



**KOMITE NASIONAL KESELAMATAN TRANSPORTASI
REPUBLIC OF INDONESIA**

FINAL

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Aircraft Serious Incident Investigation Report

PT. Wings Abadi Airlines

ATR 72-212; PK-WHF

Sintang, West Kalimantan

Republic of Indonesia

19 June 2018

2021

This final 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).

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Jakarta, 30 November 2021

**KOMITE NASIONAL
KESELAMATAN TRANSPORTASI
CHAIRMAN**


SOERJANTO TJAHJONO

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ABBREVIATIONS AND DEFINITIONS

ACO	:	Aerodrome Communication Officer
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 Celsius
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
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.dephub.go.id) 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 0805 LT (0105 UTC), on daylight condition, the aircraft departed from Supadio International Airport, Pontianak with flight number IW1370. After departure, the aircraft flew direct to Sintang NDB identified as SG. The flight was conducted under Visual Flight Rules (VFR).

At 0825 LT, the pilot called Aerodrome Communication Officer (ACO) on frequency 124.2 MHz with call sign Susilo Info. The communication was responded by the ACO using call sign of Tebelian Info. The pilot then advised that the aircraft position and altitude, estimated time arrival (ETA) Sintang would be at 0851 LT.

At 0844 LT, the pilot reported position was on 5-minute out, descending and passed altitude of 2,600 feet. 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 aircraft landed on runway 08 of Susilo Airport.

The investigation concluded the contributing factor of the serious incident was:

- Reassignment of the location indicator WIOS, NDB and AFIS VHF Frequency in conjunction with incomplete departure briefing, unaware to the content of AIP Supplement number 07/18, and out of date information in the file management system made the pilots unaware of the Susilo Airport had been closed for operation and the establishment of the new airport.
- The unfinished crossed white mark and the appearance of all normal runway markings made the pilot continued to land in the Susilo Airport

The KNKT had been informed safety actions taken by the Wings Abadi Airline and considered relevant to improve safety, however there still safety issues remain to be considered. Therefore, KNKT issue safety recommendations to Wings Abadi Airline, Directorate General of Civil Aviation (DGCA) and Sintang Airport Operator to address identified safety issues.

1 FACTUAL INFORMATION

1.1 History of the Flight

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

During travel from the hotel to the airport, the Pilot in Command (PIC) communicated by phone to the Flight Operation Officer (FOO)² of Wings Air in Pontianak relating to the flight information including the schedule, aircraft registration would be used, aircraft Deferred Maintenance Item (DMI), weather information, estimated number of passengers and planned fuel onboard. After arriving at the airport, the pilots met the FOO who then gave the flight documents to the pilot.

The flight documents from the FOO included the flight plan and Notice to Airmen (NOTAM)³ related to the destination airport which was indicated with the ICAO location indicator of WIOS. There was no briefing from the FOO related to the closing of Susilo Airport which had been moved to Tebelian Airport as the FOO was aware that the PIC had flown on Pontianak area several times.

The PIC then conducted walk around check of the aircraft, while the Second in Command (SIC) entered data of the flight profile to the aircraft Flight Management System (FMS) referred to the Airport Visual Guidance (AVG) from the aircraft document library. The SIC noticed that the location of WIOS airport on the aircraft navigation database was on the south or right side of the flight profile made using the AVG.

After the walk around check, both pilots reviewed the NOTAM and noticed several changes of the airport data such as airport elevation, runway threshold elevation, Non-Directional Beacon (NDB) identification and frequency. The pilots compared the information changes stated in NOTAM with the AVG data and noticed that the airport elevation and the NDB identification data were same. The pilots also noticed that the runway designator number written in the NOTAM was 09-27 while on the AVG was 08-26.

The SIC advised to the PIC of the difference runway designator number and the difference location of the WIOS airport relative to the flight profile on the Navigation Display compared to the navigation database. The PIC then asked the SIC to check the online version of the AVG for Sintang from the Wings Air web-based file management system⁴ which showed the same version of AVG on the aircraft document library. The pilots discussed the differences of information and

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

2 Flight Operation Officer (FOO) is the ground staff responsible for dispatching a flight including preparing documents.

3 Notification to Airmen (Notam) is a notification 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.

4 The detail of the Wings Air file management system can be found in the subchapter 1.19.1.

considered as airport data updating. The PIC advised the SIC to follow the AVG and considered that the AVG was the current information.

At 0805 LT (0105 UTC), on daylight condition, the aircraft departed from Supadio International Airport, Pontianak with flight number IW1370. The PIC acted as Pilot Flying (PF) and the 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 departure, the aircraft flew direct to Sintang NDB identified as SG. The flight was conducted under Visual Flight Rules (VFR).

At 0825 LT, the pilot called Aerodrome Communication Officer (ACO) on frequency 124.2 MHz with call sign Susilo Info. The communication was responded by the ACO using call sign of Tebelian Info. The pilot then advised that the aircraft position and altitude, estimated time arrival (ETA) Sintang would be at 0851 LT and requested weather information. The Tebelian ACO acknowledged the message and informed that the wind was calm, visibility 6 km, cloud scattered 1,400 feet, QNH⁵ 1,012 hPa and QFE⁶ 1,009 hPa.

At 0844 LT, the pilot reported position was on 5-minute out, descending and passed altitude of 2,600 feet.

At 0847 LT, the pilot reported to the Tebelian ACO that the aircraft position was on final and the runway was in sight. The Tebelian ACO responded that the runway was clear. The pilots recalled that the runway had its normal markings and did not recall seeing white cross mark on the runway threshold.

At 0849 LT, the aircraft touched down and afterward the pilot reported to Tebelian ACO that the aircraft had just landed. The Tebelian ACO noticed that the aircraft was not landed at Tebelian Airport. The ACO confirmed to the pilot whether they landed at Susilo Airport which had been closed. Thereafter, the pilots were aware that the aircraft had landed at Susilo Airport and continued taxi to the apron.

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

The pilot asked the Tebelian ACO whether the aircraft could depart from Susilo Airport and responded to wait since the security personnel of the Susilo Airport advised that there was work in progress to paint white cross mark on the beginning of runway.

After receiving information from the security personnel that the runway was clear, the Tebelian ACO instructed the security personnel to secure the airport perimeter. The Tebelian ACO then informed to the pilot that the runway was clear.

5 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.

6 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.

At 0934 LT, the aircraft departed from Susilo Airport to Tebelian Airport and landed at 0945 LT. The passengers disembarked normally, no one injured and no damage to the aircraft. There was no aircraft system abnormality recorded or reported during 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 valid first-class medical certificate. The PIC had experience with total flying hour of approximately 8,032 hours, including 6,882 hours on type.

The last PIC flew to airport in Sintang three months before the occurrence and the airport was Susilo Airport. The PIC had experienced inaccurate of airport coordinate and not updated airport data from the Aeronautical Information Publication (AIP). Prior to the occurrence, the PIC did not aware the detail content of the AIP Supplement number 07/18 which provided information of establishment of new airport in Sintang named Tebelian Airport that replaced the Susilo Airport.

1.2.2 Second in Command

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

The occurrence flight was the first flight for the SIC to West Kalimantan area and never been to Sintang. At night during stay in hotel prior the occurrence flight, the SIC accessed the Wings Air web-based file management system to download and reviewed the AVG information of Sintang Airport which contained information for Susilo Airport. Prior the occurrence the SIC also did not aware of the detail content of AIP Supplement number 07/18.

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

The PK-WHF aircraft arrived at Pontianak on 18 June 2018 after reposition flight from Surabaya to replace another aircraft that would conduct maintenance inspection.

1.4 Meteorological Information

Meteorological report for Tebelian Airport issued on 19 June 2018 was 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
Temperature / Dew Point (°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

According to the Aeronautical Information Regulation and Control (AIRAC) AIP Supplement number 07/18 published by the Directorate General of Civil Aviation (DGCA), the Tebelian Airport was equipped with Non-directional Beacon (NDB) with identification code of TB at frequency 407 KHz on coordinate 00°02'30.07" S 111°27'13.13" E.

On 4 April 2018, NOTAM number C3642 mentioned that the NDB to be used in Tebelian Airport was SG NDB at frequency of 405 KHz. The SG NDB was the NDB of the Susilo Airport and was serviceable during the occurrence.

The aircraft was equipped with Thales 220 Flight Management System (FMS). The FMS navigation database had been updated on 16 May 2018 and effective to be used since 24 May 2018 which included the detail information for the Tebelian Airport.

The PK-WHF aircraft had document library which contained several documents including Airport Visual Guidance (AVG). The AVG information of airport in Sintang was published on 2 March 2018 and effective since 9 March 2018 referred to the Susilo Airport (figure 1). The AVG was used by the pilots during the occurrence flight.



2 Mar 18 **Eff 9 Mar** AIRPORT VISUAL GUIDANCE
SINTANG, INDONESIA
 AIRPORT CAT **B**
SUSILO

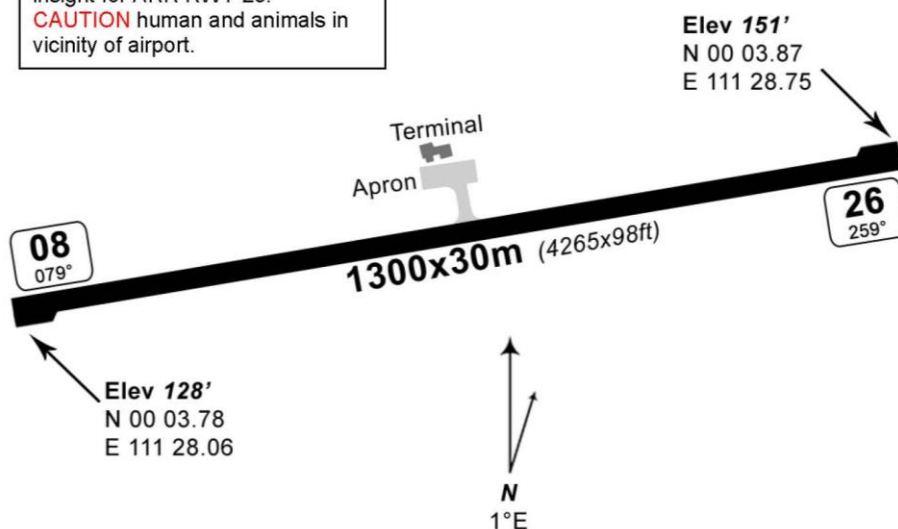
WIOS/SQG
 Apt Elev **100'**
 N00°04.00' E111°29.00'

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



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

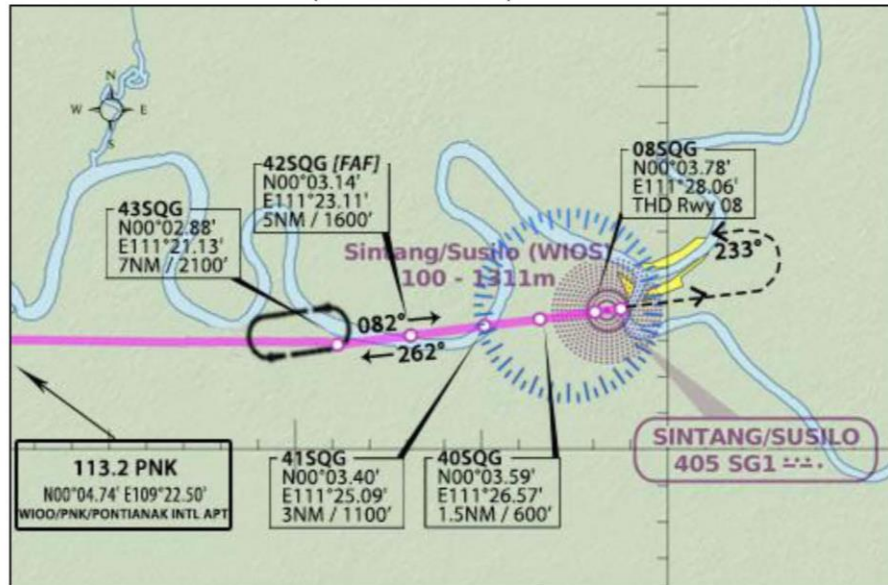
CHANGES: New Procedure.

PAGE: 1 of 3

WIOS / SQG

(ARRIVAL RWY 08)

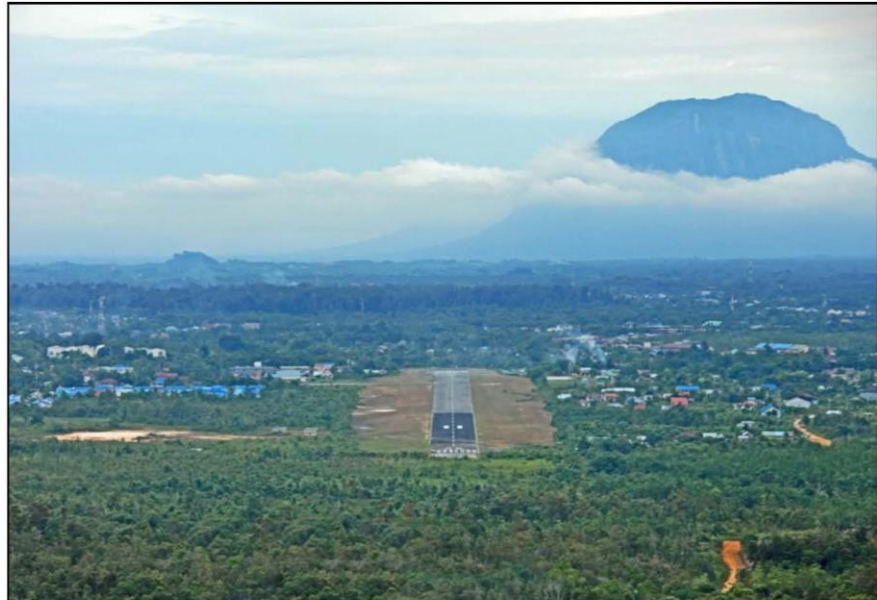
SINTANG, INDONESIA



WIOS / SQG

(VIEW ARRIVAL RWY 08)

SINTANG, INDONESIA



CHANGES: New Procedure.

PAGE: 2 of 3



20 Apr 18 **Eff 27 Apr** AIRPORT VISUAL GUIDANCE
SINTANG, INDONESIA
 AIRPORT CAT **B**
TEBELIAN

WIOS/SQG
 Apt Elev **31'**
 S00°02.50' E111°27.38'

SSB -		TEBELIAN AERODROME INFO 124.20 / 124.45 (Secondary)	
VOR / DME: -		NDB: "TB" 407	
VMC ONLY: Visibility 5 km, Ceiling 1500' AGL		TIME REGION: UTC+7	
DEPARTURE	RWY 09 and RWY 27: Take off, continue climb to GRID MORA before set course to destination.		
ARRIVAL	RWY 09 and RWY 27: Descend to GRID MORA, if establish VMC continue approach follow procedure.		
GO AROUND	RWY 09: Turn RIGHT proceed to 43SQG climbing to 2000'. RWY 27: Turn LEFT proceed to 53SQG climbing to 2000'.		
N - 1 AFTER T/O PROCEDURE	RWY 09: Climb to 2000' proceed to 53SQG and HOLD. RWY 27: Climb to 2000' proceed to 43SQG and HOLD.		

NO FUEL AVAILABLE

Take off Static
CAUTION Obstacle KELAM HILL at NORTH EAST and HILL at SOUTHWEST side of Airport.
CAUTION human and animals in vicinity of airport.

7900'

GRID MORA

09
090°

Elev 27'
S 00°02.71'
E 111°27.00'

1660x30m (5445x98ft)

27
270°

Elev 31'
S 00°02.71'
E 111°27.90'

© 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.

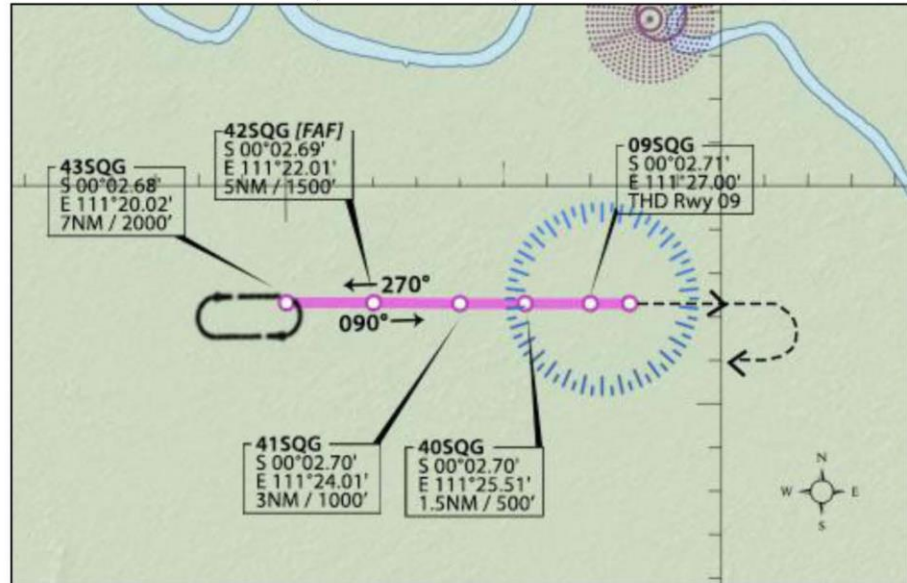
PAGE: 1 of 3

DO NOT REMOVE FROM AIRCRAFT

WIOS / SQG

(ARRIVAL RWY 09)

SINTANG, INDONESIA



CHANGES: New Procedure.

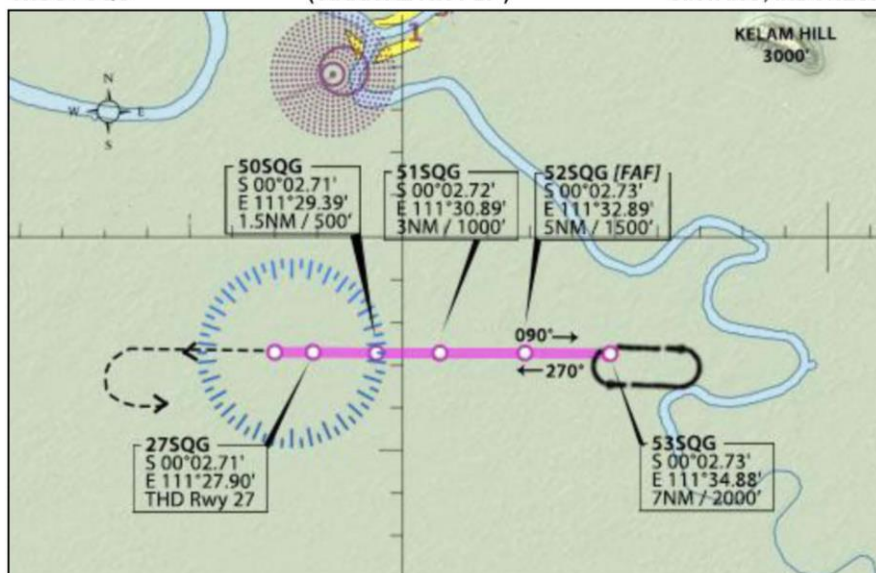
PAGE: 2 of 3

DO NOT REMOVE FROM AIRCRAFT

WIOS / SQG

(ARRIVAL RWY 27)

SINTANG, INDONESIA



CHANGES: New Procedure.

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DO NOT REMOVE FROM AIRCRAFT

Figure 2: The updated AVG for Tebelian Airport

1.6 Communications

The communication between pilot and Tebelian ACO was used two ways Very High Frequency (VHF) radio on frequency 124.20 MHz. This frequency was the same frequency used by the ACO of Susilo Airport. The communications between pilot and the Tebelian ACO until landed at Susilo were recorded by ground based automatic voice recording equipment except the communication after the aircraft landed at Susilo Airport. The communication between pilot and Tebelian in the Cockpit Voice Recorder (CVR) had been overwritten.

The excerpt of the communication between the pilot and ACO is as follows:

Time (LT)	Event
08:24:42	The pilot called the Sintang Aerodrome Communication Officer (ACO) with call sign Susilo Info and was responded by Tebelian ACO.
08:24:51	The pilot advised to the ACO that the aircraft position was 84 Nm to Sintang, on climbing to altitude of 15,000 feet and passed altitude of 11,500 feet. The pilot also advised the ACO that the estimated time arrival Sintang would be 0151 UTC then requested the weather information.
08:25:09	The ACO acknowledged the pilot message and advised that the weather information on Tebelian was wind calm, visibility 6 kilometers, present weather NIL, cloud scatter 1,400 feet, temperature 25°C, dew point 24°C, QNH 1,012 mbs, QFE 1,009 mbs. The ACO also advised the pilot to report when leaving altitude of 13,000 feet. The pilot then acknowledged the weather information and readback the ACO advice.
08:33:13	The pilot called the ACO with call sign of Tebelian Info and advised that the aircraft was descending from altitude of 13,000 feet. The ACO acknowledged the pilot information and advised to report when position 5 minutes out.
08:39:51	The pilot asked the ACO of the latest visibility and was responded that the visibility was 6 kilometers.
08:44:00	The pilot reported 5 minutes out passing 2,600 to the ACO and was responded to report when on final.
08:46:40	The pilot reported on final and the runway was in sight to the ACO and was responded that the runway was clear.

1.7 Aerodrome Information

Sintang District on West Kalimantan formerly had Susilo Airport located on the center part of the district. 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 southern part of the district. The close runway marking of Susilo Airport had not been completed during the occurrence.

The details of the Tebelian and Susilo Airport information were as follows:

Airport Name	:	Tebelian Airport	Susilo Airport
Airport Identification	:	WIOS/SQG	WIOS/SQG
Airport Operator	:	Directorate General of Civil Aviation-Unit Pengelola Bandar Udara Sintang	Directorate General of Civil Aviation-Unit Pengelola Bandar Udara Sintang
Airport Certificate	:	120.1/SBU-DBU/I/2017 Amendment 1	-
Validity	:	30 January 2022	-
Coordinate	:	00°02'29.72" S; 111°27'23.40" E	00°04'N; 111°29' E
Runway designation	:	09 – 27	08 – 26
Runway Length	:	1,660 meters	1,300 meters
Runway Width	:	30 meters	30 meters

The airport information is published by the Directorate General of Civil Aviation (DGCA) in the Aeronautical Information Publication (AIP) in hard copy or can be accessed online on website <https://aimindonesia.dephub.go.id>.

On 1 March 2018, the DGCA published Aeronautical Information Regulation and Control (AIRAC) AIP Supplement number 07/18 which would become effective on 26 April 2018 at 0000 UTC. The document contained information of establishment of new airport in Sintang named Tebelian Airport and information of the closing of Susilo Airport. The AIP supplement also described that this AIP supplement superseded and cancelled the AIP Volume IV of WIOS Sintang/Susilo.

The aerodrome chart of Tebelian Airport provided on the AIP supplement mentioned that the threshold runway was 09/24 instead of 09/27. The detail AIP Supplement number 07/18 is available in the appendix 6.2 of this report.

On the day of the occurrence, the airport information of Sintang on the webpage of AIP volume IV contained information of the Susilo Airport. The information of the new establishment of the Tebelian Airport was available on the AIP Supplement webpage.

During the occurrence flight, three active NOTAMs (Notice to Airmen) for airport location indicator WIOS which contained of several data update and correction of typography.

NOTAM number C2535 which was effective permanently from 6 March 2018 mentioned:

“REF AIRAC AIP SUP NR 07/18 DATED 01 MAR 18 ESTABLISHMENT OF NEW AERODROME TEBELIAN SINTANG WEF 26 APR 18 TYPE OF TRAFFIC PERMITTED ON POINT 3.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA SHALL BE READ VFR.”

This Notam can be interpreted as follow:

Refer to AIRAC AIP supplement number 07/18, dated 1 March 2018, establishment of new aerodrome Tebelian Sintang that would be effective on 26 April 2018. Type of traffic permitted on point 3.2 Aerodrome Geographical and administrative data shall be Visual Flight Rules (VFR).

NOTAM number C3642 which was effective permanently from 4 April 2018 mentioned:

“CHANGES DATA OF TEBELIAN AP AS FLWS:

- AD ELEVATION: 100 FT
- THR RWY 09 ELEVATION: 86 FT
- THR RWY 27 ELEVATION: 100 FT
- NDB ID CALL SIGN: ‘SG’ FREQ 405KHZ.

REF AIP SUP NR 07/18 ESTABLISHMENT OF NEW AERODROME TEBELIAN-SINTANG SUBSECTION 3.2, 3.12 AND 3.19.

This Notam can be interpreted as follow:

Change data of Tebelian Airport as follows:

- Aerodrome elevation: 100 feet
- Threshold runway 09 elevation: 86 feet
- Threshold runway 27 elevation: 100 feet
- NDB identification call sign: SG on frequency 405 Khz

Refer to AIP Supplement number 07/18 establishment of new aerodrome Tebelian – Sintang subsection 3.2, 3.12 and 3.19.

NOTAM number C3827 which was effective permanently from 9 April 2018 mentioned:

”REF AIP SUP NR 07/18 ESTABLISHMENT OF NEW AERODROME TEBELIAN-SINTANG ATTACHMENT A, THR RWY SHALL BE READ 09/27.”

This Notam can be interpreted as follow:

refer to AIP supplement number 07/18 establishment of new aerodrome Tebelian - Sintang attachment A, threshold runway 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 in total duration of 71 flight hours consisted of 44 previous flights, the occurrence flight, and 6 flights after.

The FDR data recorded the occurrence flight and superimposed to Google Earth. The purple line indicated the flight from Pontianak to Susilo Airport, and the blue line indicated the flight from Susilo Airport to Tebelian Airport.

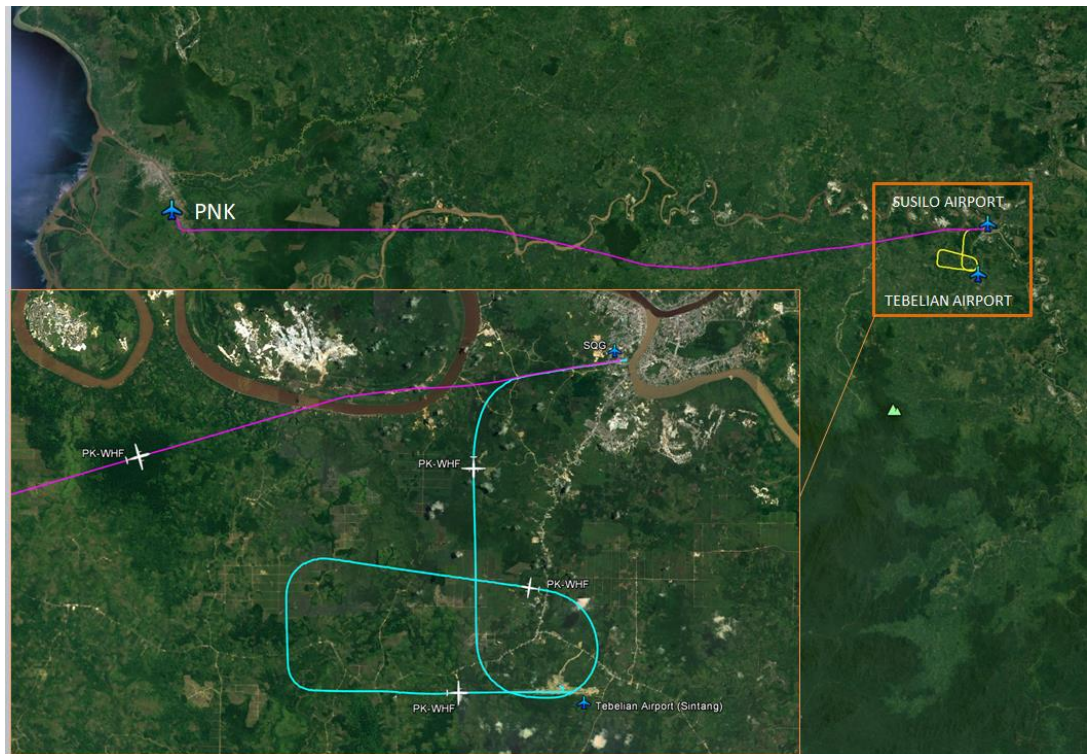


Figure 3: The flight track as recorded on the FDR

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 for the occurrence flight had overwritten.

1.9 Organizational and Management Information

1.9.1 Aircraft Operator

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 (Wings Air) 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 72-600 aircraft.

File Management System

The Wings Air utilized web-based file management system to publish company operational manual and documents in Portable Document Format (PDF). Flight crew can access and download the documents on the file management system via internet. The Flight Standard Department is responsible for ensuring the validity of the document in online version documents and in the aircraft library.

In maintaining the documents in the aircraft library, the Flight Standard Department sends personnel to ATR base operations.

On 30 – 31 May 2018, personnel of Flight Standard Department went to Pontianak, as ATR base operation in West Kalimantan, to update the document library. During the update process, the PK-WHF aircraft was operating in Surabaya area and the aircraft library was not updated. On 18 June 2018, the PK-WHF aircraft operation moved to West Kalimantan area.

1.9.2 Air Traffic Services Provider

Perusahaan Umum Lembaga Penyelenggara Pelayanan Navigasi Penerbangan Indonesia (Perum LPPNPI) or AirNav Indonesia is the Air Traffic Services (ATS) Provider which manages airspace within Indonesia territory including airspace in Sintang district. The ATS provided in Sintang district was flight information service which mean the Aeronautical Communication Officer (ACO) only provide information without performed active air traffic control service. The ATS did not have the surveillance facility. The service did not require the ACO to have visual contact with the aircraft prior advise the pilot that the runway is clear.

1.9.3 Directorate General of Civil Aviation

The Directorate General of Civil Aviation (DGCA) is government agency under the Ministry of Transportation which has authority to regulate the civil aviation in Indonesia. The DGCA has several directorates including the Directorate of Airport that responsible in formulating policy and standard including oversight of the airport operation.

The Civil Aviation Safety Regulation (CASR) Part 139 – Aerodrome; contained requirement standard for aerodrome/airport operation including the standard for aerodrome marking. The CASR Part 139 chapter 139.045 described that airport operator shall provide and maintain aerodrome markings in accordance with the Manual of Standard (MOS) Part 139 Volume I – Aerodrome.

The MOS Part 139 Volume I chapter 7.1 described a closed marking shall be displayed on a runway which is permanently closed. The closed marking shall be placed at each end of the runway and shall be of the form and proportions as detailed in the figure 4. When a runway is permanently closed, all normal runway markings shall be obliterated.

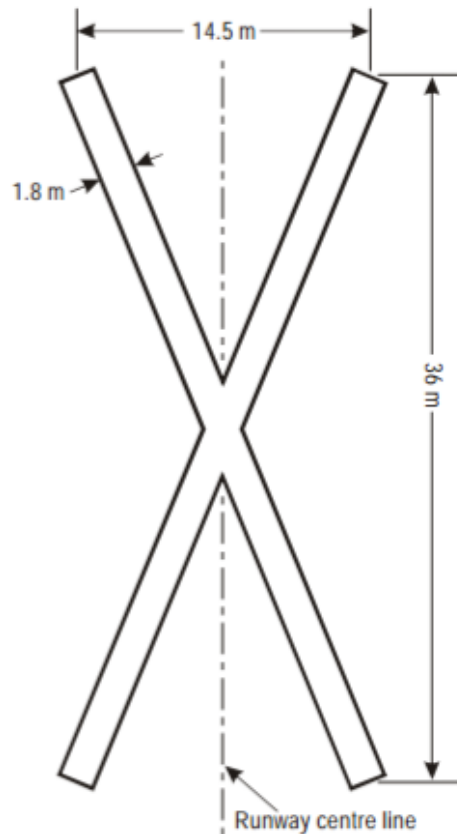


Figure 4: The illustration of closed runway marking

The investigation did not find the oversight system to ensure a closed airport has met the requirement standard.

1.9.4 Recommended Practices for Airport Location Indicators

The ICAO document 7910: Location Indicator chapter 3.2 described that a location indicator should not be reassigned to another location for a period of at least six months after cancellation of its previous assignment.

1.10 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 ANALYSIS

Refer to the available information there was no record or report of aircraft system and Air Traffic Services (ATS) system malfunction, the investigation determined that the aircraft and ATS system were not issue in this occurrence. Therefore, the analysis will discuss the issues as follows:

- Pilot awareness of the new airport;
- Awareness of the closed runway;
- Standard of closing an airport;
- Distribution of aeronautical information.

2.1 Pilot Awareness of the New Airport

The PIC had been flown several times in the West Kalimantan area and the last flight to Sintang was three months before the occurrence flight when the Susilo Airport was still operating. While for the SIC, the occurrence flight was the first flight to West Kalimantan area, including to Sintang. The occurrence flight was the first flight for both pilots to fly to the Tebelian Airport. Both pilots did not aware the-detail content of the AIP Supplement number 07/18 which provided information of the establishment of new airport in Sintang named Tebelian Airport that replaced the Susilo Aiport.

The FOO recalled that the PIC had been flown in the West Kalimantan area several times and assumed that the PIC had been aware that the airport operation in Sintang had been moved from Susilo Airport to the Tebelian Airport. Therefore, the closed of Susilo Airport and new establishment of Tebelian Airport was not included in the FOO briefing.

The Airport Visual Guidance (AVG) in the aircraft document library for aircraft operated in West Kalimantan area had been updated on May, while PK-WHF was operating in Surabaya. Therefore, the aircraft document library of PK-WHF including the AVG had not been updated. The Airport Visual Guidance (AVG) for WIOS airport in the aircraft document library and in the web-based file management system were contained information for Susilo Airport.

During flight preparation, the pilots discussed of information available on the NOTAM. The pilots noticed different information of runway designation number previously were 08/26 which changed to 09/27 and airport name in the NOTAM compared to the AVG. The pilots also found some similarity of the information between NOTAM and AVG including the airport location indicator, AFIS radio frequency, and NDB identification and frequency. The pilots assumed that the differences were to correct the typography and to update the data, and did not expect that the new airport had been established.

Prior the departure, the pilots noticed that the WIOS airport on the aircraft navigation display was on the south or right side of the flight profile that was created refer to AVG. The experience of inaccurate airport coordinate and un-updated airport data on the AIP made the pilots decided to follow the AVG.

During approach, the pilot contacted the ACO by using call sign of Susilo Info in the

Susilo Info radio frequency. The pilot contact was replied by Tebelian Info at the same radio frequency, thereafter the pilot changed to call the ACO using call sign of Tebelian Info. The pilots assumed that the call sign changed was part of the airport data changes as the communication was made using the same radio frequency that was used by Susilo ACO.

In addition, the same location indicator of WIOS and NDB identification code and frequency also made the pilots sure that the Susilo Airport was still operating and did not suspect that new airport has been established.

The unaware of the detail content of AIP Supplement number 07/18, absence briefing of the closing Susilo Airport and un-updated AVG have made the establishment of new airport was not known by the pilots.

Some differences in the NOTAM compared to AVG while other information did not change including the airport location indicator made the pilot did not aware that Susilo Airport had been closed for operation.

2.2 Awareness of the Closed Runway

After the pilot reported the runway had in sight, the ACO advised to the pilot that the runway was clear. The ACO did not aware of the aircraft position as the ATS provided in Sintang airspace was flight information service which did not provide clearance and did not require for the ACO to have visual contact with the aircraft. The ACO did not aware that the aircraft approached to runway in Susilo Airport until after the aircraft landed, therefore the ACO was unable to advise the pilot.

According to the MOS Part 139 Volume I, a runway which is permanently closed shall be marked by cross on each end of the runway and all normal runway markings shall be obliterated.

The pilots recalled that the runway had normal markings and did not recall seeing white cross mark on the runway threshold. During the occurrence flight, crossed white mark had been painted over the runway designated number but had not been completed and all normal markings were still visible except the runway designated number.

The incomplete crossed white mark and the appearance of all normal runway markings made the pilot did not aware that the runway had been closed for operation.

2.3 Standard of Closing an Airport

The Susilo Airport had been closed permanently on 26 April 2018 or about two months prior to the occurrence flight. The normal markings were still visible and the cross marks on the runway end had not been finished.

The Tebelian Airport was operating immediately after the Susilo Airport was closed. Tebelian Airport used the same location indicator of WIOS, NDB identification and AFIS VHF radio frequency that were used for Susilo Airport.

The ICAO Document 7910: Location Indicator described that a location indicator should not be reassigned to another location for a period at least six months after cancellation of its previous assignment.

The location indicator that was assigned for Susilo of WIOS was re-assigned for

Tebelian, this was not in accordance with ICAO recommended practice. Reassigning location indicator might make the pilot did not aware of establishment of new airport, particularly when the airports are in the same city. The DGCA has not established regulation to accommodate the ICAO recommended practice regarding the location indicator reassignment.

The DGCA has not established system or procedure related to closing of an airport to ensure a closed airport has met the requirement standard. The markings requirement for the closing of Susilo Airport was not oversighted by the DGCA and made the Susilo Airport was closed without proper runway closing markings.

2.4 Distribution of Aeronautical Information

The information for the closing of Susilo Airport contained in the AIP supplement number 07/18 which was published on 1 March 2018. This AIP supplement can be accessed online from on the AIP Supplement webpage of AIM Indonesia. On the day of the occurrence flight, the airport information of Sintang on the webpage of AIP Volume IV contained information of the Susilo Airport while the information of the Tebelian Airport was available on the AIP Supplement webpage of the AIP.

The supplement webpage accommodated the revision of the AIP. The revision normally contains of updating information of an airport. The contents of the supplement webpage was sorted by issued date while the AIP Volume IV contents was sorted by the airport name in alphabetical order.

There was no information on the AIP for the user to refer to the supplement webpage. This made the user of the AIP would look directly to the AIP webpage that contain the airport information and overlook the information available on the supplement webpage.

The separation of the webpage for new information in the AIP supplement webpage and keeping the out of date information in the AIP webpage resulted in overlook of the new information.

Following the AIP revision, the Wings Air Flight Standard department has updated the AVG for WIOS airport with the Tebelian Airport information. Until the occurrence flight, the information of operation of Tebelian Airport and closing of Susilo Airport had not been updated on the web-based file management system.

On 16 May 2018, the navigation database in the aircraft FMS was updated, including the information of Tebelian Airport.

On 30 to 31 May 2018, personnel of Flight Standard Department updated the document library at Pontianak, as ATR base operation in West Kalimantan. PK-WHF aircraft library had not been updated as the aircraft was operating in Surabaya area.

On 18 June 2018 which was two days prior the occurrence, the PK-WHF aircraft operation moved to West Kalimantan area. The monitoring system of Wings Air was unable to detect the current publication on the aircraft library of PK-WHF during the positioning from Surabaya to West Kalimantan resulted in missing of information of the Tebelian Airport.

In addition, the monitoring system of Wings Air was also unable to update the current publication in the web-based file management system in timely manner. The

web-based file management system contained old airport information that has been closed for two months.

The updated AVG had not been uploaded in the Wings Air file management system and aircraft document library had make the pilot utilized the out of date information.

3 CONCLUSIONS

3.1 Findings

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 findings as follows:

1. The pilots and ACO held valid licences and medical certificates.
2. The aircraft had valid Certificate of Airworthiness (C of A) and Certificate of Registration (C of R).
3. Sintang District formerly had Susilo Airport located on the central part of the district. 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 southern part of the district.
4. The airport information of Sintang can be found in the Aeronautical Information Publication (AIP) Volume IV published by the Directorate General of Civil Aviation (DGCA). The AIP Volume IV can be accessed online on website. On the day of the occurrence flight, the airport information of Sintang on the webpage of AIP volume IV contained information of the Susilo Airport. The information of the new establishment of the Tebelian Airport was not available on the AIP volume IV webpage for Sintang, the information can be found in the AIP Supplement webpage.
5. The AIP Supplement number 07/18 provided detail information of the new establishment of the Tebelian Airport including the information that Susilo Airport will be closed when the new Tebelian Airport operated on 26 April 2018 at 0000 UTC. The AIP supplement also described that this AIP supplement superseded and cancelled the AIP Volume IV of WIOS Sintang/Susilo.
6. The aerodrome chart of Tebelian Airport provided on the AIP supplement mentioned that the threshold runway was 09/24 instead of 09/27.
7. During the occurrence flight there were three active Notice to Airmen (NOTAM) for airport with WIOS location indicator which contained of several data update and correction of typography.
8. The Wings Air utilized web-based file management system to publish company operational manual and documents in Portable Document Format (PDF). Flight crew can access and download the documents on the file management system via internet. The Flight Standard Department is responsible for ensuring the validity of the online version documents.
9. The Wings Air Flight Standard Department was also responsible to maintain the updating documents in the aircraft library by sending personnel to several ATR base operations. On 30 – 31 May 2018, personnel of Flight Standard Department went to Pontianak, as ATR base operation in West Kalimantan, to update the

document library. During the update process, the PK-WHF aircraft was not included as the aircraft was operating in Surabaya area. On 18 June 2018, the PK-WHF aircraft operation was moved to West Kalimantan area.

10. The Wings Air Flight Standard Department had published new AVG for airport in Sintang which contained information of Tebelian Airport at 20 April 2018 with effective date of 27 April 2018. At the day of the occurrence, the new AVG that contained information of Tebelian Airport had not been uploaded into the company web-based file management system and the aircraft document library.
11. The PK-WHF aircraft had document library which contained several documents including Airport Visual Guidance (AVG). The AVG information of airport in Sintang was published on 2 March 2018 and effective since 9 March 2018 referred to the Susilo Airport. The AVG was used by the pilots during the occurrence flight.
12. The aircraft was equipped with Thales 220 Flight Management System (FMS). The FMS navigation database had been updated on 16 May 2018 and effective to be used since 24 May 2018 which included the detail information for the Tebelian Airport.
13. The flight was the first flight for the PIC and SIC to Tebelian Airport and the first flight for the SIC to West Kalimantan area and never been to Sintang. The PIC last flight to Sintang was three months before the serious incident flight while Susilo Airport was still operating.
14. The PIC had experienced inaccurate of airport coordinate and not updated airport data from the Aeronautical Information Publication (AIP).
15. The Aeronautical Information Regulation and Control (AIRAC) AIP Supplement number 07/18 published by the Directorate General of Civil Aviation (DGCA) state that the Tebelian Airport was equipped with Non-directional Beacon (NDB) with identification code of TB at frequency 407 KHz on coordinate 00°02'30.07" S 111°27'13.13" E.
16. On 4 April 2018, NOTAM number C3642 mentioned that the TB NDB on Tebelian Airport was changed to SG NDB at frequency of 405 KHz. The SG NDB on frequency 405 KHz was previously used at the Susilo Airport.
17. The SG NDB was serviceable during the occurrence.
18. During stay in hotel prior the occurrence flight, the SIC accessed the Wings Air web-based file management system to download and reviewed the AVG information of Sintang Airport which contained information for Susilo Airport.
19. Prior to the occurrence, the PIC and SIC did not aware the detail content of the AIP Supplement number 07/18 which provided information of establishment of new airport in Sintang named Tebelian Airport that replaced the Susilo Airport.
20. The old and the new airport were using the same ICAO location indicator of WIOS.
21. During travel from hotel to the airport, the Pilot in Command (PIC) communicated by phone to the Flight Operation Officer (FOO) of Wings Air in Pontianak related to the flight information included schedule, aircraft registration

- to be used, Deferred Maintenance Item (DMI), weather information, number of passengers and fuel onboard.
22. After arrived at the airport, the pilots met the FOO who then gave the flight documents to the pilot. The flight documents from the FOO included flight plan and NOTAM related to the destination airport which indicated with ICAO location indicator of WIOS.
 23. There was no briefing from the FOO related to the closing of Susilo Airport which has been moved to Tebelian Airport as the FOO was aware that the PIC had flew on Pontianak area for several times.
 24. The PIC then conducted walk around check of the aircraft, while the Second in Command (SIC) entered data of the flight profile to the aircraft Flight Management System (FMS) referred to Airport Visual Guidance (AVG) from the aircraft document library.
 25. During preparation flight, the SIC noticed that the location of WIOS airport on the aircraft navigation database was on the south or right side of the flight profile made using the AVG.
 26. The pilots reviewed the NOTAM and noticed several changes of the airport data such as airport elevation, runway threshold elevation, NDB identification and frequency.
 27. The pilots compared the information changes stated in NOTAM with the AVG data and noticed that the airport elevation and the NDB identification data were same.
 28. The pilots also noticed that the runway designator number written in the NOTAM was 09-27 while on the AVG was 08-26.
 29. The PIC then asked the SIC to check the online version of the AVG for Sintang from the Wings Air web-based file management system which showed the same version of AVG on the aircraft document library.
 30. The pilots discussed the differences of information and were considered as airport data changes. The PIC advised the SIC to follow the AVG and considered that the AVG was the current information.
 31. The flight was the first flight on the day for the crew.
 32. After takeoff, the aircraft flew direct to SG NDB. The flight was conducted under Visual Flight Rules (VFR).
 33. The pilot called Aerodrome Communication Officer (ACO) on frequency 124.2 MHz with call sign Susilo Info. The communication was responded by the ACO using call sign of Tebelian Info.
 34. At 0847 LT, the pilot reported to the Tebelian ACO that the aircraft position was on final and the runway was in sight. The Tebelian ACO responded that the runway was clear.
 35. The un-serviceability mark of white cross bar on runway of Susilo Airport had not been completed at that time of occurrence. The pilots recalled that the runway had its normal markings and did not recall seeing white cross mark on the runway threshold.

36. The aircraft touched down and afterward the pilot reported to Tebelian ACO that the aircraft had just landed. The Tebelian ACO confirmed to the pilot whether they landed at Susilo Airport which had been closed.
37. The pilots were aware that the aircraft had landed at Susilo Airport and continued taxi to the apron.
38. The pilot communicated with Tebelian ACO and requested the detail of Tebelian Airport information including the coordinate then decided to continue the flight to Tebelian after communicated with the chief pilot.
39. The pilot asked the Tebelian ACO whether the aircraft could depart from Susilo Airport and responded to wait since the security personnel of the Susilo Airport advised that there was work in progress to paint white cross mark on the beginning of runway.
40. After receiving information that the runway was clear from the security personnel, the Tebelian ACO instructed the security personnel to secure the airport perimeter. The Tebelian ACO then informed to the pilot that the runway was clear.
41. The aircraft departed from Susilo Airport to Tebelian Airport and landed at 0945 LT.
42. The ATS provided in Sintang district was flight information service which mean the Aerodrome Communication Officer (ACO) only provide information without performed active air traffic control service. The ATS did not have the surveillance facility. The service did not require the ACO to have visual contact with the aircraft prior suggest pilot that the runway is clear.
43. The MOS Part 139 Volume I chapter 7.1 described a closed marking shall be displayed on a runway which is permanently closed. The closed marking shall be placed at each end of the runway. When a runway is permanently closed, all normal runway markings shall be obliterated.
44. The investigation could not find the oversight system to ensure a closed airport has met the requirement standard.
45. The ICAO document 7910: Location Indicator chapter 3.2 described that a location indicator should not be reassigned to another location for a period of at least six months after cancellation of its previous assignment.

3.2 Contributing Factors

Contributing factors defines as actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The presentation is based on chronological order and not to show the degree of contribution.

- Reassignment of the location indicator WIOS, NDB and AFIS VHF Frequency in conjunction with incomplete departure briefing, unaware to the content of AIP Supplement number 07/18, and out of date information in the file management system made the pilots unaware of the Susilo Airport had been closed for operation and the establishment of the new airport.
- The unfinished crossed white mark and the appearance of all normal runway markings made the pilot continued to land in the Susilo Airport.

4 SAFETY ACTION

Corresponding to safety recommendation KNKT number **04.O-2018-25.1** and **04.O-2018-25.2** on preliminary investigation report, corrective action had been taken by Wings Abadi Airline were summarize as follows:

1. Published notice to pilot number 008 date 25/06/2018 regarding landing or attempted landing on a closed runway or taxiway.
2. Issued notice to all crew number NTA/001/VI/2018 regarding the Upstream defenses to prevent landing or attempted landing on a closed runway or a taxiway.
3. Flight standard department input AVG Tebelian Airport, Sintang to File Management System.
4. Review training modules and conducted join CRM training which include this occurrence for lesson learn.
5. Ensure all change in Airport Visual Guidance will rise on Management of Change and ensure process distribute AVG to all controlled library.

Corresponding to safety recommendation KNKT number **04.O-2018-25.3** on draft final investigation report, corrective action had been taken by Wings Abadi Airline were summarize as follows:

1. The aircraft operator had implemented a monitoring system procedure of revision Navigation Chart written on the Operation Administrative Manual (OAM) chapter 4.3.3.3.2. and document
2. The aircraft operator had implemented a document control procedure of updating aircraft library written on the Operation Administrative Manual (OAM) chapter 4.3.3.3.3.
3. Cconducted Safety Assessment Company Aircraft (SACA) surveillance, to check the aircraft condition including the validation and completeness all of aircraft documents.

5 SAFETY RECOMMENDATIONS

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

5.1 PT. Wings Abadi Airlines

- **04.O-2018-25.6**

The document monitoring system of Wings Air was unable to detect the current publication on the aircraft library of PK-WHF during the positioning from Surabaya to West Kalimantan resulted in missing of information of the Tebelian Airport. In addition, the Wings Air system was also unable to update the current publication in the web-based file management system in timely manner. The web-based file management system contained old airport information that has been closed for two months.

Therefore, KNKT recommends to ensure the system that has been develop are unable to deliver the current information for the flight operation.

5.2 Directorate General of Civil Aviation

KNKT had issued the safety recommendation in the preliminary report and had not been informed any corrective action, therefore KNKT re-issue the following recommendation to the DGCA:

- **04.R-2018-25.7**

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-2018-25.8**

The un-serviceability mark of white cross on runway of Susilo Airport had not been completed at that time of occurrence, the uncompleted crossed white mark and the appearance of all normal runway markings made the pilot did not aware that the runway had been closed for operation. Therefore, KNKT recommends to ensure the process of airport certification are properly conducted before release an aerodrome certificate.

KNKT identified additional safety issues and recommend the DGCA:

- **04.R-2018-25.9**

The markings requirement for the closing of Susilo Airport was not overlooked by the DGCA and made the Susilo Airport was closed with un-obliterated normal runway markings and without proper runway closed markings. The DGCA has not established oversight system to ensure a closed airport has met the requirement standard. Therefore, KNKT recommends to develop system to ensure the process of closing an airport are properly oversighted.

- **04.R-2018-25.10**

The location indicator WIOS that was assigned for Susilo was re-assigned for Tebelian, this was not in accordance with ICAO recommended practice. The DGCA did not have regulation to accommodate the ICAO recommended practice regarding the location indicator reassignment. The reassignment location indicator made the pilots sure that the Susilo Airport was still operating and did not suspect that new airport has been established. Therefore, KNKT recommends to develop regulation for reassignment of location indicator.

5.3 Sintang Airport Operator (*Unit Pengelola Bandar Udara Tebelian*)

- **04.B-2018-25.11**

The pilots recalled that the runway had normal markings and did not recall seeing white cross mark on the runway threshold. During the occurrence flight, unfinished crossed white mark had been painted over the runway designated number and all normal markings were still visible except the runway designated number. The unfinished crossed white mark and the appearance of all normal runway markings made the pilot did not aware that the runway had been closed for operation. Therefore, KNKT recommends to conduct the process of airport certification properly to ensure aerodrome safe operation.

6 APPENDICES

6.1 AIP Volume IV for Susilo Airport

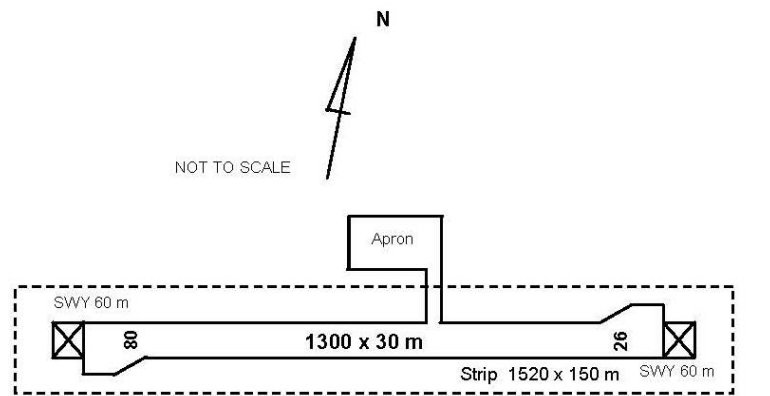
AIP INDONESIA (VOL. IV)

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 ;	←



6.2 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 or P.O.Box 3109/JKT, Jakarta 10000 Email : aim@dephub.go.id, web: http://aimindonesia.dephub.go.id			AIRAC AIP SUPPLEMENT
Phone/Fax : 62 21 3507603 Telegraphic Address AFS : WRRRYNYX		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
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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	-	-

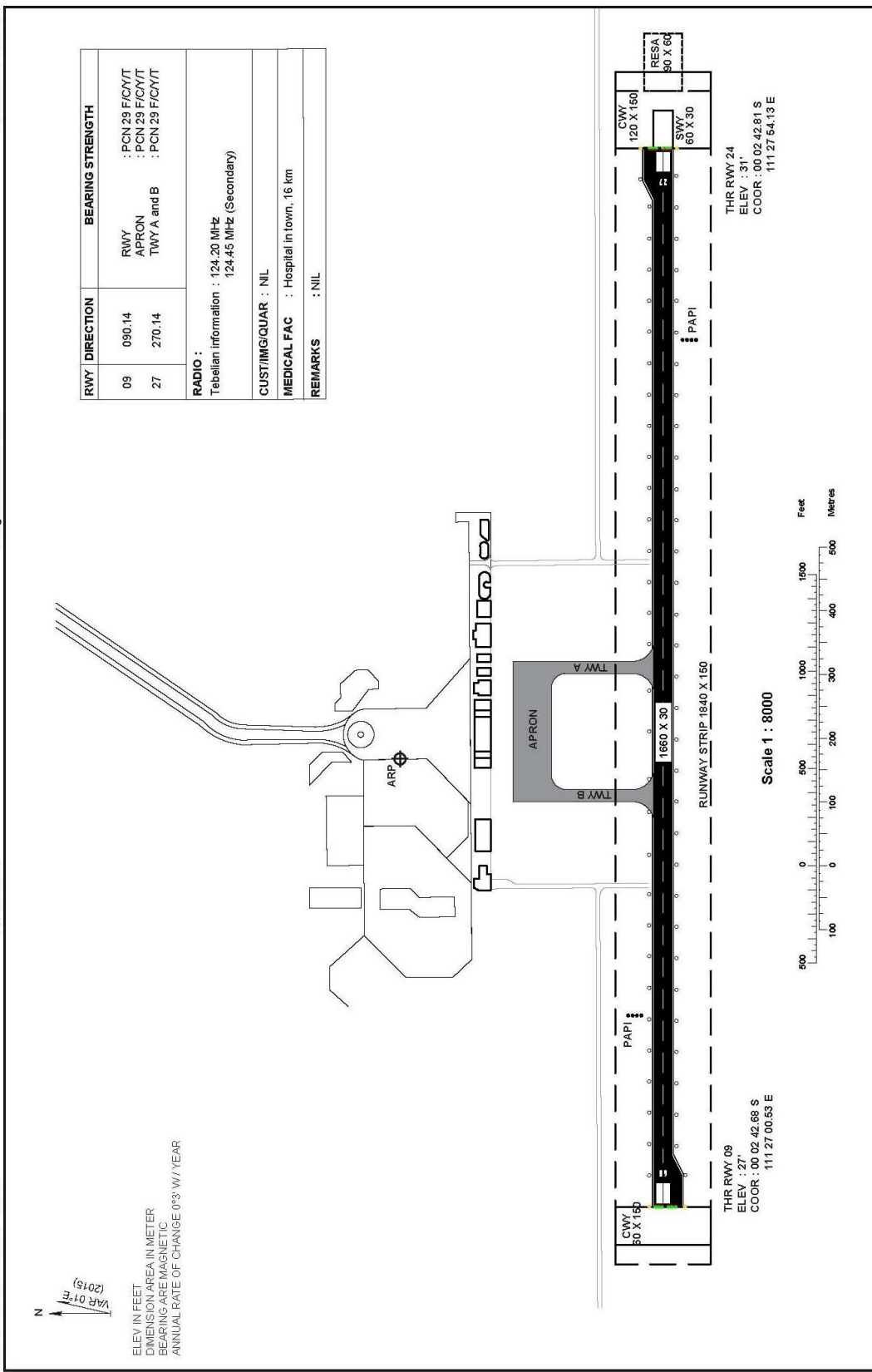
3.20. LOCAL TRAFFIC REGULATIONS*Reserved***3.21. NOISE ABATEMENT PROCEDURES***Reserved***3.22. FLIGHT PROCEDURES***Reserved***3.23. ADDITIONAL INFORMATION***Reserved***4. CHART**

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.

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