



**KOMITE NASIONAL KESELAMATAN TRANSPORTASI
REPUBLIC OF INDONESIA**

PRELIMINARY

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Aircraft Accident Investigation Report

PT Marta Buana Abadi (Dimonim Air)

Cessna C208; PK-HVG

Yabi Airstrip, Papua

Republic of Indonesia

9 May 2023

2023

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, 28 August 2023

**KOMITE NASIONAL
KESELAMATAN TRANSPORTASI
CHAIRMAN**



SOERJANTO TJAHOJONO

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ABBREVIATIONS AND DEFINITIONS

ACL	:	Authorization, Condition and Limitations
AIP	:	Aeronautical Information Publication
AOC	:	Air Operator Certificate
ATC	:	Air Traffic Controller
BMKG	:	<i>Badan Meterorologi, Klimatologi, dan Geofisika</i> / Meteorological, Climatological, and Geophysical Agency
C of A	:	Certificate of Airworthiness
C of R	:	Certificate of Registration
CASR	:	Civil Aviation Safety Regulation
CPL	:	Commercial Pilot License
CVR	:	Cockpit Voice Recorder
DAAO	:	Directorate of Airworthiness and Aircraft Operation
DGCA	:	Directorate General of Civil Aviation
FDR	:	Flight Data Recorder
GPS	:	Global Positioning System
ICAO	:	International Civil Aviation Organization
KNKT	:	<i>Komite Nasional Keselamatan Transportasi</i> also known as National Transportation Safety Committee (NTSC) is the Indonesia government agency responsible to conduct transport safety investigation in accordance with the standards and recommended practices of ICAO Annex 13
lbs	:	Pounds
LT	:	Local Time
nm	:	Nautical Mile
OM-A	:	Operation Manual Part A
OM-C	:	Operation Manual Part C
PF	:	Pilot Flying
PIC	:	Pilot in Command
PM	:	Pilot Monitoring
SD	:	Secure Digital
SIC	:	Second in Command
SSB	:	Single-sideband
UTC	:	Universal Time Coordinated
VFR	:	Visual Flight Rules
VHF	:	Very High Frequency

SYNOPSIS

On 9 May 2023, a Cessna C208 aircraft, registered PK-HVG was being operated by PT Marta Buana Abadi (Dimonim Air) on an unscheduled cargo flight from Nop Goliat Dekai Airport (WAVD) to Yabi airstrip.

According to an officer in Yabi, there was light rain in the area the night before. However, on the morning of the actual day of the occurrence, the weather was clear with visibility of 10 km and calm wind conditions.

At 2240 UTC (0740 LT) the aircraft departed Dekai for Yabi. The flight was conducted under Visual Flight Rules (VFR) with two pilots on board, where the Pilot in Command (PIC) acted as the Pilot Flying (PF) and the Second in Command (SIC) served as the Pilot Monitoring (PM). The flight was uneventful until the aircraft touched down at Yabi.

At 2258 UTC, the aircraft reached over Yabi. The pilot conducted a flyover Yabi before proceeding to enter K-point with the landing configuration, utilizing fully extended flaps, and maintaining a speed of approximately 80 knots. Subsequently, the aircraft advance to Abort-point and continue with the landing.

At 2300 UTC, the aircraft landed in Yabi and rolled along the upslope runway until the nose landing gear collapsed and folded back. A pothole of the nose wheel was identified on a soggy ground around 130 meters from the touchdown mark. Afterwards, the aircraft veered to the right. The pilot applied full brake and left rudder in an attempt to regain control, but the aircraft continued to move uncontrollably in that direction.

As the aircraft kept going right, the pilot reduced the power and cut off the fuel by closing the fuel valve. The aircraft collided with a large rock led to the detachment of the propeller from the engine power drive and caused the aircraft to stop.

No one was injured in this occurrence. However, the sustained substantial damage, including bent propeller blades, a collapsed nose landing gear, and damage to the forward cargo door, engine cowling, and exhaust.

During the initial investigation, KNKT identified safety issues related to the absence of Yabi information in the company's Operation Manual and the discrepancies between the actual airstrip data and the airstrip chart in the pilot's possession. Therefore, KNKT issued safety recommendations to the aircraft operator to provide pilots with sufficient and accurate references, including all relevant information about Yabi airstrip and guidance for Dekai to Yabi operations.

1 FACTUAL INFORMATION

1.1 History of the Flight

On 9 May 2023, a Cessna C208 aircraft, registered PK-HVG was being operated by PT Marta Buana Abadi (Dimonim Air¹) in Papua, on an unscheduled cargo flight from Nop Goliat Dekai Airport (WAVD), Dekai² to Yabi Airstrip, Yabi³. The flight schedule for the day were Wamena – Dekai – Yabi – Dekai – Wamena as the aircraft and the pilots were stationed in Wamena.

At 2139 UTC⁴ (0639 LT), the aircraft took off from Wamena Airport and arrived in Dekai at 2204 UTC. The pilot oversaw the cargo loading in Dekai and conducted a walk-around prior to departure. There were no signs of airframe failure or system malfunction were observed.

According to an officer in Yabi, there was a light rain in the area the night before. In the morning of the day of the occurrence, the weather was reported clear. (Apakah laporan cuaca ini disampaikan ke pilot? Jika tidak, cukup disebut di 1.7 meteorologal information saja. Di 1.7 disebut drizzling, di sini disebut rain)

The aircraft departed Dekai for Yabi at 2240 UTC. The flight was operated with two pilots and conducted under Visual Flight Rules (VFR). The Pilot in Command (PIC) acted as Pilot Flying (PF), and the Second in Command (SIC) served as Pilot Monitoring (PM) on this flight.

At 2258 UTC, the aircraft reached over Yabi. The visibility was around 10 km, and the wind conditions were calm. In order to assess the runway's condition, the pilot conducted a flyover Yabi before commencing the approach. After confirming the runway was in good condition, the pilot proceeded to enter K-point⁵ with the landing configuration, utilizing fully extended flaps, and maintaining a speed of approximately 80 knots. Subsequently, the aircraft advance to Abort-point⁶. As the wind was below 5 knots (dari mana info wind 5 knots? Indikator atau info dr orang lain?), the pilot decided to continue with the landing.

At 2300 UTC, the aircraft landed in Yabi, touched down approximately 100 meters from the runway threshold. The aircraft rolled along the upslope runway until the nose landing gear collapsed, and the pilot felt the aircraft nose was pitched down. Afterwards, the aircraft veered to the right. The pilot applied full brake and left rudder in an attempt to regain control. The aircraft continued to move uncontrollably to the right.

¹ PT Marta Buana Abadi will be named as Dimonim Air for the purpose of this report.

² Nop Goliat Dekai Airport (WAVD), Dekai will be named as Dekai for the purpose of this report.

³ Yabi airstrip, Yabi will be named as Yabi for the purpose of this report.

⁴ The 24-hours clock in Universal Time Coordinated (UTC) is used in this report to describe the time as specific events occurred. Local Time (LT) is UTC+9 hours.

⁵ Based on the Yabi airstrip chart, the K-point was situated at an altitude of 7500 feet over Balingama point (see Figure 7).

⁶ The Abort point is a position for the pilot to decide whether to proceed with the landing or to abort. The point was located approximately 2 km away from Yabi airstrip (see Figure 7).

As the aircraft kept going right, and went off the runway. The pilot reduced the power and cut off the fuel by closing the fuel valve. The aircraft collided with a large rock led to the detachment of the propeller from the engine power drive. The aircraft stopped approximately 330 meters from the threshold.

1.2 Injuries to Persons

There were no injuries to persons as a result of this occurrence.

1.3 Damage to Aircraft

The aircraft was substantially damaged as shown by Figure 1 to Figure 5.



Figure 1: Damage to the aircraft

The propeller disassembled from the engine power drive and its blades were bent as shown by Figure 2.



Figure 2: Damage to the propeller

The nose landing gear collapsed and folded back causing damaged to the forward cargo door as shown by Figure 3.



Figure 3: Damage to the forward cargo door

The engine, its cowling, and the exhaust were wrinkled as shown by Figure 4 and Figure 5 respectively.



Figure 4: Damage to the engine and its cowling



Figure 5: Damage to the engine exhaust

1.4 Other Damage

There was no other damage to property or environment.

1.5 Personnel Information

1.5.1 Pilot in Command (PIC)

The pilot was 36 years old with Indonesia nationality that held valid Commercial Pilot License (CPL) and qualified as Single Engine Land aircraft pilot. The pilot also held valid first-class medical certificate without any medical limitation.

The pilot had total flying hour of 1,733.2 hours, included 400 hours on Cessna C208B aircraft. The pilot had flown for 20 minutes prior to the occurrence. The last proficiency check was conducted on 18 December 2022.

1.5.2 Second in Command (SIC)

The pilot was 34 years old with Indonesia nationality that held valid Commercial Pilot License (CPL) and qualified as Single Engine Land pilot. The pilot also held valid first-class medical certificate without any medical limitation.

The pilot had total flying hour of 997.4 hours, included 78.4 hours on type aircraft. The pilot had flown for 20 minutes prior to the occurrence. The last proficiency check was conducted on 19 December 2022.

1.6 Aircraft Information

1.6.1 General

The Cessna C208 aircraft with serial number of 20800558 was manufactured by Cessna Aircraft Company in 2014. The aircraft was registered as PK-HVG and had valid Certificate of Airworthiness (C of A) and Certificate of Registration (C of R). The total time since new was 1,862 hours, and the total cycles since new was 3,330 cycles.

The aircraft had single turbo propeller PT6A-114A engine manufactured by Pratt & Whitney, Canada with serial number of PCE-PC2101. The total time of the engine since new was 1,862 hours and 3,332 cycles.

The propeller installed on the aircraft was three-bladed McCauley 3GFR34C703B propellers with serial number of 130998. The total time since new was 1,862 hours, and the total cycles since new was 3,330 cycles.

Prior to the departure, the pilot conducted preflight and walk-around check, and there was no indication of aircraft system or engine malfunction.

1.6.2 Weight and Balance

According to the weight and balance sheet, the aircraft carried about 1,633.63 lbs cargo and 650 lbs fuel. The estimated takeoff weight of the aircraft was 7,799 lbs, and the maximum allowable takeoff weight was 8,750 lbs. The takeoff center of gravity estimation was 194 inches, while the limit range was 180 - 204 inches aft of the datum. Based on this data, the aircraft was operated within the weight and balance envelop.

1.7 Meteorological Information

Aviation meteorological provider was not available in Yabi, and the operation relied on pilot visual observation. The weather information was obtained from officer's report in the airstrip via radio communication. The night before the occurrence, it was drizzling in Yabi. However, on the day of occurrence, according to the pilot, the weather was clear with visibility of 10 kilometers, and the wind was calm.

The *Badan Meteorologi Klimatologi dan Geofisika*/BMKG (Bureau of Meteorology, Climatology and Geophysics of Indonesia) provided satellite weather image at 2230 UTC and 2330 UTC.

The IR Enhanced satellite imagery on May 9, 2023 at 2300 UTC around the accident area showed that the cloud top temperature ranged from 0°C – 14°C as shown in Figure 1(a).

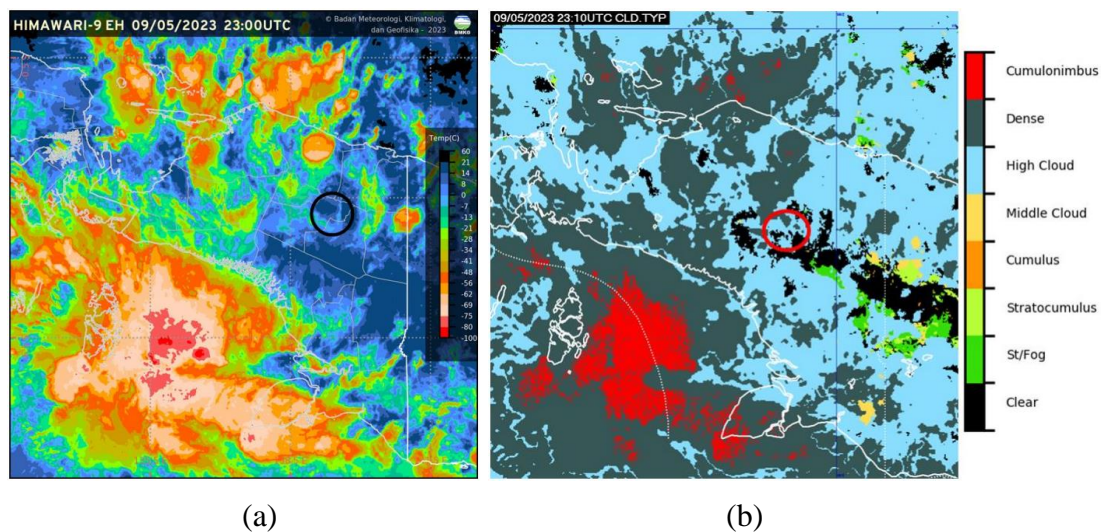


Figure 6: The satellite image around the accident site

Meanwhile, the cloud type satellite imagery (HCAI Cloud Type) on May 9 2023 around the time of accident showed the presence of high clouds, and it was dominated by clear clouds as illustrated in Figure 1(b).

1.8 Aids to Navigation

A ground-based navigation aid was not available in Yabi. For its operation, the aircraft was equipped with Garmin G1000 system which displays the Global Positioning System (GPS) navigation data on its Primary Flight Displays and Multi-Function Display. The GPS can use direct point-to-point navigation to provide guidance from a certain point or position to another point on the flight plan.

The Dimonim Air has developed Operation Manual Part C (OM-C) for internal use which provides area, route, and aerodrome information in Papua and Bali Area. The document includes airport, terrain, weather, route details and any other relevant information deemed useful for the flight operation in the local area. The latest revision of this document, Revision No: 4 dated 17 September 2021, did not provide information of Yabi and guidance for Dekai to Yabi flight.

1.9 Communications

The aircraft was equipped with Single-sideband (SSB) radio used for Very High Frequency (VHF) aircraft communication.

1.10 Aerodrome Information

According to Airport chart held by the pilot, Yabi airstrip was situated in a mountainous area at coordinates 04°20.07'S and 139°20.92'E, with an elevation of 6,800 feet. It was located approximately 28 nm from Wamena Airport (WAVV) at a bearing of 117°, and about 32 nm from Nop Goliat Dekai Airport (WAVD) at a bearing of 342°. The runway surface was soft gravel with grass, and it had a slope of 15%. The runway's dimension was 440 meters in length and 24 meters in width with designation number of 10/28 direction. The chart held by the pilot is illustrated by Figure 7.

During data collection, KNKT utilized other aircraft to reach the Yabi airstrip in the next day after the occurrence. Refer to the navigation instrument in the aircraft which utilized by KNKT, it was discovered that the runway azimuth was 08/26 direction with the elevation of the touchdown zone was about 7,300 feet.

VHF: 121.0		Class: 3		YABI		YAB	
Wind: 9:00		Calm condition only, new airstrip need more data					
Length / Width (m): 440 / 24		Elev. (ft): 6800		Slope : 15 %			
Surface: soft gravel with grass.							
Obstructions: None							
Abort Landing: RH turn down valley at short final							
Abort Takeoff: shortly after brake release. Swerve to the right ; DO NOT go off end.							
Takeoff Restrictions (KG)		PAC	208	208B	PC6	Torque Limit	
		G					
Weather Patterns: Noormally good in the morning							
Hazards / Land only if wind is calm.							
Remarks:							
Coordinates: S 04:20.07 E 139:20.92				Distance / Bearing From: WAVV : 28 nm; 117° WAVD : 32 nm; 342°			
01 May 23						YAB	

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Note: the Abort point showed by the dash line

Figure 7: Yabi airstrip chart

1.11 Flight Recorders

The aircraft was not fitted with a Flight Data Recorder (FDR) or Cockpit Voice Recorder (CVR). Neither recorder was required by applicable Indonesian aviation regulation.

The aircraft was equipped with Garmin G1000, an integrated flight navigation system that presents flight instrumentation, position, navigation, communication, and identification information to the pilot through Primary Flight Display (PFD) and Multi Function Display (MFD). The G1000 System uses Secure Digital (SD) cards to load and store various types of data. The Flight Data Logging feature will automatically store flight and engine data on an SD data card inserted into the top card slot of the MFD. The SD card containing the Flight Data Logging of PK-HVG aircraft was transported to *Komite Nasional Keselamatan Transportasi* (KNKT) recorder facility for data processing. Should any data relevant to the accident will be included in the Final Report.

1.12 Wreckage and Impact Information

Figure 5 depicts landing sequence of the aircraft. Touch down mark was found 102 meters from the runway threshold, approximately 130 meters after that, the mark indicating the nose wheel pothole was identified.

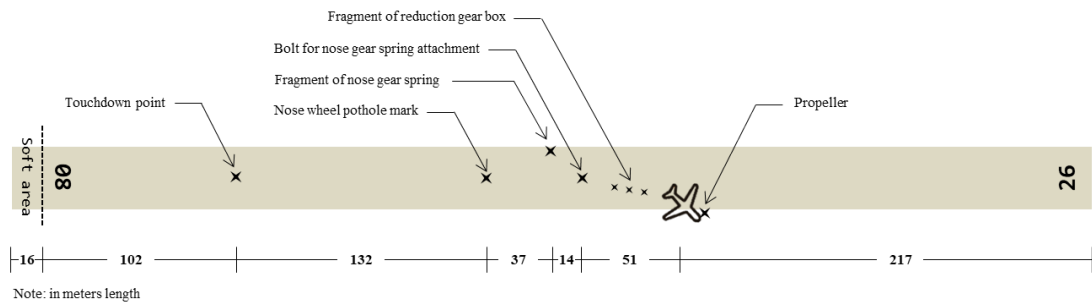


Figure 8: Impact sequence and wreckage trail

A fragment of the nose landing gear spring was discovered about 270 meters from the runway threshold, and the bolt used for the nose gear spring attachment was found about 14 meters further along from that point. Scattered fragments of the reduction gear box were found along the trail as the aircraft made a right turn before stopped. The propeller detached from the engine power drive rested around 0.5 meters from on the left side of the aircraft nose.

1.13 Medical and Pathological Information

No medical or pathological investigations were conducted as a result of this occurrence, nor were they required.

1.14 Fire

There was no evidence of in-flight or post-impact fire.

1.15 Tests and Research

Test and research information were not available at the time of the issuance of this report. Should any relevant tests and/or research information be obtained during this investigation, it will be included in the Final Report.

1.16 Organizational and Management Information

1.16.1 Company Profile

PT Marta Buana Abadi also known as Dimonim Air is an aircraft operator having address at Jl. Cidurian No.6 Cikini Jakarta Indonesia, 10330. It held a valid Air Operator Certificate (AOC) number 135-049 which authorized the Cessna C208B aircraft registered PK-HVG to conduct on demand aircraft service within and outside Indonesia for aircraft operations under Civil Aviation Safety Regulation (CASR) Part 135.

1.16.2 Aeronautical Information Provided to Pilot

According to the Authorization, Condition and Limitations (ACL) issued by the DGCA, described that the Dimonim Air was approved to obtain, maintain and distribute current aeronautical data such as Jeppesen Aeronautical Data and Aeronautical Information Publication (AIP) for the airport it uses. Aeronautical Airport Data dissemination procedure is described in the Operation Manual Part A (OM-A) Chapter 3.3.5.1 quoted as below:

3.3.5.1 Airport Aeronautical Data

The company will maintains subscription service with the Jeppesen Company for aeronautical enroute and approach charts.

Aeronautical Information Publication (AIP) charts will be used to supplement the charts.

Aeronautical Information Publication (AIP) Standard:

The Company shall ensure that aeronautical data and aeronautical information publication meets the standard requirements in terms of accuracy, resolution and integrity of appropriate quality to ensure flight operation safety

Chart publications shall produce in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697).

Available Information:

The aeronautical chart shall include at least:

- a. Route Manual*
- b. Airport Chart*
- c. Airways Chart*
- d. ATC Procedures*

As mentioned on OM-A Chapter 1.8.3, The Jeppesen Route Manuals, VFR Route Guidance and Aeronautical Information Publication (AIP) shall be provided in Operation Manual Part C (OM-C) which contains specific instructions and information pertaining to navigation, communication, and aerodromes within Dimonim Air approved area of operation.

1.16.3 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 Airworthiness and Aircraft Operation (DAAO) that responsible in formulating regulations including supervision of aircraft operation.

1.17 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 investigation, KNKT will immediately bring the issues to the attention of the relevant parties and publish as required.

1.18 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.

The KNKT identified initial findings as follows:

1. The aircraft had valid Certificate of Airworthiness (C of A) and Certificate of Registration (C of R).
2. Both PIC and SIC held valid Commercial Pilot License (CPL) and qualified as a single engine land aircraft pilot. The pilots also had valid first-class medical certificate without any medical limitation.
3. The mass and the center of gravity (c.g) of the aircraft were within the prescribed limits.
4. Before departure, the pilot performed walk around check, and there was no evidence of airframe failure or system malfunction prior to the occurrence.
5. The flight was the first flight of the day and conducted under Visual Flight Rules (VFR).
6. During the flight, the PIC acted as Pilot Flying (PF), and the SIC acted as Pilot Monitoring (PM).
7. Touch down mark was found 102 meters from the runway threshold, and the nose wheel pothole mark was identified at a distance of 234 meters. The aircraft came to a stop approximately 330 meters from the threshold, at the right side of the runway, after executing a right turn, colliding with a large rock which led to the disassembly of the propeller from the engine power drive.
8. The aircraft was substantially damaged, but there were no injuries to persons as a result of this occurrence.
9. There was no evidence of in-flight or post-impact fire.
10. The nose landing gear collapsed. A fragment of the nose landing gear spring was discovered 271 meters from the runway threshold, and the bolt used for the nose gear spring attachment was found 14 meters further along from that point. Scattered fragments of the reduction gear box were found along the trail as the aircraft made a right turn before stopped.
11. During the time of occurrence, the weather was clear with visibility of 10 km, and the wind was calm.
12. The satellite weather images at 2230 UTC and 2330 UTC around the accident area indicated the presence of high clouds, and it was dominated by clear clouds.
13. The aircraft was equipped with Global Positioning System (GPS), which has capability of flight navigation and flight data logging. The GPS logging data was stored on a Secure Digital (SD) data card, and it contained flight data logging for the accident flight.

14. The Dimonim Air developed Operation Manual Part C (OM-C) for internal use which provides area, route, and aerodrome information in Papua and Bali Area. However, the latest revision of this document, Revision No: 4 dated 17 September 2021, did not provide information of Yabi and guidance for Dekai to Yabi flight.
15. The Dimonim Air developed Operation Manual Part C (OM-C) which provides area, route, and aerodrome information in its area of operation. However, the latest revision of this document, Revision No: 4 dated 17 September 2021, did not provide information of Yabi and guidance for Dekai to Yabi flight. (15 dan 16 pilih salah satu saja)
16. The Yabi aerodrome chart held by the pilot shown that the runway designation number was 10/28 and the touch down zone elevation at 6,800 feet. The KNKT investigation identified that the runway heading was on 08/26 direction and the touch down zone was at 7,300 feet.

3 SAFETY ACTION

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

4 SAFETY RECOMMENDATIONS

In this Preliminary Report, KNKT issued safety recommendation to address the issues emerge during the course of the preliminary investigation. 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 Dimonim Air

- **04.O-2023-5.01**

The Dimonim Air developed Operation Manual Part C (OM-C) for internal use which provides area, route, and aerodrome information in Papua and Bali Area. The document includes airport, terrain, weather, route details and any other relevant information deemed useful for the flight operation in the local area. However, the latest revision of this document did not provide information related to Yabi. In the other hand, Yabi aerodrome chart in the possession of the pilot indicated a runway designation number of 10/28 and the touch down zone elevation was 6,800 feet. During the KNKT investigation, it was discovered that the correct runway heading was in 08/26 direction and the touch down zone was at 7,300 feet.

The absence of company document which provide correct information of the area, route and aerodrome poses a significant concern, as it hinders the assurance that pilots to have necessary information when conducting flight operations in specific areas.

Therefore, KNKT recommends the Dimonim Air ensures the provision of adequate and precise references to pilots, including all relevant information regarding Yabi airstrip and guidance for Dekai to Yabi operation to enhance flight safety and operational efficiency.

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