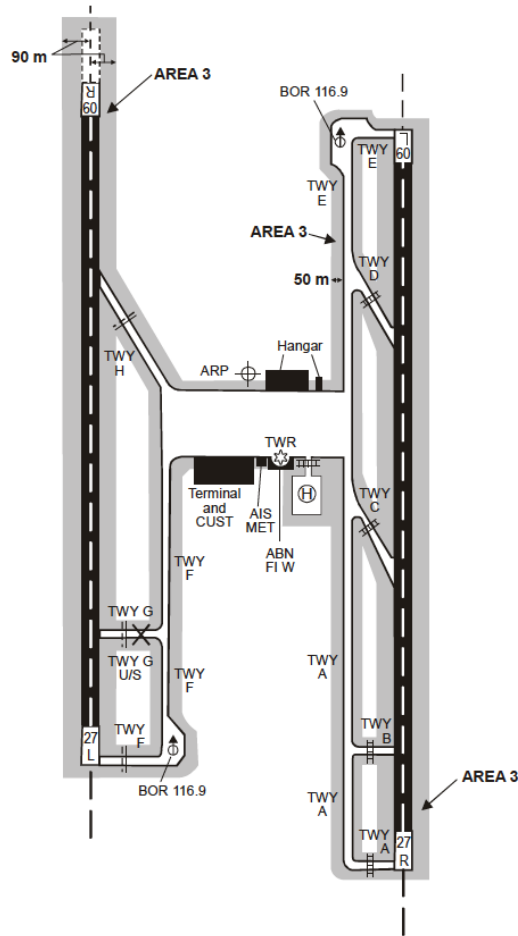


Figure 6: The typical of Area 3

1.17.4 ICAO Guidance on Aerodrome Obstacle Data

ICAO Document 9881 chapter 2.2.2.4 describes all terrain and obstacles in the horizontal spatial extent region of Area 3 that extend more than 0.5 meters above the horizontal plane passing through the nearest point on the aerodrome surface movement area may be hazardous for surface movement and must, therefore, be surveyed.

1.18 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.

1.19 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 FINDINGS

The 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.

In this occurrence, the KNKT identified several findings as follows:

1. The aircraft had valid Certificate of Airworthiness (C of A) and a valid Certificate of Registration (C of R).
2. At the day of the occurrence, the aircraft was airworthy when dispatched for the flight and operated within the weight and balance envelope.
3. Both pilots held valid Commercial Pilot License (CPL) and qualified as a single engine land aircraft pilot. Both pilots also had valid first-class medical certificates without medical limitation.
4. The PIC of the occurrence flight had conducted Long Bawan route familiarization on 11 February 2021 prior to act as PIC to Long Bawan and has conducted 98 landings in Long Bawan.
5. The last flying experience of the PIC to Long Bawan prior to the occurrence was on 4 September 2021. The PIC never had any information regarding the apron floodlighting pole which was built on 23 September 2021 until the occurrence happened.
6. The Second in Command (SIC) had experience of 32 landings at Long Bawan. The last flight of the SIC to Long Bawan prior to the occurrence was on 6 May 2022, and the SIC was aware of the apron floodlighting pole location.
7. During the landing role, both pilots of PK-BVE heard incoming aircraft pilot reported to the FISO that the aircraft was on long final. Both pilots of the PK-BVE considered that the distance of the aircraft on long final to land would provide sufficient time for PK-BVE to vacate the runway and higher taxi speed was not required.
8. During the taxi to the intended parking area, the pilot did not see any other aircraft or obstruction in the taxi path. Both pilots focused ahead of the taxi path and sometimes the PIC observed the surface of the taxi path.
9. The PIC decided to taxi the aircraft close to the apron edge line and to park the aircraft near to the terminal building with intention to comfort the passenger disembarkation and provide sufficient space to the other arrival aircraft.
10. During the last right turn maneuver, the left-wing leading edge impacted an apron floodlighting pole. The aircraft stopped and the PF shutdown the engine followed by passenger disembarkation.
11. The aircraft operator provided pilot with a route guidance in a booklet which include guidance to fly from Malinau to Long Bawan without information of the obstacle in Area 3 of the aerodrome.

12. The CASR Part 175 subpart 175.220 required data of terrain and obstacles in the Area 3 which extends a half-meter (0.5 m) above the horizontal plane passing through the nearest point on the aerodrome movement area to be provided electronically and included in the AIP of the aerodrome data.
13. ICAO Document 9881 chapter 2.2.2.4 describes all terrain and obstacles in the horizontal spatial extent region of Area 3 that extend more than 0.5 meters above the horizontal plane passing through the nearest point on the aerodrome surface movement area may be hazardous for surface movement and must, therefore, be surveyed.
14. The AIP Volume III chapter WAQJ AD 2 - 2 (Aerodrome Geographical and Administrative Data) contained same ARP coordinate with the airport certificate that was issued by the DGCA in 2016. The coordinate location of the ARP was located about 1 Nm southeast direction of the actual airport location.
15. According to the Aerodrome Manual of Yuvai Semaring Airport (AM) chapter 3, the airport operator is responsible to provide several data to the aeronautical information services including coordinate of aerodrome reference point, runway information and the terrain and obstacles information on the aerodrome vicinity.
16. The airport has paved apron without taxiway centerline marking that can be used as guidance between runway centerline and aircraft stands.
17. The apron is provided with apron floodlighting which was built in September 2021. The distance of the pole and the apron edge line was about 45 meters.
18. Manual of Standard CASR Part 139 Volume I (MOS 139) subchapter 5.2.8 requires paved taxiway and apron to be provided by taxiway center line marking in such a way as to provide continuous guidance between the runway center line and aircraft stands.
19. The AIP Volume III chapter WAQJ AD 2 - 10 (Aerodrome Obstacles) did not include apron floodlighting as an obstacle on the Area 3 of the airport.

3 SAFETY ACTION

At the time of issuing this investigation report, the KNKT had been informed of safety actions resulting from this occurrence taken by the aircraft operator.

3.1 Susi Air

Following the occurrence, the Susi Air conducted safety actions as follows:

- communicated with the Yuvai Semaring Airport operator to suggest providing clear identification of the apron floodlighting pole.
- issued Notice to Crew reminding pilot of the sterile cockpit procedure and the “clear left/right call out” procedure as required in the standard operating procedure.
- issued safety notice to pilot reminding procedure to conduct preflight and approach briefing, which highlighted the need to braking strategy that included threats of airport familiarity.
- issued safety notice to ensure that all pilots will be aware of the latest changes when returning to or during the duties.

The details of the Notice to Crew can be found in the appendices 5.1 and the safety notices in the appendices 5.2.

4 SAFETY RECOMMENDATIONS

The KNKT acknowledges the safety actions taken by Susi Air and considered that the safety action(s) was/were relevant to improve safety, however there still safety issues remain to be considered. Therefore, the KNKT issued safety recommendations to address safety issues identified in this report.

The safety recommendation in this investigation report is made with the intention of preventing accidents or incidents and which in no case has the purpose of creating a presumption of blame or liability for an accident or incident.

4.1 Yuvai Semaring Airport Operator

- **04.B-2022-03.01**

The Aerodrome Reference Point (ARP) mentioned in the Aeronautical Information Publication (AIP) Volume III chapter WAQJ AD 2 - 1 was in accordance with the airport certificate issued by the DGCA in 2016. The coordinate location was located about 1 Nm southeast direction of the actual airport location. Considering that the ARP mentioned in the AIP would be use as reference for pilot, the incorrect location might become hazard for aircraft operation.

Therefore, KNKT recommends the Yuvai Semaring Airport Operator to ensure location coordinate provided in the AIP contains correct coordinate.

- **04.B-2022-03.02**

Manual of Standard CASR Part 139 Volume I (MOS 139) subchapter 5.2.8 requires paved taxiway and apron to be provided by taxiway center line marking in such a way as to provide continuous guidance between the runway center line and aircraft stands. The airport has paved apron without taxiway centerline marking that can be used as guidance between runway centerline and aircraft stands. The absence of the taxiway centerline marking is not accordance with the MOS 139 and considered hazard for aircraft operation.

Therefore, KNKT recommends the Yuvai Semaring Airport Operator to provide taxiway centerline marking in accordance with the MOS 139.

- **04.B-2022-03.03**

The CASR Part 175 subpart 175.210 described Area 3 as the area bordering an aerodrome movement area that extends horizontally from the edge of a runway to 90 meters from the runway center line, and 50 meters from the edge of all other parts of the aerodrome movement area including the apron or taxiway. The terrain and obstacles in the Area 3 which extends a half-meter (0.5 m) above the horizontal plane passing through the nearest point on the aerodrome movement area to be provided electronically and included in the AIP of the aerodrome data.

The apron floodlighting pole in the Yuvai Semaring Airport was located at 4.5 meters from the apron edge line with height of 15 meters. The AIP Volume III chapter WAQJ AD 2 - 10 provided aerodrome obstacles of the airport which did not include the floodlighting pole information in the Area 3. The absence of floodlighting pole information that located in the region of the Area 3 may be hazardous for surface movement.

Therefore, KNKT recommends the Yuvai Semaring Airport Operator to ensure obstacles in the Area 3 are published in aeronautical information publication in accordance with the CASR Part 175.

5 APPENDICES

5.1 Susi Air Notice to Crew

 PT ASI Pudjiastuti Aviation	Notice to Crew PT ASI Pudjiastuti Aviation	Document No: NTC_20220601_00 Date: June 01, 2022 Page: 1
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Sterile Cockpit

Effective

Immediately

Applicability

Flight Crew

Background

Reference from the eSMS-S Hazard Report Number #44656

Procedure

Standard Operating Procedures (SOP) C208B G1000 3.3

Standard Operating Procedures (SOP) C208B Legacy 3.3

Reminder

No flight crewmember may engage in any activity which would distract any flight crewmember from the performance of his/her duties or which could interfere in any way with the conduct of those duties.

Activities such as eating meals, paperwork and engaging in non-essential conversations during critical phases of flight are not permitted. Both pilots should be "heads up." Critical Phases of Flight include all ground operations, taxi, takeoff, landing, flight conducted below 5.000 feet above aerodrome elevation and the last 1.000 feet prior to assigned or chosen level.

Flight crews are not to read publications not related to the proper conduct of the flight.

STATUS: ACTIVE	Prepared by: ER	Checked by: RM
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 <p>Susiair PT ASI Pudjiastuti Aviation</p>	<p>Notice to Crew PT ASI Pudjiastuti Aviation</p>	<p>Document No.: NTC_20220602_00 Date: June 02, 2022 Page: 1</p>
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Clear Left/Right Call Out Procedure

Effective

Immediately

Applicability

All flight crew

Background

Reference from the eSMS-S Hazard Report Number #44656

Previous Procedure

This Notice to Crew overrides NTC_20210214_00- Clear Left/Right Call Out Procedure

New Procedure

When entering or crossing Taxiways or Runways and making visual turns during flight or ground operations the Pilot Flying (PF) is to call "clear Left/Right" depending on their respective seating position, the Pilot Monitoring (PM) shall then call "Clear Right/Left" on their respective side or "Standby". If the Pilot Flying (PF) miss the call out the Pilot Monitoring (PM) should call for his respective side and expect the Pilot Flying (PF) to check his side and do the Clear Left or Right call out.

Example 1: Copilot as PF making a turn to the Left. Prior to initiating the turn the Co Pilot shall call "Clear Right" the Captain's response shall be "Clear Left" or "Standby"

Example 2: Captain as PF making a turn to the Left. Prior to initiating the Turn the Captain shall call "Clear Left" and the copilot's response shall be "Clear Right" or "Standby"

Example 3: Copilot as PF, prior to entering or crossing a Taxiway or Runway shall call "Clear Right" and the Captain shall call "Clear Left" or "Standby"

Example 4: Captain as PF, prior to entering or crossing a Taxiway or Runway shall call "Clear Left" and the Copilot shall call "Clear Right" or "Standby"

STATUS: ACTIVE	Prepared by: ER	Checked by: RM
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5.2 Susi Air Safety Notice



Safety Notice 08/2022

Base latest changes

EFFECTIVE AND REFERENCE:

This notice aims to ensure that all Flight Crew members will be aware of the latest changes when returning to duties or during the tour.

APPLICABILITY:

This Safety Information applies to all Flight Crew members, Base Management, Base Safety Officers, Chief Pilot, and Operations Manager.

Procedures:

1. All Flights Crew members returning from holidays, leaves, or any other period without performing duties as a flight crew member shall contact the immediate supervisor and request a briefing on the latest changes in the area of operations.
2. All Flight Crew members shall report any new hazards encountered in any airstrip, including taxing and parking problematic conditions. This information shall be used to increase awareness and provide data for the briefings provided by the immediate supervisor.
3. All Susi Air staff holding "supervisor" positions (Base Management, Chief Pilot, Operations Manager) shall remain updated on the latest changes and new hazards around the operations area.
4. All Base Safety Officers and Safety Management shall remain vigilant about such hazards, provide information about how and what should be considered hazards, and facilitate the reporting process.

- In case of any questions or suggestions, please, contact the Safety Manager:
safety.manager@susiair.com



Safety Notice 09/2022

Preflight and Approach Briefing – Braking Strategy and Expected Taxi

EFFECTIVE AND REFERENCE:

This notice aims to remind all flight crew regarding the necessity of briefing the Braking Strategy and Taxi expectations as stated in Susi Air C208B SOP.

Ref: Standard Operating Procedures G1000 and Legacy.

APPLICABILITY:

This Safety Information applies to all Flight Crew members, including crew members of fleets other than C208B, all Ground, Simulator, and Flight Instructors.

Procedures:

SOP 5.11.4 Expanded Briefing Information

OPERATIONAL

- Notams
- Type of takeoff/ landing if non-standard
- Weight restrictions
- Chart warnings
- Runway conditions (characteristics, i.e., slippery, rough in certain areas, slope)
- Speed control o Configuration
- Key Points o Use of AP
- Flight mode selection
- Non-normal procedures
- Crew duties o Holding
- **Braking strategy, exit strategy (i.e., braking to exit via „c“ taxiway)**
- Diversion plan and requirements
- Extra fuel available

THREATS

- ATC o Comm's
- Tracking o Procedural Control
- Traffic Density
- Missed approach vital actions if there is a high probability of a missed approach
- Non-ILSLS approaches
- Vertical profile monitoring
- Offset approaches



- Runway characteristics
- People and animal incursions on runways
- Night
- Crew
- **Airport familiarity**
- Experience levels
- Fatigue
- Training flights
- GPS cloud break procedures "In the event we get a terrain warning, we will"... (review crew coordination in section 10)

NOTE

If you mention a threat, you must also mention the strategy you wish to use to overcome that threat.

1. All Flights Crew members shall include in the preflight and approach briefing the expected taxi directions and turns during the operational phase of the briefing.
2. All Flight Crew members shall include the airport familiarity on the preflight and approach briefing during the threats phase of the Briefing.
3. All Ground, Simulator, and Flight Instructors shall instruct and evaluate such items during ground and flight lessons.

- In case of any questions or suggestions, please, contact the Safety Manager:
safety.manager@susiair.com

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