

SAFETY RECOMMENDATION STATUS
AIRCRAFT ACCIDENT INVESTIGATION SUB COMMITTEE

Investigation	Aircraft Registration	Date of Occurrence	Source	Date of Issued	Receiver	Number					Safety Recommendation	Response		Response Date	
					Directorate General of Civil Aviation (DGCA)		R	2008	5	1	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airline operators train and check their crews, in the simulator, for the vital actions and required responses to GPWS and EGPWS warnings.	NIL		OPEN	
							R	2008	5	2	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airline operators have published procedures that take into consideration the runway end safety area (RESA) requirement when calculating performance specifications for operations into airports with runways having a RESA that does not meet the ICAO Annex 14 Standard.	NIL		OPEN	
							R	2008	5	3	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) review its policy, procedures and implementation of flight operation's surveillance, to ensure that DGCA achieves and maintains, adequate and appropriate regulatory oversight.	NIL		OPEN	
							R	2008	5	4	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airline operators have procedures to provide: a. the passenger lists to the crisis center, within 1 hour of an accident, to assist in identification of victims and survivors, and notification to next of kin b. the cargo manifest to the crisis center, rescue and fire fighting services and the National Transportation Safety Committee, within 1 hour, to enable hazard mitigation at the accident site.	NIL		OPEN	
							R	2008	5	5	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) review the procedures used by airline maintenance organizations for ensuring that flight recorders meet the relevant manufacturers' specifications with respect to specific aircraft systems such as EFIS or non-EFIS systems.	NIL		OPEN	
							R	2008	5	6	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) review the Yogyakarta runway complex to ensure that the runway end safety areas (RESA) meet the dimension Standards prescribed in the International Civil Aviation Organization (ICAO) Annex 14. If the DGCA is unable to meet the RESA Standard in accordance with ICAO Annex 14, it should file a difference with ICAO as soon as possible.	NIL		OPEN	
							R	2008	5	7	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) review the procedures and equipment used by airport Rescue and Fire Fighting Services to ensure that they: a. meet the minimum requirements specified in the ICAO Annex 14; and b. meet the requirements to cover the area up to 5 NM (8km) from the airport perimeters, as stated in the Transport Ministry Decree 47 (KM47).	NIL		OPEN	
							R	2008	5	8	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airport operators publish a procedure for the appointment of a suitably qualified person, and appoint such a person, to ensure that the Airport Emergency Plan (AEP) manual is updated and is fit for purpose; and	NIL		OPEN	
							R	2008	5	9	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airport operators have published procedures for emergency response to an aircraft accident outside the airport perimeter to a minimum of distance of 5 NM in accordance with the Transport Minister Decree 47, also noting the ICAO Annex 14 Standard; and	NIL		OPEN	
							R	2008	5	10	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airport operators review the AEP to ensure holding facilities for the collecting and care of victims and their families are available; and	NIL		OPEN	
							R	2008	5	11	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airport operators exercise the AEP for response to full-scale emergencies, within and outside the airport perimeter, at intervals not exceeding two years; and	NIL		OPEN	

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KNKT.07.03.05.04	PK-GZC	7-Mar-07	Final Report	7-Mar-08		R	2008	5	12		The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airport operators review the results of any actual or exercised emergencies, with the aim of correcting any identified deficiencies; and	NIL		OPEN
						R	2008	5	13		The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airport operators ensure that any identified deficiencies are corrected.	NIL		OPEN
						R	2008	5	14		The National Transportation Safety Committee recommends that the Directorate General Civil Aviation (DGCA) ensure that airport operators having water or swampy terrain along the departure and arrival paths are equipped, in accordance with the ICAO Annex 14, Paragraph 9.2.2 Standard, with specialist rescue services and fire fighting equipment appropriate to the hazards and risks.	NIL		OPEN
					Angkasa Pura I Branch Office Adisujipto International Airport	B	2008	5	1		The National Transportation Safety Committee recommends that the Yogyakarta airport operator review the Yogyakarta runway complex to ensure that the runway end safety area (RESA) meets the dimension Standards prescribed in the International Civil Aviation Organization (ICAO) Annex 14.			OPEN
						B	2008	5	2		The National Transportation Safety Committee recommends that airport operators review the procedures and equipment used by airport Rescue and Fire Fighting Services			OPEN
						B	2008	5	3		The National Transportation Safety Committee recommends that airport operators having water or swampy terrain along the departure and arrival paths are equipped, in accordance with the ICAO Annex 14, Paragraph 9.2.2 Standard, with specialist rescue services and fire fighting equipment appropriate to the hazards and risks.			OPEN
						B	2008	5	4		Publish a procedure for the appointment of a suitably qualified person, and appoint such a person, to ensure that the Airport Emergency Plan (AEP) manual is updated and is fit for purpose; and			OPEN
						B	2008	5	5		Have published procedures for emergency response to an aircraft accident outside the airport perimeter to a minimum of distance of 5 NM in accordance with the Transport Minister Decree 47, also noting the ICAO Annex 14 Standard; and			OPEN
						B	2008	5	6		Review the AEP to ensure holding facilities for the collecting and care of victims and their families are available; and exercise the AEP for response to full-scale emergencies, within and outside the airport perimeter, at intervals not exceeding two years, in accordance with ICAO Annex 14 Paragraph 9.1.13 Standard; and			OPEN
						B	2008	5	7		Exercise the AEP for response to full-scale emergencies, within and outside the airport perimeter, at intervals not exceeding two years, in accordance with ICAO Annex 14 Paragraph 9.1.13 Standard; and			OPEN
						B	2008	5	8		Review the results of any actual or exercised emergencies, with the aim of correcting any identified deficiencies, in accordance with ICAO Annex 14 Paragraph 9.1.13 Standard;			OPEN
						B	2008	5	9		Ensure that any identified deficiencies are corrected.			OPEN
					O	2008	5	1		The National Transportation Safety Committee recommends that Garuda Indonesia review its fuel conservation incentive program policy to ensure that flight crews are in no doubt about its intent, and that there is no perception that such a policy could compromise the safe operation of aircraft.			OPEN	
O	2008	5	2		The National Transportation Safety Committee recommends that airline operators ensure that their flight crews are trained and checked, in 'GPWS specific' simulator training sessions, for the vital actions and required responses to Ground Proximity Warning System (GPWS) and Enhanced Ground Proximity Warning System (EGPWS) warnings.			OPEN						

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					Garuda Indonesia		O	2008	5	3	The National Transportation Safety Committee recommends that airline operators review the procedures used by their maintenance organizations for ensuring that flight recorders meet the relevant manufacturers' specifications with respect to specific aircraft systems such as Electronic Flight Instrument Systems (EFIS) or non-EFIS systems.		OPEN	
							O	2008	5	4	The National Transportation Safety Committee recommends that airline operators ensure that published procedures take into consideration the runway end safety area (RESA) requirement when calculating performance specifications for operations into airports with runways having a RESA that does not meet the ICAO Annex 14 Standard.		OPEN	
							O	2008	5	5	The National Transportation Safety Committee encourages the use of the Flight Safety Foundation (FSF) Approach-and-landing Accident Reduction (ALAR) and Controlled Flight Into Terrain (CFTT) awareness training material by Indonesian airlines. The NTSC recommends that airline operators include ALAR and CFTT awareness modules in their recurrency training programs, and conduct initial ALAR and CFTT training for flight crew members who have not yet completed such training.		OPEN	
							O	2008	5	6	ensure the passenger lists to be sent to the crisis center, within 1 hour of an accident, to assist in identification of victims and survivors, and notification to next of kin and the cargo manifest to be sent to the crisis center, rescue and fire fighting services and the National Transportation Safety Committee, within 1 hour, to enable hazard mitigation at the accident site		OPEN	
					Directorate General of Civil Aviation (DGCA)		R	2008	1	1	Note the concerns expressed in paragraph 1.18.3 of the Preliminary Factual Aircraft Accident Report	NIL	OPEN	
							R	2008	1	2	Immediately require an extensive inspection of the Adam Air fleet of aircraft.	NIL	OPEN	
							R	2008	1	3	Thoroughly review the adequacy and the implementation of the Adam Air maintenance program.	NIL	OPEN	
							R	2008	1	4	All operators to review the training and operational procedures, to ensure that their pilots are appropriately trained in severe weather recognition and avoidance, and that pilots be required to adhere strictly to the flight procedure of severe weather avoidance whenever severe weather is known or expected; and the pilot should continuously recognize their present position and should report the reason if the pilot has deviated from the assigned track.	NIL	OPEN	
							R	2008	1	5	All operators to review their training and procedures to ensure that their pilots are trained to correctly perform the initialization of on-board Flight Management Systems	NIL	OPEN	
							R	2008	1	6	MAATS to have operation procedure which shall be approved by DGCA	NIL	OPEN	
							R	2008	1	7	MAATS personnel should be trained in accordance with ICAO standard and radar manufacture procedure which include MAATS procedure	NIL	OPEN	
							R	2008	1	8	MAATS to have enough number of ATC personnel to meet the operation requirement (for each sector with one executive and one planner).	NIL	OPEN	
							R	2008	1	9	MAATS to do the recurrent training of ATC personnel in simulator every two up to three months for each ATC personnel (EUROCAT requirement).	NIL	OPEN	
							R	2008	1	10	DGCA to define radar calibration period	NIL	OPEN	
							R	2008	1	11	DGCA to review the use of flight plan track display for controlling.	NIL	OPEN	
							R	2008	1	12	The ATC controller to reconfirm when the target on the radar screen became as a flight plan track.	NIL	OPEN	
							R	2008	1	13	The ATC controller to reconfirm the aircraft position during transferring to other sector.	NIL	OPEN	
							R	2008	1	14	MAATS to review the use of color (green) in the radar display to indicate at their authority (jurisdiction).	NIL	OPEN	
							R	2008	1	15	The regulator (DGCA) should ensure that the airline operator addresses the deep concern about the repetitive problems in the Inertial Reference System and ensure they take their best effort to minimise repetitive problems related to the aircraft navigation system	NIL	OPEN	
							R	2008	1	16	The regulator (DGCA) should review the airline operator's training syllabus for cockpit crews, specifically related to Inertial Reference System, navigation system abnormalities.	NIL	OPEN	
							R	2008	1	17	Ensuring that Indonesian airlines' maintenance organizations have appropriate procedures to ensure the serviceability of the complete IRS system.	NIL	OPEN	

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KNKT.07.01.01.04	PK-KKW	1-Jan-07	Final Report	22-Aug-08			R	2008	1	18	Ensuring that Indonesian airlines' maintenance engineers are appropriately trained and qualified to trouble shoot IRS defects throughout the IRS system, other than simply changing the Inertial Reference Unit (IRU) and associated components, and cleaning connections	NIL		OPEN	
							R	2008	1	19	Aircraft upset recovery training; both ground school and simulator; and	NIL		OPEN	
							R	2008	1	20	The spatial disorientation and its effects.	NIL		OPEN	
						Ministry of Transportation, Republic of Indonesia	R	2008	1	1	The National Transportation Safety Committee (NTSC) recommends that the Ministry of Transportation review the related laws and procedures to ensure appropriate salvage capability is resourced and available without delay following an aviation accident requiring underwater aircraft wreckage recovery. In particular the laws and procedures should ensure the requirements of ICAO Annex 13 Paragraph 5.7 are met with respect to the recovery and read-out of the flight recorders without delay.			OPEN	
						Angkasa Pura I	B	2008	1	1	An INCERFA (uncertainty) phase is required to be declared when there is concern about the safety of an aircraft or its occupants when communication is not received, or the aircraft fails to arrive within 30 minutes of a prescribed time. The ALERFA (alert phase) is required to be declared when there is apprehension about the safety of an aircraft and its occupants when communication is not received or the aircraft fails to arrive within 60 minutes of a prescribed time. The National Transportation Safety Committee (NTSC) recommends that Angkasa Pura I review its standard procedures to provide an adequate assurance that alternative methods of positive identification and assessing if an aircraft is in distress, when radar track is lost, are promulgated to controllers. The standard procedures should ensure that the ICAO requirements for the declaration of INCERFA and ALERFA are met.			OPEN	
						Adam Air	O	2008	1	1	Ensuring that the airline's maintenance organization has appropriate procedures to ensure the serviceability of the complete IRS system; and	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
							O	2008	1	2	Ensuring that the airline's maintenance engineers are appropriately trained and qualified to trouble shoot IRS defects, other than simply changing the Inertial Reference Unit (IRU) and associated components, and cleaning connections	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
							O	2008		3	Aircraft upset recovery training; both ground school and simulator; and				
							O	2008	1	4	The spatial disorientation and its effects.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
							O	2008	1	5	The National Transportation Safety Committee (NTSC) recommends that Adam Air should review the effectiveness of its training for cockpit crews, specifically related to crew resource management, safety critical systems, and the appropriate use of standard operating procedures, including the Quick Reference Handbook.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
KNKT.08.06.11.04	PK-YVE	1-Jun-08	Final Report	20-Apr-09	Directorate General of Civil Aviation (DGCA)	04	R	2009	9	1	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation, as part of its safety audit/surveillance oversight of Batavia Air, assess the adequacy of Batavia Air's training program.	NIL		OPEN	
						Metro Batavia Airlines	04	O	2009	9	1	The NTSC recommends that Batavia Air should review its training of Airbus A320 flight crew to ensure they have adequate : technical knowledge of the Airbus A320 systems, with particular attention to the landing gear system and abnormal indications;			OPEN
						04	O	2009	9	2	The NTSC recommends that Batavia Air should review its training of Airbus A320 flight crew to ensure they have adequate : knowledge of fuel planning and flight management requirements.			OPEN	
KNKT.07.01.03.04	PK-BRM	11-Jan-07	Final Report	24-Jul-09	Aviastar Mandiri	04	O	2009	3	1	The National Transportation Safety Committee encourages the use of the Flight Safety Foundation (FSF) Approach-and-landing Accident Reduction (ALAR) and Controlled Flight Into Terrain (CFIT) awareness material and recommends that Aviastar Mandiri include ALAR and CFIT awareness modules in their recurrency training programs, and conduct initial ALAR and CFIT training for flight crew members who have not yet completed such training			OPEN	

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					PT. Kalimantan Prima Coal (airport operator)	04	B	2009	3	1	The National Transportation Safety Committee encourages the airport operator, PT. Kalimantan Prima Coal (KPC), to improve the safety of operations at KPC Airport through the installation of a visual approach guidance system such as Visual Approach System Indication (VASI).			OPEN	
KNKT.07.12.34.04	PK-PNB	11-Dec-07	Final Report	27-Jul-09	Directorate General of Civil Aviation (DGCA)	04	R	2009	21	1	Mengeluarkan peraturan khusus yang mengatur tentang penerbangan pertanian; (DSKU telah mengeluarkan CASR 137 pada tanggal, 10 Juli 2008)	NIL		OPEN	
						04	R	2009	21	2	Melakukan pengawasan dan pembinaan terhadap operator penerbangan pertanian;	NIL		OPEN	
						04	R	2009	21	3	Mengontrol penerbitan Airworthiness Directive seluruh pesawat yang terdaftar dan beroperasi di Indonesia;	NIL		OPEN	
						04	R	2009	21	4	Mengkaji ulang tata letak penempatan pupuk atau sejenisnya untuk keperluan pertanian, sehingga kejadian serupa tidak terulang dikemudian hari.	NIL		OPEN	
					Sinar Mas Super Air	04	O	2009	21	1	Menempatkan personil pada posisi manajemen untuk penerbangan pertanian yang memiliki pengetahuan dibidang penerbangan.			OPEN	
						04	O	2009	21	2	Melakukan perbaikan pengelolaan manajemen penerbangan pertanian guna meningkatkan keselamatan penerbangan diantaranya training personil, pengontrolan kualifikasi personil, penjadwalan penerbangan, dan perawatan pesawat.			OPEN	
						04	O	2009	21	3	Melaporkan kejadian-kejadian yang dapat menurunkan keselamatan penerbangan kepada instansi terkait.			OPEN	
						04	O	2009	21	4	Membuat aturan baku sarana airstrip diantaranya wind sock dan komunikasi.			OPEN	
KNKT.07.12.33.04	PK-JKS	7-Dec-07	Final Report	25-Aug-09	Directorate General of Civil Aviation (DGCA)	04	R	2009	20	1	The NTSC recommends that the Kasiguncu Airport operator review the procedures and equipment for the airport Rescue and Fire Fighting Services to ensure that they : - Meet the minimum requirements specified in the International Civil Aviation Organization's Annex 14	NIL		OPEN	
					Kasiguncu Airport operator	04	B	2009	20	1	The NTSC recommends that the DGCA review the procedures and equipmentuse by Kasiguncu Rescue and Fire Fighting Services to ensure that they : - Meet the minimum requirements specified in the International Civil Aviation Organization's Annex 14			OPEN	
					Directorate General of Civil Aviation (DGCA)	04	R	2009	17	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) ensure that PT. Mandala Airlines and other Indonesian Part 121 and 135 operators have documented flight crew training procedures that include information about stabilized approaches. In particular the procedures should ensure that all flights must be stabilized by 1,000 feet above airport elevation in instrument meteorological conditions (IMC) and by 500 feet above airport elevation in visual meteorological conditions (VMC).	NIL		OPEN	
						04	R	2009	17	2	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) ensure that PT. Mandala Airlines and other Indonesian Part 121 and 135 operators have documented flight crew training procedures that include information about stabilized approach criteria, and that an approach is stabilized when all of the following criteria are met: - The aircraft is on the correct flight path; - Only small changes in heading/pitch are required to maintain the correct flight path; - The aircraft speed is not more than VREF + 20 knots indicated airspeed and not less than VREF; - The aircraft is in the correct landing configuration; - Sink rate is no greater than 1,000 feet per minute; if an approach requires a sink rate greater than 1,000 feet per minute, a special briefing should be conducted; - Power setting is appropriate for the aircraft configuration and is not below the minimum power for approach as defined by the aircraft operating manual; - All briefings and checklists have been conducted; Specific types of approaches are stabilized if they also fulfil the following: instrument landing system (ILS) approaches must be flown within one dot of the glideslope a localizer; a Category II or Category III ILS approach must be flown within the expanded localizer band; during a circling approach, wings should be level on final when the aircraft reaches 300 feet above airport elevation; and, - unique approach procedures or abnormal conditions requiring a deviation from the above elements of a stabilized approach require a special briefing.	NIL		OPEN	

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						04	O	2009	17	4	The National Transportation Safety Committee recommends that PT. Mandala Airlines should ensure that all documented flight crew procedures for the management of unstabilized approaches are implemented in the PT. Mandala Airlines flight crew flight training program.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
						04	O	2009	17	5	The National Transportation Safety Committee recommends that PT. Mandala Airlines review the procedures used by their maintenance organization for ensuring that flight recorders meet the relevant manufacturers' specifications. It is further recommended that the annual inspection procedures for flight recorders, including functional checks, should also be reviewed to ensure that all parameters are being recorded in accordance with CASR 121.343 and ICAO Annex 6, Part 1.3.4., Table D-1. The method of inspection should follow the manufacturer specification.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
KNKT.08.03.06.04	PK-VTQ	6-Mar-08	Final Report	2-Dec-09	Directorate General of Civil Aviation (DGCA)	04	R	2009	4	1	The NTSC recommends that Directorate General of Civil Aviation (DGCA) review the status of the RFFS equipment at Wamena (a Class 2 airport) to ensure compliance with ICAO Annex 14 Standards.	NIL	OPEN	
						04	R	2009	4	2	The NTSC recommends that the Directorate General of Civil Aviation (DGCA) establish and exercise an Emergency Response Plan for Wamena in accordance with ICAO Annex 14 Standards.	NIL	OPEN	
KNKT.09.04.07.04	PK-BRD	9-Apr-09	Final Report	15-Dec-09	Directorate General of Civil Aviation (DGCA)	04	R	2009	7	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation should ensure that operators' documented flight crew training procedures include specific training modules for crew response to all warnings and alerts generated from ground proximity warning systems and enhanced ground proximity warning systems fitted to aircraft that it operates.	NIL	OPEN	
						04	R	2009	7	2	The National Transportation Safety Committee recommends that Directorate General of Civil Aviation should ensure that operators' documented flight crew coordination procedures are effectively implemented.	NIL	OPEN	
						04	R	2009	7	3	The National Transportation Safety Committee recommends that Directorate General of Civil Aviation should review its approval processes which apply to aircraft modifications. The review should include: - Type Certificate Data - Continuous Airworthiness Maintenance Program - Aircraft Loading Manual - Weight and Balance Manifest Chart for the combined passenger and cargo aircraft configuration - Fire detection and suppression system Class D - Passenger safety with cargo carried aft of the passengers in the aircraft cabin, passenger safety with dangerous goods carried as cargo in the aircraft cabin.	NIL	OPEN	
					04	O	2009	7	1	The National Transportation Safety Committee recommends that PT. Aviastar Mandiri should ensure that its documented flight crew training procedures include specific training modules for crew response to all warnings and alerts generated from ground proximity warning systems and enhanced ground proximity warning systems fitted to aircraft that it operates.		OPEN		
					Aviastar Mandiri	04	O	2009	7	2	The National Transportation Safety Committee recommends that PT. Aviastar Mandiri should ensure that its documented flight crew coordination procedures are effectively implemented.		OPEN	
						04	O	2009	7	3	The National Transportation Safety Committee recommends that PT. Aviastar Mandiri should ensure that its flight crew operating manual (FCOM) and the Company Operation manual (COM) are consistent, with respect to the required actions and responses to EGPWS alerts and warnings.		OPEN	
KNKT.09.04.13.04	PK-LTJ	17-Apr-09	Final Report	15-Dec-09	Directorate General of Civil Aviation (DGCA)	04	R	2009	8	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation review the training and checking requirements for pilots operating in remote and mountainous regions such as Papua. Particular attention should be given to visual flight operations in mountainous and unpredictable weather conditions. This should include intensive route and aerodrome familiarization in locations, and over routes, where aids such as EGPWS, TAWS, GPS, and Radio Altimeter are not effective, are not practical, or are not available.	NIL	OPEN	
						04	R	2009	8	2	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation review licence validation procedures to ensure they meet the ICAO Annex 13 Para 1.2.2.1 Standard	NIL	OPEN	

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KNKT.09.04.16.04	PK-ANW	30-Apr-09	Final Report	15-Dec-09	Directorate General of Civil Aviation (DGCA)	04	R	2009	11	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) ensure that the Budiarto Airport Operator and the Sekolah Tinggi Penerbangan Indonesia comply with all parts of the Civil Aviation Safety Regulations and DGCA approved documentation relevant to their operations.	NIL		OPEN
						04	R	2009	11	2	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation ensure that the Budiarto Airport Operator's air traffic control tower is equipped with wind velocity instrumentation.	NIL		OPEN
						04	R	2009	11	3	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation ensures that the Budiarto Airport Operator's air traffic control tower is equipped with a mains powered VHF ground to air communication and recording system.	NIL		OPEN
					Budiarto Airport	04	B	2009	11	1	The National Transportation Safety Committee recommends that the Budiarto Airport Operator should ensure that the air traffic control tower is equipped with wind velocity instrumentation			OPEN
						04	B	2009	11	2	The National Transportation Safety Committee recommends that the Budiarto Airport Operator should ensure that the air traffic control tower is equipped with mains powered VHF ground to air communication and recording system.			OPEN
					Sekolah Tinggi Penerbangan Indonesia (STPI)	04	O	2009	11	1	The National Transportation Safety Committee recommends that the Sekolah Tinggi Penerbangan Indonesia (STPI) should review its implementation of documented procedures; specifically the requirement to order the recall, diversion, or holding of STPI training aircraft during hazardous weather conditions.			OPEN
04	O	2009	11	2		The National Transportation Safety Committee recommends that the Sekolah Tinggi Penerbangan Indonesia should document within its Training Division Handbook, the requirements of Civil Aviation Safety Regulation Part 91, subpart 91.107 with respect to the appropriate use of safety harnesses.			OPEN					
KNKT.07.11.31.04	9M-BDI	16-Nov-07	Final Report	8-Mar-10	Malaysia Department of Civil Aviation	04	L	2010	19	1	The National Transportation Safety Committee recommends that the Malaysian Department of Civil Aviation should note the operational and documentation concerns raised in this report, and review the Admal Sdn. Bhd. operations procedures and practices to ensure that appropriate guidance documentation, training, and supervision are provided. Specifically with respect to: - engine handling/fuel management procedures; - the carriage of avgas and other dangerous goods in the passenger cabin when carrying passengers; - filing flight plans; and - filing flight approval declarations.			OPEN
					Admal Sdn. BHD	04	L	2010	19	1	The National Transportation Safety Committee recommends that Low Nyong Meng review its operations procedures to ensure safety of flight and compliance with international flight approval documentation. Specifically with respect to: - engine handling/fuel management procedures; - the carriage of avgas and other dangerous goods in the passenger cabin when carrying passengers; - filing flight plans; and - filing flight approval declarations.			OPEN
KNKT.08.08.17.04	PK-RCZ	9-Aug-08	Final Report	8-Mar-10	Directorate General of Civil Aviation (DGCA)	04	R	2010	11	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation review the training and checking requirements for pilots operating in remote and mountainous regions such as Papua. Particular attention should be given to visual flight operations in mountainous and unpredictable weather conditions. This should include intensive route and aerodrome familiarization in locations, and over routes, where aids such as EGPWS, TAWS, GPS, and Radio Altimeter are not effective, are not practical, or are not available.	NIL		OPEN
						04	R	2010	7	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation urgently require all Indonesian airlines to review their procedures with respect to the timeliness of evacuation of passengers and crew after an accident or serious incident, particularly when the extent of damage to the aircraft is not known.	NIL		OPEN

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KNKT.08.04.09.04	PK-CJC	18-Apr-08	Final Report	9-Mar-10	Directorate General of Civil Aviation (DGCA)	04	R	2010	7	2	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) ensure that PT. Mandala Airlines and other Indonesian Part 121 and 135 operators have documented flight crew training procedures that include information about stabilized approach criteria, and that an approach is stabilized when all of the following criteria are met: -The aircraft is on the correct flight path; -Only small changes in heading/pitch are required to maintain the correct flight path; -The aircraft speed is not more than VREF + 20 knots indicated airspeed and not less than VREF; -The aircraft is in the correct landing configuration; -Sink rate is no greater than 1,000 feet per minute; if an approach requires a sink rate greater than 1,000 feet per minute, a special briefing should be conducted; -Power setting is appropriate for the aircraft configuration and is not below the minimum power for approach as defined by the aircraft operating manual; -All briefings and checklists have been conducted; -Specific types of approaches are stabilized if they also fulfil the following: instrument landing system (ILS) approaches must be flown within one dot of the glideslope an localizer; a Category II or Category III ILS approach must be flown within the expanded localizer band; during a circling approach, wings should be level on final when the aircraft reaches 300 feet above airport elevation; and, -Unique approach procedures or abnormal conditions requiring a deviation from the above elements of a stabilized approach require a special briefing.	NIL		OPEN
						04	R	2010	7	3	The National Transportation Safety Committee recommends that the PT. Sriwijaya Air review their procedures and flight crew training with respect to the timeliness of evacuation of passengers and crew after an accident or serious incident, particularly when the extent of damage to the aircraft is not known	NIL		OPEN
						04	R	2010	7	4	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) ensure that PT. Mandala Airlines and other Indonesian Part 121 and 135 operators have documented flight crew procedures that include information that an approach that becomes unstabilized below 1,000 feet above airport elevation in IMC or below 500 feet above airport elevation in VMC requires an immediate go-around. The National Transportation Safety Committee recommends that PT. Sriwijaya Air should ensure that its documented flight crew training procedures include information about stabilized approaches, particularly, that all flights must be stabilized by 1,000 feet above airport elevation in instrument meteorological conditions (IMC) and by 500 feet above airport elevation in visual meteorological conditions (VMC). The National Transportation Safety Committee recommends that PT. Sriwijaya Air should also ensure that its documented flight crew training procedures include information about stabilized approach criteria, and that an approach is stabilized when all of the following criteria are met: -The aircraft is on the correct flight path; -Only small changes in heading/pitch are required to maintain the correct flight path; -The aircraft speed is not more than VREF + 20 knots indicated airspeed and not less than VREF; -The aircraft is in the correct landing configuration; -Sink rate is no greater than 1,000 feet per minute; if an approach requires a sink rate greater than 1,000 feet per minute, a special briefing should be conducted; -Power setting is appropriate for the aircraft configuration and is not below the minimum power for approach as defined by the aircraft operating manual.	NIL		OPEN
						04	R	2010	7	5	The National Transportation Safety Committee recommends that PT. Sriwijaya Air promulgate a procedure, and instruct all flight crew and maintenance personnel, to deactivate the power source to the Cockpit Voice Recorder, following an accident or serious incident. The deactivation should be accomplished as soon as practicable after the aircraft has stopped.			OPEN
						04	O	2010	7	1	The National Transportation Safety Committee recommends that the PT. Sriwijaya Air review their procedures and flight crew training with respect to the timeliness of evacuation of passengers and crew after an accident or serious incident, particularly when the extent of damage to the aircraft is not known.			OPEN

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Investigation	Aircraft Registration	Date of Occurrence	Source	Date of Issued	Receiver	Number					Safety Recommendation	Response		Response Date					
KNKT.08.07.16.04	PK-GZN	23-Jul-08	Final Report	9-Mar-10	Sriwijaya Air	04	O	2010	7	2	The National Transportation Safety Committee recommends that PT. Sriwijaya Air should ensure that its documented flight crew training procedures include information about stabilized approaches, particularly, that all flights must be stabilized by 1,000 feet above airport elevation in instrument meteorological conditions (IMC) and by 500 feet above airport elevation in visual meteorological conditions (VMC).		OPEN						
						04	O	2010	7	3	The National Transportation Safety Committee recommends that PT. Sriwijaya Air should also ensure that its documented flight crew training procedures include information about stabilized approach criteria, and that an approach is stabilized when all of the following criteria are met: -The aircraft is on the correct flight path; -Only small changes in heading/pitch are required to maintain the correct flight path; -The aircraft speed is not more than VREF + 20 knots indicated airspeed and not less than VREF; -The aircraft is in the correct landing configuration; -Sink rate is no greater than 1,000 feet per minute; if an approach requires a sink rate greater than 1,000 feet per minute, a special briefing should be conducted; -Power setting is appropriate for the aircraft configuration and is not below the minimum power for approach as defined by the aircraft operating manual; -All briefings and checklists have been conducted; -Specific types of approaches are stabilized if they also fulfil the following: instrument landing system (ILS) approaches must be flown within one dot of the glideslope or localizer; a Category II or Category III ILS approach must be flown within the expanded localizer band; during a circling approach, wings should be level on final when the aircraft reaches 300 feet above airport elevation; and, -Unique approach procedures or abnormal conditions requiring a deviation from the above elements of a stabilized approach require a special briefing.		OPEN						
						04	O	2010	7	4	The National Transportation Safety Committee recommends that PT. Sriwijaya Air promulgate a procedure, and instruct all flight crew and maintenance personnel, to deactivate the power source to the Cockpit Voice Recorder, following an accident or serious incident. The deactivation should be accomplished as soon as practicable after the aircraft has stopped.		OPEN						
										Directorate General of Civil Aviation (DGCA)	04	R	2010	10	1	Conduct one-time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the inspections should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).	NIL	OPEN	
											04	R	2010	10	2	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;	NIL	OPEN	
											04	R	2010	10	3	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.	NIL	OPEN	
										National Transportation Safety Board (NTSB)	04	L	2010	10	1	Conduct one-time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the inspections should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).		OPEN	
											04	L	2010	10	2	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;		OPEN	
											04	L	2010	10	3	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.		OPEN	
						04	L	2010	10	4	Conduct one time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).		OPEN						
						04	L	2010	10	5	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;		OPEN						
						04	L	2010	10	6	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.		OPEN						

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KNKT.08.10.24.04	PK-GZI	28-Oct-08	Final Report	9-Mar-10	Boeing Company	04	M	2010	10	1	Conduct one-time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the inspections should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).		OPEN		
						04	M	2010	10	2	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;		OPEN		
						04	M	2010	10	3	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.		OPEN		
						European Aviation Safety Agency	04	L	2010	10	1	Conduct one-time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the inspections should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).		OPEN	
							04	L	2010	10	2	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;		OPEN	
							04	L	2010	10	3	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.		OPEN	
					Directorate General of Civil Aviation (DGCA)	04	R	2010	17	1	Conduct one-time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the inspections should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).		NIL	OPEN	
						04	R	2010	17	2	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;		NIL	OPEN	
						04	R	2010	17	3	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.		NIL	OPEN	
						United States Federal Aviation Administration	04	L	2010	17	1	Conduct one-time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the inspections should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).			OPEN
							04	L	2010	17	2	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;			OPEN
							04	L	2010	17	3	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.			OPEN
04	L	2010	17	4	Conduct one time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).				OPEN						
04	L	2010	17	5	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;			OPEN							
04	L	2010	17	6	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.			OPEN							
European Aviation Safety Agency	04	L	2010	17	1	Conduct one-time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the inspections should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).			OPEN						
	04	L	2010	17	2	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;196. Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection;			OPEN						

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						04	L	2010	17	3	197. Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.		OPEN		
						04	O	2010	17	1	Conduct one-time non destructive inspections on Landing Gear Assemblies on all Boeing 737-300/400/500 series aircraft which have accumulated 15,000 Cycles Since Overhaul. Specifically, the inspections should be conducted on the outer surface of the axle root and the flange area (including brake attach flange, flange holes and adjacent axle surfaces).		OPEN		
						04	O	2010	17	2	Conduct Eddy Current inspections of the brake attachment flange on inner cylinder and Ultrasonic inspections of the outer surface of axle root of Boeing 737-200/300/400/500 series aircraft at each 'C' check inspection.		OPEN		
						04	O	2010	17	3	Replace Inner Cylinder/Sliding Member assemblies whenever a crack is found in one or more brake mounting holes or any other part of the assembly.		OPEN		
KNKT.09.10.26.04	PK-GGQ	30-Oct-09	Final Report	9-Mar-10	Directorate General of Civil Aviation (DGCA)	04		2010	R	17	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation should review the PT. Garuda Indonesia maintenance procedures and practices of documentation, and supervision practices during airworthiness surveillance audit inspections. Specifically, the DGCA should ensure that appropriate guidance documentation, training, and supervision are provided, to satisfy itself that correct practices are followed, and an appropriate maintenance environment is available at all times.	NIL	OPEN		
					Garuda Indonesia	04		2010	O	17	The National Transportation Safety Committee recommends that PT. Garuda Indonesia should ensure that its maintenance providers' procedures and practices include appropriate guidance documentation, training, supervision, and appropriate maintenance environment.		OPEN		
					GMF AeroAsia	04		2010	O	17	The National Transportation Safety Committee recommends that PT. GMF AeroAsia should review its maintenance procedures and practices to ensure that appropriate guidance documentation, training, and supervision is provided, to ensure that correct practices are followed, and an appropriate maintenance environment is available at all times.		OPEN		
KNKT.10.01.03.04	4L-IFE	28-Jan-10	Preliminary Report	14-Apr-10	Directorate General of Civil Aviation (DGCA)	04		2010	R	3	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation should urgently review the procedures for issuing Flight Approvals to operators that propose operating aircraft that are not listed on their approved Air Operator's Certificate.	NIL	OPEN	
					Directorate General of Civil Aviation (DGCA)	04		2010	R	3	2	Directorate General of Civil Aviation should urgently review the Operational Specifications for the Antonov AN26 aircraft type operating in Indonesia. Particular attention should be given to the Operational Specifications for this aircraft type operating in Papua.	NIL	OPEN	
					Manunggal Air Service	04		2010	O	3	1	The National Transportation Safety Committee recommends that the PT. Manunggal Air Service should review its procedures for operating aircraft that are not on their approved Air Operator's Certificate, to ensure that all Operational Specifications and other technical and operational safety requirements are met.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
						04		R	2010	9	1	The National Transportation Safety Committee recommends that the Directorate General Civil of Aviation (DGCA) should ensure that PT. Merpati Nusantara Airlines Operational Specifications and other technical and operational safety requirements are met. This should include: a) an extensive review of mandatory operational documentation and associated crew training; and b) an extensive review of the operational implementation of the Actual Landing Distance policy and procedures, and associated training.	NIL	OPEN	

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Investigation	Aircraft Registration	Date of Occurrence	Source	Date of Issued	Receiver	Number					Safety Recommendation	Response		Response Date			
KNKT.10.04.09.04	PK-MDE	13-Apr-10	Preliminary Report	12-May-10	Directorate General of Civil Aviation (DGCA)							The National Transportation Safety Committee recommends that the Directorate General Civil of Aviation (DGCA) urgently review the Rendani Airport, Manokwari runway complex, to ensure that the runway end safety areas (RESA) meet the dimension Standards prescribed in the International Civil Aviation Organization (ICAO) Annex 14. Particular attention should be given to: a) ICAO Annex 14 Paragraph 3.5.2 (Standard) that a runway end safety area (RESA) shall extend from the end of a runway strip to a distance of at least 90 meters. b) ICAO Annex 14 Paragraph 3.5.3 (Recommendation) that for a Code number 3 airport a runway end safety area (RESA) should, as far as practicable, extend from the end of a runway strip to a distance of at least 240 meters. If the DGCA is unable to meet the RESA Standard in accordance with ICAO Annex 14, it should file a difference with ICAO as soon as possible.	NIL		OPEN		
						04	R	2010	9	2							
						04	R	2010	9	3				The National Transportation Safety Committee recommends that the Directorate General Civil of Aviation (DGCA) urgently review all airports throughout Indonesia involving Civil Aviation Safety Regulation Part 121 and Part 135 aircraft operations, to ensure that the runway end safety areas (RESA) meet the dimension Standards prescribed in the International Civil Aviation Organization (ICAO) Annex 14. If the DGCA is unable to meet the RESA Standard in accordance with ICAO Annex 14, it should file a difference with ICAO as soon as possible.	NIL		OPEN
						04	R	2010	9	4				The National Transportation Safety Committee recommends that the Directorate General Civil of Aviation (DGCA) urgently ensure that Indonesian airports equipped with visual approach slope guidance systems, maintain the equipment to a serviceable standard, and are operational particularly during Civil Aviation Safety Regulation Part 121 and Part 135 aircraft operations.	NIL		OPEN
					04	R	2010	9	5				The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) review the procedures and equipment used by airport Rescue and Fire Fighting Services to ensure that they: a) meet the minimum requirements, including timeliness, specified in the International Civil Aviation Organization's Annex 14; and b) meet the requirements to cover the area up to 5 NM (8 Km) from the airport perimeter, as stated in the Transport Ministry Decree 47 (KM47).	NIL		OPEN	
										Merpati Nusantara Airlines	04	O	2010	9	1		
					04	O	2010	9	2				Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED		
KNKT.08.01.02.04	PK-VSE	26-Jan-08	Final Report	27-May-10	Dirgantara Air Service	04	O	2010	1	1		PT. Dirgantara Air Service should review its pilot training and checking to ensure that it covers the use of the Flight Safety Foundation (FSF) (or similar) Approach-and-landing Accident Reduction (ALAR) and Controlled Flight Into Terrain (CFIT) awareness training material. The ALAR and CFIT awareness modules should be included in PT. Dirgantara Air Services recurrency training programs, and conduct initial ALAR and CFIT training for flight crew members who have not yet completed such training.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED		

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KNKT.08.10.21.04	PK-LMS	20-Oct-08	Final Report	27-May-10	Directorate General of Civil Aviation (DGCA)	04	R	2010	15	1	The National Transportation Safety Committee (NTSC) issued the following recommendation to the Directorate general of Civil Aviation with the release of report KNKT 08.04.09.04 and is reissued with this report. The NTSC recommends that the Directorate General of Civil Aviation, as a matter of urgency, ensure that all Indonesian operators of aircraft equipped with a Cockpit Voice Recorder (CVR) have a procedure, and have instructed all flight crew and maintenance personnel, to deactivate the power source to the CVR, following an accident or serious incident. The deactivation should be accomplished as soon as practicable after the aircraft has stopped.	NIL		OPEN
					Wings Air	04	O	2010	15	1	Immediately after the investigation's axle inspections, specifically the inspection of the axle thread conditions, the National Transportation Safety Committee issued a recommendation to the operator to perform a one-time inspection of the landing gear axle inner threads on the McDonnell Douglas DC9-82 aircraft in its fleet for possibility of worn axle threads. The recommendation drew the operator's attention to the need for any axle found to have inner threads worn to be removed and replaced by a serviceable axle.			OPEN
						04	O	2010	15	2	The National Transportation Safety Committee recommends that PT. Wings Abadi Airlines promulgate a procedure, and instruct all flight crew and maintenance personnel, to deactivate the power source to the Cockpit Voice Recorder, following an accident or serious incident. The deactivation should be accomplished as soon as practicable after the aircraft has stopped.			OPEN
KNKT.07.14.06.04	PK-YRU	1-Jun-07	Final Report	31-May-10	Directorate General of Civil Aviation (DGCA)	04	R	2010	12	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation review the safety of the Mulia runway shoulder area and require the airport operator to ensure that there are no obstacles to safety, such as ditches and rocks, to prevent an aircraft from safely negotiating the runway shoulder in the event of a runway excursion.	NIL		OPEN
KNKT.08.01.03.04	PK-MBP	28-Jan-08	Final Report	31-May-10	Directorate General of Civil Aviation (DGCA)	04	R	2010	2	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation take immediate action to control access and prevent unauthorized entry of persons, vehicles, equipment or animals, or other things that may endanger aircraft safety, onto the movement area of all its airports. Specific attention should be given to complying with ICAO Annex 14, Volume 1, Paragraph 9.10.2, Standard, and Civil Aviation Safety Regulation (CASR) 139 Subparts 4.2 and 4.12.	NIL		OPEN
						04	R	2010	2	2	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation ensure that Indonesian airport operators take immediate action to control access and prevent unauthorized entry of persons, vehicles, equipment or animals, or other things that may endanger aircraft safety, onto the movement area of all Indonesian airports. Specific attention should be given to complying with ICAO Annex 14, Volume 1, Paragraph 9.10.2, Standard, and Civil Aviation Safety Regulation (CASR) 139 Subparts 4.2 and 4.12.	NIL		OPEN
					Merpati Nusantara Airlines	04	O	2010	2	1	The National Transportation Safety Committee recommends that PT. Merpati Nusantara Airline review the procedures used by its maintenance organization for ensuring that flight data and cockpit voice recorders installed in its aircraft meet the relevant manufacturers' specifications. The annual inspection procedures for flight recorders, including functional checks, should also be reviewed to ensure that all parameters are being recorded in accordance with CASR 121.343 and ICAO Annex 6, Part I. 3. 4., Table D-1. The method of inspection should follow the manufacturer's specification.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED
						04	O	2010	2	2	The National Transportation Safety Committee recommends that PT. Merpati Nusantara Airline review its aerodrome briefing material used by flight crew to ensure that there is a clear caution notice on the chart when an airport does not have an appropriate and adequate means of controlling access and preventing unauthorized entry of persons, vehicles, equipment or animals, or other things that may endanger aircraft safety, onto the movement area of airports.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED

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KNKT.08.10.23.04	PK-VVL	28-Oct-08	Final Report	31-May-10	Directorate General of Civil Aviation (DGCA)	04	R	2010	16	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation request the European Aviation Safety Agency to ensure that the engine manufacturer, Thielert Aircraft Engine GmbH, conducts an assessment of this High Pressure Fuel Pump failure and ensure that appropriate safety action, by the manufacturer, is taken to prevent a similar occurrence with this engine type.	NIL		OPEN	
					Susi Air	04	O	2010	16	1	The National Transportation Safety Committee recommends that Susi Air review its procedures to ensure that pilots operating its aircraft are appropriately licensed and qualified to fly Indonesian registered aircraft.			OPEN	
KNKT.08.01.04.04	PK-BRP	30-Jan-08	Final Report	12-Oct-10	Directorate General of Civil Aviation (DGCA)	04	R	2010	3	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation, during routine surveillance of Indonesian airlines, should ensure that flight crew are documenting aircraft and system defects in the aircraft maintenance logs	NIL		OPEN	
					Aviastar Mandiri	04	O	2010	3	1	The National Transportation Safety Committee recommends that PT. Aviastar Mandiri should ensure that its flight crews document aircraft and system defects on the aircraft maintenance log.			OPEN	
KNKT.07.01.02.04	PK-YTU	7-Jan-07	Final Report	11-Jan-11	Batavia Air	04	O	2010	2	1	Conduct inspection to all Boeing 737 fleet for the possibility of similar damage with Non-Destructive Test (NDT) methods.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
						04	O	2010	2	2	Evaluate and train all aircraft maintenance license hold Boeing 737 rating to improve the knowledge and the standard basic of aircraft maintenance.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
						04	O	2010	2	3	Review and evaluate validity and currency of Aircraft Maintenance Manual (AMM).	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
KNKT.08.28.12.04	PK-BRS	12-Dec-08	Final Report	26-Jan-11	Directorate General of Civil Aviation (DGCA)	04	R	2010	21	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation require Indonesian aircraft operators to ensure that airstrips in remote locations have an effective means of communicating with regional authorities in the event of an accident or serious incident.	NIL		OPEN	
						04	R	2010	21	2	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation require the Ewer Airport operator to inspect the marsden matting airstrip and ensure that there are no exposed locating pins or other objects that could present a hazard to aircraft.	NIL		OPEN	
						04	R	2010	21	3	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation require Indonesian airport operators, with marsden matting airstrips, to inspect the marsden matting and ensure that there are no exposed locating pins or other objects that could present a hazard to aircraft.	NIL		OPEN	
						04	R	2010	21	4	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation require Indonesian airport operators with marsden matting airstrips, to inspect the marsden matting and ensure that traction can be assured when the marsden matting is wet.	NIL		OPEN	
KNKT.09.12.28.04	PK-MJD	2-Dec-09	Final Report	5-Apr-11	Merpati Nusantara Airlines	04	O	2011	18	1	The National Transportation Safety Committee recommends that the Merpati Nusantara Airline should ensure that the hydraulic system is free from debris.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
					Fokker Aircraft Company	04	M	2011	18	1	The National Transportation Safety Committee recommends that the aircraft manufacture should review design of the landing gear hydraulic system should be reconsidered to be redesigned.			OPEN	
KNKT.07.04.07.04	PK-SDP	7-Apr-07	Final Report	11-Apr-11	Alfa Flying School	04	O	2011	6	1	The NTSC recommended to the Alfa Flying School should conduct inspection to all the aircraft related to the carburetor rod end, nut and split pin attachment in the throttle arm, to assure a proper installation.			OPEN	
KNKT.07.09.20.04	PK-NCN	2-Sep-07	Final Report	11-Apr-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	15	1	The National Transport Safety Committee recommends that Directorate General of Civil Aviation to improve standard of the pilot training, including ALAR.	NIL		OPEN	
					Merpati Nusantara Airlines	04	O	2011	15	1	The National Transport Safety Committee recommends that PT. Merpati Nusantara Airlines to improve the quality of training, including: - ALAR (Approach Landing Accident Reduction); - System of the proficiency check.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
KNKT.08.10.20.04	PK-GWT	2-Oct-08	Final Report	11-Apr-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	13	1	Review the ATS regulation for the authority of the controller to command an aircraft to abort the landing in the case of unsafe situation arises.	NIL		OPEN	
						04	R	2011	13	2	Review the instrument approach path to align with the runway.			OPEN	
						Angkasa Pura II	04	B	2011	13	1	The National Transportation Safety Committee recommends that PT. Angkasa Pura II should Review the ATS procedure in case of misaligned final approach.			OPEN
						04	O	2011	13	1	Improve crew resources management (CRM).			OPEN	

SAFETY RECOMMENDATION STATUS
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Investigation	Aircraft Registration	Date of Occurrence	Source	Date of Issued	Receiver	Number					Safety Recommendation	Response		Response Date
					Garuda Indonesia	04	O	2011	13	2	Improve pilot awareness of scanning between inside and outside condition after visual references are established on final approach.		OPEN	
						04	O	2011	13	3	Review ALAR training.		OPEN	
KNKT.10.06.11.04	PK-SUV	20-Jun-10	Final Report	11-Apr-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	11	1	The National Transportation Safety Committee recommends that DGCA should review the Approved Aircraft Inspection Program and maintenance task related to the hydraulic system for the Piper Seneca aircraft maintained and operated by Indonesian Register/Operators.	NIL	OPEN	
					PT. Alfa Trans Dirgantara	04	O	2011	11	2	The National Transportation Safety Committee recommends that PT. Alfa Trans Dirgantara, should use an approved Aircraft Inspection Program/Continuous Airworthiness Maintenance Program to maintain the aircraft.		OPEN	
KNKT.10.07.13.04	PK-NUH	18-Jul-10	Final Report	11-Apr-11	Merpati Nusantara Airlines	04	O	2011	13	1	The NTSC recommended to the PT Merpati Nusantara Airline, to improve recurrent training sufficient for the pilot to understand aircraft system and proficiency check to include aborted takeoff exercise.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
					Directorate General of Civil Aviation (DGCA)	04	R	2011	14	1	KNKT mengeluarkan rekomendasi segera agar DGCA segera menerbitkan Fuel Handling Standard Procedure untuk mobile gas yang digunakan pada pesawat udara;	NIL	OPEN	
KNKT.10.09.14.04	PK-ROG	1-Sep-10	Final Report	26-Apr-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	14	2	KNKT mengeluarkan rekomendasi segera agar DGCA segera menerbitkan Instruksi pemeriksaan engine yang menggunakan silinder produk dari Engine Components Incorporation (ECI) dengan part number 05K211 pada permukaan dalam dari silinder (inner wall cylinder) terhadap kemungkinan adanya goresan dan delaminasi, yang terpasang pada pesawat udara dengan tanda kebangsaan Indonesia "PK".	NIL	OPEN	
					Bali International Flight Academy	04	O	2011	14	1	The emergency procedure training should be given to all student pilots prior to first solo flight as described in the Training Procedure Manual;		OPEN	
						04	O	2011	14	2	Ensured that the Quality Control section should performed the duty and responsibility as described in the Training Procedure Manual;		OPEN	
						04	O	2011	14	3	Transportation of mobile gas fuel should be in the dedicated fuel truck and should not be used to transport any other type of fuel. Fuel storage should be used secured fuel drums.		OPEN	
KNKT.07.04.08.04	PK-GWK	12-Apr-07	Final Report	17-Oct-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	7	1	Ensure the cleanliness of the runway in accordance with applicable rules and regulations.	NIL	OPEN	
						04	R	2011	7	2	Ensure the repair of the runway should be done in accordance with the approved methods.	NIL	OPEN	
					Angkasa Pura II Branch Office Soekarno-Hatta International Airport	04	B	2011	7	1	Maintain and ensured the cleanliness of the runway in accordance with applicable rules and regulations		OPEN	
						04	B	2011	7	2	Repair of the runway should be done in accordance with the approved methods.		OPEN	
					Directorate General of Civil Aviation (DGCA)	04	R	2011	19	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation, as part of its safety audit/surveillance oversight of Express Air, assess the adequacy of Express Air's CRM training program, in particular CRM implementation.	NIL	OPEN	
					Directorate General of Civil Aviation (DGCA)	04	R	2011	19	2	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) review the Torea Airport, Fak-Fak, Papua runway complex to ensure that runway end safety areas (RESA) are established that meet the dimension Standards prescribed in the International Civil Aviation Organization (ICAO) Annex 14. Particular attention should be given to: • ICAO Annex 14 Paragraph 3.5.2 (Standard) that a runway end safety area (RESA) shall extend from the end of a runway strip to a distance of at least 90 meters. If the DGCA is unable to meet the RESA Standard in accordance with ICAO Annex 14, it should file a difference with ICAO as soon as possible.	NIL	OPEN	
					Directorate General of Civil Aviation (DGCA)	04	R	2011	19	3	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) ensure that the operator of Torea Airport, Fak-Fak, Papua surveys the Torea Airport runway complex and ensure that the runway dimensions promulgated on aerodrome charts are accurate.	NIL	OPEN	
					Directorate General of Civil Aviation (DGCA)	04	R	2011	19	4	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation (DGCA) review the procedures and equipment used by the Toera Airport, Fak Fak, Papua, Rescue and Fire Fighting Services to ensure that they: -meet the minimum requirements specified in the International Civil Aviation Organization's Annex 14.	NIL	OPEN	

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KNKT.08.11.26.04	PK-TXL	6-Nov-08	Final Report	17-Oct-11	Torea Airport, Fak-Fak	04	B	2011	19	1	The National Transportation Safety Committee recommends that the operator of Torea Airport, Fak-Fak, Papua survey the runway complex and ensure that the runway dimensions promulgated on aerodrome charts are accurate.		OPEN		
						04	B	2011	19	2	The National Transportation Safety Committee recommends that the operator of Torea Airport, Fak-Fak, Papua review the runway complex to ensure that runway end safety areas (RESA) are established that meet the dimension Standards prescribed in the International Civil Aviation Organization (ICAO) Annex 14. Particular attention should be given to: • ICAO Annex 14 Paragraph 3.5.2 (Standard) that a runway end safety area (RESA) shall extend from the end of a runway strip to a distance of at least 90 meters.		OPEN		
						04	B	2011	19	3	The National Transportation Safety Committee recommends that the Torea Airport operator review the procedures and equipment for the airport Rescue and Fire Fighting Services to ensure that they: • meet the minimum requirements specified in the International Civil Aviation Organization's Annex 14.		OPEN		
						04	O	2011	19	1	The National Transportation Safety Committee recommends that Express Air ensure that all company pilots are given Crew Resource Management (CRM) training, including the implementation of specific CRM aspects relating to the operation of aircraft being flown by the crew. For example the pilots in the Fak Fak occurrence should be given CRM implementation training specifically relating to the Dornier 328-100 aircraft.		OPEN		
						04	O	2011	19	2	The National Transportation Safety Committee encourages the use of the Flight Safety Foundation (FSF) Approach-and-landing Accident Reduction (ALAR) and Controlled Flight Into Terrain (CFIT) awareness material and recommends that Express Air include ALAR and CFIT awareness modules in their recurrency training programs, and conduct initial ALAR and CFIT training for flight crew members who have not yet completed such training.		OPEN		
						04	O	2011	19	3	The National Transportation Safety Committee recommends that Express Air implement a Line Operations Safety Audit (LOSA) program.		OPEN		
KNKT.10.04.10.04	PK-AGU	19-Apr-10	Final Report	17-Oct-11	Budiarto Airport	04	B	2011	10	1	Review The Airport Standard Operation Procedure for Security Program published in the year 2006, including procedures writing formatting in the functions and tasks section, particular for the management policy and security officers for the easily uses in the future as an operational guidance.		OPEN		
						04	B	2011	10	2	Supervision improvement for the ATC (Air Traffic Controller) Officers during duty and revised Standard Operation Procedure for Flight Training session.		OPEN		
						04	B	2011	10	3	Maintain the serviceability of the ATC transcript recorder facility.		OPEN		
						04	B	2011	10	4	Review Standard Operation Procedure of Air Traffic Control related to the flight training operation.		OPEN		
KNKT.10.12.18.04	PK-AGM	1-Dec-10	Final Report	17-Oct-11	Sekolah Tinggi Penerbangan Indonesia (STPI)	04	O	2011	17	1	Provide facility to access weather satellite in flight operation office, for the instructors and student pilots to get current information about weather before conducts a flight;		OPEN		
						04	O	2011	17	2	conduct a weather forecast brief to all pilots or student pilots before flight.		OPEN		
						04	O	2011	17	3	Improve the student pilot knowledge about visual flight rules;		OPEN		
						04	O	2011	17	4	Any flight planned as a visual flight should be performed in accordance with Visual Flight Rules (VFR).		OPEN		
						04	L	2011	17	1	The National Transportation Safety Committee recommends that the Curug Meteorology Office to conduct a weather forecast brief to all pilots including student pilots before flight.		OPEN		
KNKT.08.04.10.04	PK-DAT	23-Apr-08	Final Report	7-Nov-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	8	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation to ensure the operators which operation engine Allison Model 250 series should follow the EASA Airworthiness Directive 2004-0009 R2	NIL	OPEN		
KNKT.08.06.17.04	PK-TVN	14-Jun-09	Final Report	7-Nov-11	Directorate General of Civil Aviation (DGCA)	04		2011	R	12	1	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation, as part of its safety audit/surveillance oversight of Expressair, assess the adequacy of PIC qualifications in the same type rating.	NIL	OPEN	
						04		2011	O	12	1	The National Transportation Safety Committee recommends that Expressair should review its training of flight crew to ensure they have adequate technical knowledge of the Dornier 328 engine and propeller systems, with particular attention to the procedure of reducing the condition lever.		OPEN	

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					Express Air	04	2011	O	12	2	The National Transportation Safety Committee recommends that Expressair should review its training of flight crew to ensure they have adequate PIC should have been check properly by Flight Instructor, including line check at Papua routes, before assigned as PIC.		OPEN		
						04	2011	O	12	3	The National Transportation Safety Committee recommends that Expressair should review its training of flight crew to ensure they have adequate Experience at the same type rating in the recent past year.		OPEN		
KNKT.09.08.21.04	PK-NVC	2-Aug-09	Final Report	7-Nov-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	15	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation review the training and checking requirements for pilots operating in remote and mountainous regions such as Papua. Particular attention should be given to visual flight operations in mountainous and unpredictable weather conditions. This should include intensive route and aerodrome familiarization in locations, and over routes, where aids such as EGPWS, TAWS, GPS, and Radio Altimeter are not effective, are not practical, or are not available.		NIL	OPEN	
						04	R	2011	15	2	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation issue an urgent notice to airmen (NOTAM) to remind pilots that flight below lowest safe altitude, in particular in mountainous regions, must be conducted in accordance with the visual flight rules (VFR).		NIL	OPEN	
						04	R	2011	15	3	NTSC recommends that the DGCA liaise with the BMKG to establish an aviation weather information service for all areas covered by civilian aircraft operators. - This service could be enhanced by a network of government and mission out stations providing scheduled weather reports that the (Meteorologi Klimatologi dan Geofisika (BMKG)) could promulgate to aircraft operators through the briefing offices and air traffic services. - This service could be further enhanced by the same network of government and mission out stations providing updated weather reports when there is a significant change of weather between scheduled reports.		NIL	OPEN	
					Merpati Nusantara Airlines	04	O	2011	15	1	The National Transportation Safety Committee recommends that PT. Merpati Nusantara Airline review its maintenance procedures and maintenance inspection programs, to ensure that Emergency Locator Transmitters are serviceable.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
KNKT.08.10.18.04	PK-SDQ	29-Oct-08	Final Report	14-Nov-11	Textron Inc. (Lycoming Engines Manufacturer)	04	M	2011	18	1	The National Transportation Safety Committee recommends that Textron Inc. to review the manufacturing process performed to the failed crank-shaft gear and the possibility of similar condition to crank-shaft gear in the same manufacturing batch number.		OPEN		
KNKT.07.02.05.04	PK-KKV	21-Feb-07	Final Report	30-Nov-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	4	1	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation to ensure sufficient safety oversight to the operator concerning training.		NIL	OPEN	
					Adam Air	04	O	2011	4	1	The National Transportation Safety Committee recommends that the operators to enforce the cockpit procedure including approach briefing, CRM, call-out, checklist, as well as cockpit silent policy during significant phase of flight.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
KNKT.11.03.08.04	PK-HAF	4-Mar-11	Final Report	21-Dec-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	8	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation to Review the materials and test-related qualification training, knowledge and application about principles of flight for the flying school pilots in Indonesia.		NIL	OPEN	
KNKT.11.03.09.04	PK-HAI	12-Mar-11	Final Report	21-Dec-11	Directorate General of Civil Aviation (DGCA)	04	R	2011	9	1	General Civil Aviation to review the materials and test-related qualification training, knowledge and application about principles of flight for the flying school pilots in Indonesia.		NIL	OPEN	
					Aero Flyer Institute	04	O	2011	9	1	Institute to ensure the pilot to check and re-check the security locked within seating			OPEN	
KNKT.09.03.08.04	PK-LIL	9-Mar-09	Final Report	9-Mar-12	Directorate General of Civil Aviation (DGCA)	04	R	2012	5	1	Renew the pilot license in accordance with the training requirement.		NIL	OPEN	
					Lion Air	04	O	2012	5	1	The National Transportation Safety Committee recommends that the PT. Lion Mentari Airlines should review the training program including Simulator sessions.			OPEN	
						04	O	2012	5	2	NTSC recommends that PT. Lion Mentari Airlines should review the Cockpit Resource Management (CRM) training requirement.			OPEN	

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KNKT.11.12.26.04	PK-NCZ	3-Dec-11	Preliminary Report	9-Mar-12	Directorate General of Civil Aviation (DGCA)	04	R	2012	26	1	Communication facilities should be established on Larat Airport	NIL	OPEN	
						04	R	2012	26	2	There should be an AFIS officer on Larat Airport	NIL	OPEN	
					Merpati Nusantara Airlines	04	O	2012	26	1	Review recruitment and qualification check to the first officer candidates	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
						04	O	2012	26	2	Flight instructor's instructions should use the "standard flight" language that can be understood by first officer candidate	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
KNKT.11.05.10.04	PK-MZK	7-May-11	Final Report	8-May-12	Directorate General of Civil Aviation (DGCA)	04	R	2012	10	1	Emphasis the aircraft inspection including documentation and manuals, prior to issuance of an initial airworthiness certificate related to the CASR 121 requirements including the DFDR parameters	NIL	OPEN	
						04	R	2012	10	2	Review the adequacy of training syllabus in order to meet the qualification requirements	NIL	OPEN	
						04	R	2012	10	3	Review the crew pairing policy	NIL	OPEN	
						04	R	2012	10	4	Review implementation of the Safety Management System (SMS) to all operators	NIL	OPEN	
					Merpati Nusantara Airlines	04	O	2012	10	1	Review the training management system to meet the standard	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
						04	O	2012	10	2	Improve the aircraft acceptance including documentation and manuals, related to the CASR requirements.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
KNKT.09.12.21.04	PK-PNX	31-Dec-09	Final Report	1-Aug-12	Directorate General of Civil Aviation (DGCA)	04	R	2012	21	1	The National Transportation Safety Committee recommends to the Directorate General of Civil Aviation (DGCA) to ensure that the maintenance program of the airframe fuel pumps, part number CJ 10000-D from an on condition to be a hard time maintenance bases.	NIL	OPEN	
						Sinar Mas Super Air	04	O	2012	21	1	Review the maintenance program of the airframe fuel pumps, part number CJ 10000-D from an on condition to be a hard time maintenance bases.		OPEN
					04		O	2012	21	2	Review the policy of take-off at intersection for the first operation of the day.		OPEN	
					KNKT.08.10.21.04	PK-MDO	20-Oct-08	Final Report	3-Oct-12	Directorate General of Civil Aviation (DGCA)	04	R	2012	14
Merpati Nusantara Airlines	04	O	2012	14							1	NTSC recommends that PT. Merpati Nusantara Airlines should perform cadmium re-plating to the tie bolts after ten times wheel hub assembling as stated in the CMM	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED
	04	O	2012	14						2	NTSC recommends, Refer to Honeywell Aircraft landing System (ALS) CMM chapter 32-40-09, the PT. Merpati Nusantara Airlines should : For single bolt failures, each tie bolt adjacent to the broken bolt should be removed and scrapped; and	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
	04	O	2012	14						3	For multiple bolt failures, all tie bolts in the wheel should be scrapped		OPEN	
	04	O	2012	14						4	NTSC recommends, Refer to Honeywell Aircraft landing System (ALS) CMM page 518, Attachment Hardware Inspection, the PT. Merpati Nusantara Airlines should : Operator should adopt a life-limit replacement plan for the wheel hub machine bolts to the life limit at 8,000 landings; and	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
04	O	2012	14	5						Cadmium plating should be restored on the machine bolt after 10 nut installations.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED		
KNKT.09.01.01.04	PK-MDO	16-Jan-09	Final Report	3-Oct-12	Directorate General of Civil Aviation (DGCA)	04	R	2012	1	1	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation to oversight the operators in the mentioned issues.	NIL	OPEN	
						Merpati Nusantara Airlines	04	O	2012	1	1	The National Transportation Safety Committee recommends that the PT. Merpati Nusantara Airline should perform cadmium re-plating to the tie bolts after ten times wheel hub assembling as stated in the CMM.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED
					04		O	2012	1	2	The National Transportation Safety Committee recommends, Refer to Honeywell Aircraft Landing System (ALS) CMM chapter 32-40-09, the PT. Merpati Nusantara Airline should: • For single bolt failures, each tie bolt adjacent to the broken bolt should be removed and scrapped. • For multiple bolt failures, all tie bolts in the wheel should be scrapped	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	
					04		O	2012	1	3	The National Transportation Safety Committee recommends, Refer to Honeywell Aircraft Landing System (ALS) CMM page 518, Attachment Hardware Inspection, the PT. Merpati Nusantara Airline should: • Operator should adopt a life-limit replacement plan for the wheel hub machine bolts to the life limit at 8,000 landings. • Cadmium plating should be restored on the machine bolt after 10 nut installations.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED	

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KNKT.09.02.05.04	PK-LIO	23-Feb-09	Final Report	3-Oct-12	Directorate General of Civil Aviation (DGCA)	04	R	2012	3	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation mandate an inspection requirement, specifying inspections procedures and intervals for crack detection of the nose landing gear spray deflector fitted to MD-90 aircraft. An inspection on the flange is recommended to detect a crack at the flange. The inspection should be performed at the time of tire change.	NIL	OPEN		
					Lion Air and operators of MD-90 aircraft	04	O	2012	3	1	The nose landing gear spray deflector fitted to MD-90 aircraft is inspected for cracks at each nose wheel tire change.		OPEN		
						04	O	2012	3	2	The adequacy of the crack inspection/detection procedures.		OPEN		
KNKT.12.05.09.04	97004	9-May-12	Final Report	18-Dec-12	Directorate General of Civil Aviation (DGCA)	04	R	2012	9	1	To review its oversight and to ensure flight crew actions to respond properly the aircraft system warning through adequate training	NIL	OPEN	-	
						04	R	2012	9	2	To ensure that all aircraft operated under IFR should be conducted with respect to a published minimum safe flight altitude;	Performed safety oversight audit to AirNav Indonesia branch office JATSC to ensure the services was in accordance with the approved SOP	CLOSED	7-Nov-16	
						04	R	2012	9	3	To review its oversight and to ensure that all ATS provider comply with the requirement of MSAW and the minimum vectoring altitude being integral part of radar service;	Performed safety oversight audit to AirNav Indonesia branch office JATSC to ensure the services was in accordance with the approved SOP	CLOSED	7-Nov-16	
						04	R	2012	9	4	To review its oversight and to ensure that all ATS provider follow with the requirement of Advisory Circular (AC) 170-02 regarding Capacity Management;	Performed safety oversight audit to AirNav Indonesia, however the capacity management has not been implemented in all branch office of AirNav Indonesia	OPEN	7-Nov-16	
						04	R	2012	9	5	To review its oversight and to ensure that all approved Ground Handling comply with regulatory documentation keeping in regard to crew and passenger manifest.		NIL	OPEN	-
					Angkasa Pura II (Air Traffic Services Provider)	04	B	2012	9	1	To ensure that the ATC units and airspace structure provide acceptable workload for the ATC as on Advisory Circular (AC) 170-02 regarding Capacity Management;		NIL	OPEN	-
						04	B	2012	9	2	To ensure its radar warning system functions properly and to review that all radar controllers are fully conversant with the system and comply with procedures that they operate		NIL	OPEN	-
						04	B	2012	9	3	To ensure that the correct aircraft type data to be entered to the Flight Data Edit Display (FDED).		NIL	OPEN	-
					Civil Aviation Authority of Russia	04	L	2012	9	1	To review its oversight and to ensure flight crew actions to respond properly the aircraft system warning through adequate training;		NIL	OPEN	-
						04	L	2012	9	2	To ensure that all aircraft operated under IFR should be conducted with respect to a published minimum safe flight altitude;		NIL	OPEN	-
						04	L	2012	9	3	To review the current procedures for the preparation and conduct of a demonstration flight and, if needed, introduce appropriate amendments;		NIL	OPEN	-
						04	L	2012	9	4	To provide the crews with sufficient aeronautical information.		NIL	OPEN	-
					Sukhoi Civil Aircraft Company of Russian Federation	04	M	2012	9	1	To provide the crews with sufficient aeronautical and other necessary information to the crewmember prior to perform flight outside published airway including obstacle and terrain information		NIL	OPEN	-
						04	M	2012	9	2	To review its current demonstration flight practices and ensures the compliance to the flight procedures during demonstration flight.		NIL	OPEN	-
Directorate General of Civil Aviation (DGCA)	04	R	2012	3	1	Ensure the Aviation Medical Centre conducts addition medical examination for the pilot over 60 years old in according with: DGCA CASR 67 "Medical Standard and Certification", DGCA Decree No. SKEP/131/VII/2007 "Revision of DGCA Decree No. SKEP/62/V/2004 about Flight Crew Medical Certification", DGCA Decree No. SKEP/30/II/2009 "Additional Examination for Pilot Over 60 years old", ICAO Doc 8984 "Manual of Civil Aviation Medicine"		NIL	OPEN						
	04	R	2012	3	2	Reinforce and review the procedure for test flight.		NIL	OPEN						
	04	R	2012	3	3	Reinforce and review the requirement for company test pilot		NIL	OPEN						
	04	R	2012	3	4	Review and revise DGCA Decree No. SKEP/30/II/2009 "Additional Examination for Pilot over 60 Years old" issued on 20 February 2009 related Video Nystagmography examination to be included the unilateral weakness is considered normal than 20% in according with the ICAO Doc 8984 "Practices Manual of International Aviation Medicine"		NIL	OPEN						

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KNKT.11.02.03.04	PK-ZAI	12-Feb-11	Final Report	19-Dec-12		04	R	2012	3	5	The Aviation Medical Centre of Directorate General Civil Aviation should aware of any medical results or notes from the specialist of other hospital or medical unit, related the Aviation Medical Centre did not have facility to conduct some additional examinations and the examinations for pilot over 60 years old	NIL		OPEN	
						04	R	2012	3	6	Control the configuration of the aircraft that converted from the military to the civilian version	NIL		OPEN	
						04	R	2012	3	7	Ensure that all installed CVR on the aircrafts were properly maintained	NIL		OPEN	
						04	R	2012	3	8	Ensure that the current Company Manuals in according with the current and applicable manufacturer's standard, instructions and/or manuals.	NIL		OPEN	
						04	O	2012	3	1	Use an approved procedure to perform a test flight.			OPEN	
						04	O	2012	3	2	Ensure the test pilot have capability and approved license to perform the test flight.			OPEN	
						04	O	2012	3	3	Ensure the flight crew has a detail flight plan prior any test flight			OPEN	
						04	O	2012	3	4	Ensure that all critical maintenance tasks required double inspection or required inspection items (RII) must be performed and certified			OPEN	
						04	O	2012	3	5	Ensure that all installed CVR on their fleet were properly maintained			OPEN	
						04	O	2012	3	6	Subscribe and ensure all manufacturer's standard, instructions and/or manuals are current and applicable to the fleet			OPEN	
KNKT.12.11.25.04	PK-YVZ	22-Nov-12	Preliminary Report	22-Jan-13	Angkasa Pura II Branch Office Supadio Airport	04	B	2013	26	1	To ensure the air side of the Supadio Airport is sterilize from any unauthorized personnel, foreign objects or wildlife.	- Implemented Wildlife management - On progress to build double fences - Monitored the manoeuvring area using CCTV - Built monitoring station on each beginning of runway		CLOSED	16-Sep-16
					Batavia Air	04	O	2013	26	1	To improve the company emergency response plan regarding to post-incident handle procedure	The aircraft operator is no longer in operation.		CLOSED	-
KNKT.12.11.26.04	PK-WSC	28-Nov-12	Preliminary Report	8-Feb-13	Whitesky Aviation	04	O	2013	24	1	To enforce the flight operation procedure in particular VFR (Visual Flight Rules) during marginal visibility situation			OPEN	
KNKT.10.02.04.04	PK-YRP	11-Feb-10	Final Report	28-Feb-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	4	1	Ensure that FDR and CVR read out are correct from the actual last flight data, during C of A renewal.	NIL		OPEN	
					04	R	2013	4	2	Ensure the quality system of the operator was function as required by the regulation, in order to avoid such wing tank sealant uncured and dirt.	NIL		OPEN		
					04	O	2013	4	1	Review and improve the Implementation of CRM and technical knowledge.			OPEN		
					04	O	2013	4	2	Ensure the actual of fuel quantity on both fuel tanks was equal and balance prior departure.			OPEN		
					04	O	2013	4	3	Ensure that the modification of fuel system referred to service bulletin No ATR42-28-039 and technical instruction No: 006-ENG-07/2008, was tested referred to the correct procedure as per AMM (JIC) 28-42-00 FUT 10000.			OPEN		
					04	O	2013	4	4	Ensure the FDR and CVR read out and calibration in accordance to the manufacture standard and should be done by approved repair station.			OPEN		
					04	O	2013	4	5	Ensure that the wing tank is clean and free from debris.			OPEN		
04	O	2013	4	6	Ensure that the correct sealant type for the wing tank application and correct procedure to be followed to avoid uncured process of it.			OPEN							
KNKT.11.11.25.04	PK-VVG	26-Nov-11	Final Report	12-Apr-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	25	1	NTSC recommends that Directorate General of Civil Aviation should assure that unauthorised person entering onto active runway in Bilogai/Sogapa Airport was protected or prohibited by any mean or at least a warning signal should be available to alert any people not to enter the runway when the aircraft on approach or prior take off.	NIL		OPEN	
KNKT.11.08.16.04	PK-WFG	8-Aug-11	Final Report	10-Jul-13	Directorate General of Civil Aviation (DGCA)						Menegaskan kembali agar operator berkewajiban melaporkan setiap kejadian Incident/Accident ke Direktorat Jenderal Perhubungan Udara dan KNKT sebagai mana diatur pada CASR 830	NIL		OPEN	
					Wings Air						Memeriksa Bleed Air System pada pesawat ATR 72-500 khususnya kemungkinan adanya tonjolan pipa dari dudukan Bleed Valve dan kemungkinan adanya juga retak pada Bleed Valve (pemeriksaan satu kali)			OPEN	
											Memeriksa kemungkinan kebocoran di Fuel Nozzle instalation pada engine (pemeriksaan satu kali).			OPEN	
										Harus melaporkan ke KNKT dan Direktorat Jenderal Perhubungan			OPEN		
					Manunggal Air Service	04	O	2013	18	1	The National Transportation Safety Committee recommends that PT. Manunggal Air Service should review and implement the approved standard operating procedure including Antonov leased aircraft.			OPEN	

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Investigation	Aircraft Registration	Date of Occurrence	Source	Date of Issued	Receiver	Number					Safety Recommendation	Response		Response Date	
KNKT.10.12.19.04	4L-IFE & PK-YRU	2-Dec-10	Final Report	12-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	18	1	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation cq. Sentani Airport Authority to shall have the aircraft marshaled enough to park the aircraft and to taxi out from the parking stand.	NIL		OPEN	
						04	R	2013	18	2	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation cq. Sentani Airport Authority to Have the parking and taxi out marking in accordance with approved airport marking standard	NIL		OPEN	
KNKT.11.02.04.04	PK-LFI	14-Feb-11	Final Report	12-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	4	1	Ensure that all airport operator conduct periodic runway friction test to ensure the runway friction is within the approved value	NIL		OPEN	-
						04	R	2013	4	2	Ensure that all airport operator conduct rubber deposit removal with approved method and personnel in a period according to the DGCA Advisory Circular number SE.04 issued in 2012;	NIL		OPEN	-
						04	R	2013	4	3	Ensure that weather observation sensor shall be put in a location that free of any possible disturbance according to the ICAO Annex 3, 4.5: Observing and reporting of surface wind.	NIL		OPEN	-
						04	R	2013	4	4	Ensure all aircraft operators to conduct proper flight crew training on the Approach and Landing Accident (ALAR) including the criteria of stabilised approach to be included in the simulator training	NIL		OPEN	-
					Angkasa Pura II Branch Office Sultan Syarif Kasim II Airport	04	B	2013	4	1	Conduct periodic runway friction test to ensure the runway friction is within the approved value	Conducted runway friction test annually		CLOSED	16-Sep-16
						04	B	2013	4	2	Conduct rubber deposit removal with approved method and personnel in a period according to the DGCA Advisory Circular number SE.04 issued in 2012;	Conducted rubber deposit removal twice per year		CLOSED	16-Sep-16
						04	B	2013	4	3	Ensure that weather observation sensor shall be put in a location that free of any possible disturbance according to the ICAO Annex 3, 4.5: Observing and reporting of surface wind	- The BMKG installed two Automatic Weather Observation Station (AWOS) on runway 18 and 36 including display monitor in the Tower, Briefing Office and BMKG office. - The AirNav Indonesia added two wind direction indicators on area threshold runway 18 and 36.		CLOSED	16-Sep-16
					Lion Air	04	O	2013	4	1	To emphasize the flight crew training on the Approach and Landing Accident (ALAR) including the criteria of stabilised approach to be included in the simulator training.	NIL		OPEN	-
						04	O	2013	4	2	Pilot should calculate the landing distance required based on the actual wet runway condition.	NIL		OPEN	-
						04	O	2013	4	3	To provide a comprehensive system to ensure the electrical power to the CVR disconnect immediately after the serious incident to prevent automatic overwritten of the information	NIL		OPEN	-
KNKT.11.02.05.04	PK-LHH	15-Feb-11	Final Report	12-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	5	1	The National Transportation Safety Committee recommends to the Directorate General of Civil Aviation to ensure that the aircraft operator implement company Standard Operating Procedure in relation of CDU set up during approach.	NIL		OPEN	
					Lion Air	04	O	2013	5	1	The National Transportation Safety Committee recommends to the Directorate General of Civil Aviation to ensure the implementation of company Standard Operating Procedure in relation of CDU set up during approach.			OPEN	
KNKT.11.08.15.04	PK-FUG	3-Aug-11	Final Report	12-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	15	1	Evaluate the requirement of two pilots operation for aircraft regards to number of passenger carried, IFR and or long distance operation with refer to CASR 135.383.	NIL		OPEN	
						04	R	2013	15	2	Evaluate the necessity of CVR/FDR to be installed in aircraft certified to carry certain number of passenger.	NIL		OPEN	
						04	R	2013	15	3	Reemphasize operators to conduct ALAR,CFIT and Mountainous training/ briefing to all Flight Crew	NIL		OPEN	
						04	R	2013	15	4	Reemphasize for operators to produce/generate assigned VFR route for each area of operations.	NIL		OPEN	
						04	R	2013	15	5	Reemphasize to operator to adapt the published circular regarding to pilot operations during fasting condition (No. AU/5660/DKUPPU/2898/EK.III/2010).	NIL		OPEN	
						04	O	2013	15	1	To reinforce the flight operation procedure to follow Visual Flight Rules			OPEN	
04	O	2013	15	2		Re-evaluate the single pilot operation for long distance flights particularly for extended overwater operation.			OPEN						

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						04		O		2013					15	3	
					Nyaman Air	04		O		2013	15	3	Ensure to brief pilots with safety briefing more particular ALAR and CFTT prevention.		OPEN		
						04		O		2013	15	4	Produce "Pilot Guidance" for VFR assigned route for each of operation base/ area, and have it positively controlled. And establish a local VFR procedure for each of operation area/base		OPEN		
KNKT.11.09.20.04	PK-TLF	29-Sep-11	Final Report	12-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R			2013	20	1	Ensure the training implementation of Control Flight into Terrain (CFTT), and Approach and Landing Accident Reduction (ALAR);	NIL	OPEN		
						04	R			2013	20	2	Improve the quality and quantity of operation inspector to ensure the surveillance of the DGCA to the operator.	NIL	OPEN		
KNKT.11.11.23.04	PK-NIP	16-Nov-11	Final Report	12-Jul-13	Nusa Flying International	04	O			2013	23	1	Provide weather information adequate for each flight.	Required each student to request meteorological report before flight to BMKG	CLOSED	9-Sep-16	
						04	O			2013	23	2	Emphasis of a VFR flight should be performed in Visual Meteorological Condition (VMC).	Reemphasized the implementation of Standard Operation Manual (SOM) Chapter 5: Weather and Chapter 6: Standardization and Safety Procedures.	CLOSED	9-Sep-16	
KNKT.12.03.06.04	PK-ODA	17-Mar-12	Final Report	12-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R			2013	6	1	The National Transportation Safety Committee recommends to the Directorate General of Civil Aviation to review the training and checking requirements for pilots operating in remote and mountainous regions such as Papua	NIL	OPEN		
						04	R			2013	6	2	Particular attention to the training given to the pilot for visual flight operations in mountainous and unpredictable weather conditions, included intensive route and aerodrome familiarization in locations, and over routes, where aids such as TAWS7, GPSS, and Radio Altimeter9 are not effective nor practical nor available.	NIL	OPEN		
					Airfast Indonesia	04	O			2013	6	1	The National Transportation Safety Committee recommends to the PT Airfast Indonesia review the training and checking requirements for pilots operating in remote and mountainous regions such as Papua.		OPEN		
KNKT.12.04.08.04	PK-VVQ	25-Apr-12	Final Report	12-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R			2013	8	1	The National Transportation Safety Committee recommends that Directorate General of Civil Aviation should review the Operator Operation Specification as specially the AOC 135 holder that have a special operation such as Survey Flight, aerial Manuring to have an approved specific SOP for conducting such flights, which includes: - Survey/Manuring preparation and individual site risk analysis - Survey/Manuring execution procedures and limitations - Limitations in flight and duty times for flights - Specific safety instruction on the use of harnesses and other safety equipment - Fuel management procedures - A comprehensive training program covering all aspects for new pilots	NIL	OPEN		
						Pilatus Aircraft Ltd.	04	M			2013	8	1	To develop a low fuel warning system for all PC6 aircraft that can be installed on new aircraft and retrofitted to existing aircraft.		OPEN	
						Susai Air	04	O			2013	8	1	To review the flight management especially on the areal survey flight and operation fuel management system		OPEN	
							04	O			2013	8	2	Ensure that all of the crews were using shoulder harness and the passenger were using seat belt during takeoff, landing and on the emergency or on the critical condition		OPEN	
KNKT.12.02.02.04	PK-BSA	4-Feb-12	Final Report	24-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R			2013	2	1	The National Transportation Safety Committee recommends that the Directorate General of Civil Aviation should to review pilot qualification especially for the mountainous and marginal air strip operation.	NIL	OPEN		
						Ersa Eastern Aviation	04	O			2013	2	1	CFTT/ ALAR procedure;		OPEN	
							04	O			2013	2	2	Pilot training program and criteria related to the mountainous area especially for Papua flying Pilots;		OPEN	
							04	O			2013	2	3	The shut down engine emergency procedure on the ground on the serious incident or accident;		OPEN	
04	O			2013	2	4	The recruitment and training for the single pilot in-command.		OPEN								
KNKT.07.05.12.04	PK-PNM	12-May-07	Final Report	30-Jul-13	Directorate General of Civil Aviation (DGCA)	04	R			2013	9	1	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation should review and emphasize the agricultural pilot qualification, and licensing system related to the low level specific flight operation.	NIL	OPEN		
KNKT.08.03.06.04	PK-SKI	16-Mar-08	Final Report	30-Jul-13	Federation Aero Sport Indonesia (FASI)	04	L			2013	6	1	The National Transportation Safety Committee recommends that the Federation Aero Sport Indonesia (FASI) should manage the operation and maintenance of the aircraft belong to the member of FASI.		OPEN		
					Directorate General of Civil Aviation (DGCA)	04	R			2013	6	1	The National Transportation Safety Committee recommends that the Directorate General Civil Aviation assure that the experimental aircraft operated under FASI was accordance CASR 91 paragraph 91.319.	NIL	OPEN		

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KNKT.08.11.20.04	PK-ANX	27-Nov-08	Final Report	31-Jul-13	Sekolah Tinggi Penerbangan Indonesia (STPI)	04	O	2013	20	1	The National Transportation Safety Committee recommends that the Indonesian Civil Aviation Institute to ensure the pilot to set and secure properly the seat locking system prior take-off.		OPEN		
						04	O	2013	20	2	The National Transportation Safety Committee recommends that the Indonesian Civil Aviation Instituteshould maintain the shimmy damper properly.		OPEN		
											The National Transportation Safety Committee recommends that the Indonesian Civil Aviation Insitute should maintain the shimmy damper properly.		OPEN		
KNKT.11.10.21.04	PK-NUH	17-Oct-11	Final Report	7-Oct-13	Merpati Nusantara Airlines	04	O	2013	21	1	The National Transportation Safety Committee recommends that PT. Merpati Nusantara Airlines to emphasize in performing stabilized approach.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED		
						04	B	2013	21	1	Provide the wind direction device, such as windsock;		OPEN		
						04	B	2013	21	2	Provide ground to air radio communication;		OPEN		
						04	B	2013	21	3	Provide airstrip officer on duty available when in any flight departed and arrival from the airstrip.		OPEN		
KNKT.11.12.30.04	PK-CKM	20-Dec-11	Final Report	17-Dec-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	30	1	The National Transportation Safety Committee issued several safety recommendations to DGCA to review the DGCA's quality system in controlling the operator. In conduct pilot training and In monitor pilots duty to ensure acceptable fatigue level.	NIL	OPEN	-	
						04	O	2013	30	1	To ensure pilot compliances to the procedures and CRM as such during Line Operation Safety Audit (LOSA), line check and proficiency check.	Sriwijaya Air have put the policy of CRM procedure on Company Operation Manual (COM) 8.3.19	CLOSED	2-Sep-16	
						04	O	2013	30	2	To monitor the pilots duty to ensure acceptable fatigue level.	Sriwijaya Air have put the policy of flight duty times and period on Company Operation Manual (COM) 7.2.1.1	CLOSED	2-Sep-16	
						04	O	2013	30	3	The investigation had examined the safety actions issued by the operator and considered relevant, however, the NTSC recommends that the safety actions should be systematic and focused to overcome safety issues as describe in chapter 2 of this report and oversight periodically by the Safety Department.	Sriwijaya Air has been conduct safety oversight as per SMS Manual 12.0 and Company Operation Manual (COM) 3.5.1.	CLOSED	2-Sep-16	
KNKT.12.03.04.04	9V-SBH	6-Mar-12	Final Report	17-Dec-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	4	1	To review the standard of training and checking system by approved training provider in conducting ICAO Language Proficiency (ILP) training.	NIL	OPEN	-	
						04	R	2013	4	2	To ensure personnel performs their duty hold the valid certificate.	NIL	OPEN	-	
						04	B	2013	4	1	To ensure personnel conducting their duty holds the valid certificate.	Ensured every air traffic controller conducting hold valid license and rating while conducting their duty	CLOSED	19-Sep-16	
						04	B	2013	4	2	To ensure controller able to communicate in English other than standard phraseology of radio telephony.	- Conducted periodic refreshment training of ICAO Language Proficiency (ILP) in accordance to the requirement standard of AC 69-01. - Issued notice number EDR 04.06.05/00/LPPNPI/11/2015:001 regarding the ATS personnel that did not pass the ILP test to conduct their duty under supervision.	CLOSED	19-Sep-16	
						04	B	2013	4	3	To emphasis the policy of sterile control tower room.	Issued notice number EDR 13.01/00/LPPNPI/10/2014/001 regarding the improvement of the air navigation services.	CLOSED	19-Sep-16	
KNKT.12.08.16.04	PK-IWH	24-Aug-12	Final Report	17-Dec-13	Directorate General of Civil Aviation (DGCA)	04	R	2013	16	1	The National Transportation Safety Committee recommends that Directorate General of Civil Aviation should review the Operator Operation Specification as specially the AOC 135 holder that have a special operation such as Survey Flight, Aerial Manuring to have an approved specific SOP for conducting such flights, especially Survey/Manuring preparation and individual site risk analysis, as previously NTSC recommendation on KNKT.12.04.08.04 investigation report.	NIL	OPEN		
						Intan Angkasa Air Services	04	O	2013	16	1	Include particular training requirement in the SOP for special operations including aerial survey procedures ;		OPEN	
							04	O	2013	16	2	Include particular training requirement in the SOP for special operations including aerial survey procedures ;		OPEN	
							04	O	2013	16	3	Ensure all pilots are current with the proficiency check		OPEN	
Directorate General of Civil Aviation (DGCA)	04	R	2014	19	1	To review the DGCA quality system in controlling the operator in conduct any changes of the safety related procedures to assure the authority acknowledgement and approval.	NIL	OPEN							
	04	R	2014	19	2	To review Master Minimum Equipment List (M MEL) of MA 60 to comply with the Indonesia CASR.	NIL	OPEN							
	04	R	2014	19	3	Refer to previous accident of MA60, The NTSC re-issue recommendation to emphasis the DFDR parameters shall meet with the CASR requirements.	NIL	OPEN							

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KNKT.13.06.19.04	PK-MZO	10-Jun-13	Final Report	22-Jan-14	Merpati Nusantara Airlines	04	O	2014	19	1	Prior to revise any procedure, the operator should perform follow process as required by a standard of Quality System including the safety assessment and risk analysis.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED
						04	O	2014	19	2	To review Minimum Equipment List (MEL) to comply with the Indonesia CASR.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED
						04	O	2014	19	3	The investigation had examined the safety actions planned by the operator and has the same perspective and considered relevant, as such, the NTSC recommends that the safety actions planned should be implemented systematically and oversight periodically by the Safety Department.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED
						04	O	2014	19	4	The follow through method was an old method which considered ineffective by most operators worldwide as it created hazard especially in the critical situations such as rejected take off or go around etc. However, as long as the operator could perform consistently this would be subject to the operator's policy.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.	CLOSED
					Xi'An Aircraft Industry (Group) Company LTD	04	M	2014	19	1	The FCOM contain information that contrary to the other aircraft manual and to the actual condition in the aircraft and was written in un-common aviation terminology. The NTSC has issued recommendation to revise the FCOM with common aviation terminology following the accident of MA 60 which occurred in May 2011. On 17 December 2013, the NTSC received a comment letter from the CAAC which could be classified as safety actions. However the NTSC is waiting for the information of the follow up of those safety actions.		OPEN
KNKT.12.08.15.04	PK-ROI	5-Aug-12	Final Report	20-Feb-14	Bali International Flight Academy	04	O	2014	15	1	The instructor information of how to perform approach on runway 32 by achieving target at certain position by visual reference, and refer to the fact of the first impact position and the high sink after power reduction was highly possible that the aircraft speed was relatively low on short final should consider as reference only. Refer to this particular case the NTSC recommends to review the teaching method of how to perform approach by achieving approach glide path		OPEN
						04	O	2014	15	2	Any instructor information such as visual reference approach guidance may become mandatory target for the student. Following to this information the NTSC recommends that any necessary instructor information should be documented and included on the training syllabus as part of the training and practices for student pilot.		OPEN
						04	O	2014	15	3	If it is possible to minimize the risk related to approach path guidance, the NTSC consider suggesting the installation of any means of glide path reference guidance.		OPEN
KNKT.13.05.11.04	PK-JUA	3-May-13	Final Report	20-Feb-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	11	1	to review the current over sight procedure and system including the implementation of determining the qualification standard criteria to the flying schools in Indonesia	NIL	OPEN
					Bandung International Aviation Management	04	O	2014	11	1	As indicated in this analysis and finding that the student pilot had 3 times checked for his solo flight qualification prior to be released for solo flight, for this particular issue, the NTSC recommends the management to review their current SOP for solo flight checking criteria.		OPEN
						04	O	2014	11	2	Before the accident the Bandung Pilot Academy did not have the limitation for the solo flight check, the NTSC recommends that the Bandung Pilot Academy has to review the policy and training syllabus.		OPEN
KNKT.07.10.16.04	PK-PNZ	5-Oct-07	Final Report	1-Mar-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	16	1	The NTSC recommends that DGCA should evaluate the requirement of agriculture pilot than single engine land requirement.	NIL	OPEN
KNKT.13.12.34.04	PK-DAL	30-Dec-13	Preliminary Report	12-Mar-14	Derazona Air Service	04	O	2014	34	1	To enforce the SOP of radio communication procedure both inside and outside		OPEN
						04	O	2014	34	2	To evaluate the minimum requirement flight experience for pilot. More particular on type experience, before assigning pilot to carry out mission as PIC		OPEN
					Directorate General of Civil Aviation (DGCA)	04	R	2014	34	1	Should review the CASR Part 139: Aerodrome; to accommodate certification requirements for an elevated heliport that is suitable and available for use by the helicopter having passenger-seating capacity below 30 seats or takeoff weight below 5,700 kgs.	NIL	OPEN
KNKT.14.02.04.04	PK-LFH	1-Feb-14	Preliminary Report	12-Mar-14	Lion Air	04	O	2014	4	1	The implementation of the bounced landing recovery and rejected landing training exercise		OPEN
						04	O	2014	4	2	That the pairing of less experience pilot and the limitations were met to the COM chapter 4 Operation		OPEN

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						04	O	2014	4	3	The issue of the elevator control artificial feel deviation value found from the accident aircraft did not occur on the other similar type of aircraft.		OPEN	
KNKT.11.09.18.04	PK-UCE	22-Sep-11	Final Report	14-Mar-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	18	1	As the growing rate of the VFR flight in Papua is become significant, it is necessary that a standard VFR route guidance should be made available. As such, the NTCS recommends, that the draft of VFG (Visual Flight Guide) proposed by the Indonesian DGCA which had not been officially issued, can be processed and to be issued at the soonest possible time.	NIL	OPEN	
					Yayasan Jasa Aviiasi Indonesia (YAJASI)	04	O	2014	18	1	The pilot had decided to continue the flight to Wamena thought out marginal weather and manoeuvring space, it was indicated by the aircraft impacted the terrain at approximately 7500 feet over the North Gap. Referring to the aforesaid pilot decision the NTSC concludes that the safety actions issued by the chief pilot are relevant for the improvement and the application of these safety actions should be oversighting systematically		OPEN	
						04	O	2014	18	2	According to this final report analysis on the VFR flight conduct, The investigation concludes that the pilot had chosen to penetrate the cloud formation to the left of the VFR route guidance, but the space available was less than the requirement stated for the Weather Minimum class F. referring to the result of this analysis the NTSC recommends that Yayasan Jasa Aviiasi has to ensure that the pilots has well recognize the application of the VFR flight requirement and limitation laid down in CASR 91 subpar 91.15.		OPEN	
KNKT.13.03.07.04	PK-CLJ	27-Mar-13	Final Report	14-Mar-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	7	1	Has to ensure that the SMS is well implemented by the operator, moreover it is not limited to the other Air Operator Certificate and Airport Certificate holders.	NIL	OPEN	
					Angkasa Pura II Branch Office Minangkabau Airport	04	B	2014	7	1	There was no hazard report related to the occurrence when arriving from Medan. This occurrence has jeopardized the airport facility and should become a mandatory reported event as part of Safety Management System. NTSC recommends encouraging Safety Management System and implementing properly	- Painted turning guidance marking on beginning runway 33 and 15 including on the middle of the runway 1,200 meters from runway 15. - Cleaned the paved shoulder runway and build drainage along the runway. - Conducted rubber deposit removal periodically. - Conducted grass trimming along the runway shoulder. - Conducted wildlife hazard management. - Built double fencing (in progress)	OPEN	11-Sep-16
					Sriwijaya Air	04	O	2014	7	1	NTSC agree and has same perception to the contents of: QSS/DS/IV/2013/R-12 dated 01 April 2013 especially on the elements of Human Factors areas. As an additional, Sub part 2.3 of this report described the critical element that would enable to enrich the direction for the implementation.	QSS/DS/IV/2013/R-12 have been implemented	OPEN	2-Sep-16
						04	O	2014	7	2	There was no hazard report related to the occurrence when arriving from Medan. A hazard report to this occurrence might prevent to the subsequent occurrence by early hazard identification to determine the risk level. This indicated that the SMS has not well implemented. NTSC recommends to encourage and implementation of proper Safety Management System.	Hazard reporting system have been implemented as per SMS Manual 7.6.	CLOSED	2-Sep-16
KNKT.13.08.22.04	PK-LKH	6-Aug-13	Final Report	14-Mar-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	22	1	To ensure the implementation of Appendix 1 subpart 4.11 and 4.12 are implemented by the Aerodrome Certificate Holder. As additional information similar Runway Incursion occurrence caused of broken of Airport perimeter breach and resulting accident at: -Mopah Airport Merauke on 28 January 2008, -Budiarto Airport, Curug on 19 April 2010, and -Supadio Airport, Pontianak on 22 November 2012 In respect to these Runway Incursion occurrences, the oversight of the implementation such subparts should be extended to the other Airports	NIL	OPEN	
						04	R	2014	22	2	Consider to the recommendations address to Djalaluddin Airport, DGCA has to make sure that the aforesaid recommendations are well implemented.		OPEN	
					Djalaluddin Airport	04	B	2014	22	1	The broken fence that accessible for the animal, person, vehicle to the runway is classified as an extremely hazard. If such condition exists, it is recommended to promptly correcting.		OPEN	

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						04	B	2014	22	2	To ensure the Aerodrome Manual especially chapter 4.12 subject: wildlife hazard management is well implemented.			OPEN	
						Lion Air	04	O	2014	22	1	To broadening hazard identification and risk assessment to ensure the safe operation of the flight.			OPEN
KNKT.10.07.12.04	PK-RJS	9-Jul-10	Final Report	15-Apr-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	12	1	As the growing rate of the flight in Papua is become significant, it is necessary that a standard airstrip should be established refer to Director General Degree No. 3 Year 2005 Chapter VII (SKEP Dirjen Hubud No. 3 Tahun 2005 Bab VII). As such, the NTSC recommends: • To improve ongoing process to identify the runway condition and the mitigation to ensure its condition meet the requirements.	NIL		OPEN	
KNKT.11.12.31.04	PK-CJD	24-Dec-11	Final Report	15-Apr-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	31	1	The defective hydraulic hose was most likely consistent with fatigue mode initiated by fretting damage on the wire mesh as a result of vibration, and it could be happen again to the other similar aircrafts as such, The NTSC recommends that the DGCA has to oversight this recommendation implementation.	NIL		OPEN	-
					Sriwijaya Air	04	O	2014	31	1	In the course of investigation, NTSC issue immediate recommendation to perform the leak test as per Boeing B737-200 Maintenance Manual chapter 29-00 "Hydraulic Power – Inspection Check" in sub chapter "Hydraulic System External leakage Check and Internal Leakage Check" regularly.	Leak test have been performed and aircraft have been delivered to other operator.	CLOSED	2-Sep-16	
						04	O	2014	31	2	The internal leak of Main Rudder PCU is not easily to detect, therefore NTSC recommend that the maintenance item to perform the operational test of Main Rudder PCU using the isolated hydraulic system is preferable.	Operational test have been performed and aircraft have been delivered to other operator	CLOSED	2-Sep-16	
04	O	2014	31	3	The QSS had issued several recommendations as result from internal investigation. Aligning with those aforesaid internal recommendations, the NTCS recommends the QSS department shall also refer to the subpar 2 of this final report.	All recommendation have been implemented accordingly	CLOSED	2-Sep-16							
KNKT.13.01.01.04	PK-UCJ	17-Jan-13	Final Report	13-May-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	1	1	The rubber deposit in about half of the runway 15 at Wamena Airport might have a part of the contributing factors in this runway excursion, as such, it is strongly required that the authority has to consider a regular runway decontamination schedule, not only in Wamena Airport but it could be extended to the other airports in a regular basis	NIL		OPEN	
						04	R	2014	1	2	Consider to the recommendations address to PT. Yayasan Jasa Aviiasi Indonesia, the National Transportation Safety Committee recommends to the DGCA has to ensure that the aforesaid recommendations are well implemented	NIL		OPEN	
					Yayasan Jasa Aviiasi Indonesia (YAJASI)	04	O	2014	1	1	To review and encourage the procedure and the operation department should ensure			OPEN	
						04	O	2014	1	2	It might extend to the other pilots that the missed conduct of cornering technique of this serious incident as such, the operation department should ensure that the correct cornering technique should be reviewed and encouraged during the flight check or in all means of training			OPEN	
						04	O	2014	1	3	Considering to the PIC that taxi with damage aircraft conditions without proper evaluation might endanger to the pilots, other person or properties. As such, the NTSC recommends the operation department to review the Standard Operating Procedures regarding the operation of such condition			OPEN	
04	O	2014	1	4	The instructor should able to take accurate decision to recover any mistake that possibly makes by the pilot under training. As such, the NTSC recommends the operation department to review the instructor training syllabus and the teaching method			OPEN							
KNKT.11.09.19.04	PK-OCV	25-Sep-11	Final Report	30-May-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	19	1	To review the quality system in conducting safety oversight to the operator: conduct operational procedures	NIL		OPEN	
						04	R	2014	19	2	To review the quality system in conducting safety oversight to the operator: monitor pilots duty to ensure acceptable fatigue level.			OPEN	
					Airfast Indonesia	04	O	2014	19	1	To ensure pilot compliances to the procedures as such during safety oversight, line check and proficiency check.			OPEN	
						04	O	2014	19	2	To monitor the pilots duty to ensure acceptable fatigue level.			OPEN	
KNKT.13.02.03.04	PK-YRF	5-Feb-13	Final Report	30-May-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	3	1	To provide all relevant safety information such as the runway will become slippery after raining on the previous day to be included in the Aerodrome for Light Aircraft (ALA). Up to date the ALA has not issued yet by the DGCA	The DGCA has not inserted all relevant safety information in the ALA		OPEN	7-Nov-16
						04	O	2014	3	1	To develop a system or procedure to ensure a safe operation to aerodrome or airport that has not been flown for more than 12 months as it has not been included in the Company Operation Manual for VFR flight	NIL		OPEN	-

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						04	O	2014	3	2				
					Trigana Air Services	04	O	2014	3	2	During the final approach, there was unresolved discrepancy between the pilots. It is require to ensuring pilot compliance to the good CRM as such during the Line Operation Safety Audit (LOSA), line check and proficiency check.	NIL	OPEN	-
						04	O	2014	3	3	The PIC action to recover the situation was differed to the technique and statement in the AOM. The cornering technique shall be well briefed to ensure the understanding to all pilots.	NIL	OPEN	-
KNKT.13.11.29.04	PK-AXG & PK-LBH	20-Nov-13	Final Report	23-Jun-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	29	1	To amendment of the AIP for Adisutjipto Airport to include the taxiway NP and N3 in the airport layout	The layout of taxiway NP and N3 has been included in the AIP amendment of 41	CLOSED	7-Nov-16
						04	R	2014	29	2	To review the existing AIP publication system to ensure the amendment of the AIP to the current condition in timely manner	Issued Director General of Civil Aviation decree number 256 of 2016 regarding establishment of AIP team to ensure the publication system is performing in timely manner	CLOSED	7-Nov-16
						04	R	2014	29	3	To review the controllers training program in order to enrich the knowledge of the controllers concerning to the aircraft performance and operation. This refer to the finding that the controller perceived that an aircraft go around from short final might jeopardize the safety of the flight while the aircraft procedure indicated that a go-around can be performed as long as the aircraft has not touched down.	The AirNav Indonesia branch Yogyakarta has established training for ATS personnel.	OPEN	7-Nov-16
					AirNav Indonesia District Office Yogyakarta	04	A	2014	29	1	To emphasis all Adisutjipto controllers to be consistent in the implementation of the SOP, particularly on transfer of control and transfer of communication.	- Issued notice number EDR 13.01/00/LPPNPI/10/2014/001 regarding the improvement of the air navigation services. - Inserted the evaluation of SOP to the periodic ATS performance check (every 6 months).	OPEN	19-Sep-16
						04	A	2014	29	2	To ensure that the controllers well understands and implements the radiotelephony standard phraseology	- Inserted the standard phraseology evaluation to the periodic ATS performance check (every 6 months). - Conducted periodic refreshment training of ICAO Language Proficiency (ILP) in accordance to the requirement standard of AC 69-01	CLOSED	19-Sep-16
						04	A	2014	29	3	To enrich the knowledge of the controllers concerning to the aircraft performance and operation. This refer to the finding that the controller perceived that an aircraft go around from short final might jeopardize the safety of the flight, while the aircraft procedure indicated that a go-around can be performed as long as the aircraft has not touched down	Conducted refreshing course for air traffic controller to improve the knowledge and safety awareness while conducting their duty.	CLOSED	19-Sep-16
						04	A	2014	29	4	To ensure that the controller environment is free from any noise and non-pertinent conversation	Issued notice number EDR 13.01/00/LPPNPI/10/2014/001 regarding the improvement of the air navigation services.	OPEN	19-Sep-16
KNKT.11.07.15.04	PK-GGO	22-Jul-11	Final Report	16-Jul-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	14	1	The National Transportation Safety Committee recommends to the Directorate General of Civil Aviation (DGCA) to monitor and over sighting periodically the recommendation implementation as stated above.	NIL	OPEN	-
					Garuda Indonesia	04	O	2014	14	1	It was identified that in consistency to the operator policy and procedure related to the un-stabilized approach and landing procedures was as a contributing factor in this serious incident. KNKT recommends to reemphasize the implementation of the published standard operating procedures and to consider that this condition might possible extend to the other flight crew.	Garuda Indonesia had stabilize approach criteria as stated on the Basic Operation Manual (BOM).	CLOSED	2-Nov-16
						04	O	2014	14	2	Associated with the PIC decision, that the implementation of the CRM Philosophy was requiring flight crew focuseson specific teamwork, communication, decision-making, and workload management behaviors that have been proven to enhance personal effectiveness and job satisfaction. As such, KNKT recommends to re-emphasizea well implementation of the CRM philosophy especiallyto the topics described above and to consider that this condition might possible extend to the other flight crew.	The Basic Operation Manual (BOM) had recommended procedural steps and progressions of inquiries which considered being effective to be used by all subordinates.	CLOSED	2-Nov-16
					Directorate General of Civil Aviation (DGCA)	04	R	2014	32	1	To refer to the past and similar occurrences which have been recommended by the KNKT, it strongly required that the DGCA has to facilitate the recommendation described on the recommendation 5.2.	NIL	OPEN	-
						04	R	2014	32	2	To oversight the correct interpretation and implementation of recommendations in this report, to ensure effectiveness for safety improvement to the operators	NIL	OPEN	-
						04	O	2014	32	1	To evaluate the flight crew ability when changing control the aircraft from automatic flight to hand flying especially when interferes with one or more condition changes such as wind speeds and directions, and visibility at critical flight condition.	- Highlighted Type Rating Ground & Type Rating/Proficiency Check I 2014 which included aircraft handling in final approach and crpswind landing techniques - Type Rating/Proficiency Check syllabi semester I 2014	CLOSED	2-Nov-16

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KNKT.13.12.32.04	PK-GPN	13-Dec-13	Final Report	16-Jul-14	Garuda Indonesia	04	O	2014	32	2	To reinforce the pilot discipline to the current operator manuals in respect to the procedure contributed to this serious incident as discussed in the chapter 2 analysis of this report.	Issued flight operation notice number 009/2013 with subject of "Continuation Approach Below DA/DH", including highlight note that the company will not initiate disciplinary measures for a go around executed under any unsafe or unstabilized approached.	CLOSED	2-Nov-16					
						04	O	2014	32	3	To enrich long term memory in relation to pilot intuitive decision making at critical flight condition.	Reinforced pilot intuitive decision making in Flight Crew CRM Recurrent syllabus 2014, which included situational awareness, briefing, communication, assertiveness and leadership	CLOSED	2-Nov-16					
					AirNav Indonesia	04	A	2014	32	1	To refers to the past and similar occurrences which have been recommended by KNKT, it is necessary to implement the ICAO Annex 3.4.6 recommendation as mandatory.	- Issued notice number EDR 13.01/00/LPPNPI/10/2014/001 regarding the improvement of the air navigation services. - Issued notice number 13.02.02/00/LPPNPI/05/2016/141 regarding the improvement of ATC awareness during extreme bad weather and clear air turbulence.	OPEN	19-Sep-16					
					Badan Meteorologi Klimatologi dan Geofisika (BMKG)	04	L	2014	32	1	To the BMKG to comply with the recommendation of the ICAO Annex 3.4.6	NIL	OPEN	-					
						04	L	2014	32	2	To BMKG and the AirNav to review the internal network to improve the observed weather information aforesaid in point a) to be distributed to the pilot in timely manner.	NIL	OPEN	-					
						04	L	2014	32	3	To refers to the past and similar occurrences which have been recommended by KNKT, it is necessary to implement the ICAO Annex 3.4.6 recommendation as mandatory.	NIL	OPEN	-					
					KNKT.13.04.09.04	PK-LKS	13-Apr-13	Final Report	27-Aug-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	9	1	The DGCA should oversight all air operators in achieving the effectiveness of training programs for the pilots to be competent in hand flying and covered during pilot initial training and recurrent program.	NIL	OPEN	-
											04	R	2014	9	2	The DGCA should oversight all air operators to ensure pilot monitoring skills are embedded in the pilot training program and SOP	NIL	OPEN	-
											04	R	2014	9	3	The DGCA should oversight all air operators to ensure the effectiveness of current CRM training program and CRM practices	NIL	OPEN	-
											04	R	2014	9	4	The DGCA should oversight all air operators in reviewing the effectiveness of current Safety Emergency Procedure particularly evacuation procedure	NIL	OPEN	-
04	R	2014	9	5							The DGCA should oversight the ARFF response time capability, including in the case of the firefighting and rescue category downgraded due to firefighting and rescue activities	NIL	OPEN	-					
Lion Air	04	O	2014	9						1	The operator should ensure that all pilots must be competent in hand flying and covered during pilot initial and recurrent training program	NIL	OPEN	-					
	04	O	2014	9						2	The operator should emphasize and ensure pilot monitoring skills are embedded in the pilot training program and SOP	NIL	OPEN	-					
	04	O	2014	9						3	The operator should review and ensure the effectiveness of current CRM training program and CRM practices.	NIL	OPEN	-					
	04	O	2014	9						4	The operator should review and ensure the effectiveness of current Safety Emergency Procedure particularly evacuation procedure.	NIL	OPEN	-					
Angkasa Pura I	04	B	2014	9						1	In regard to the actual time of the ARFF arrival at the accident site and the ICAO Annex 14 Para 9.2.23 recommended response time indicated that the actual response time performed by the ARFF was 4 minutes instead of 3 minutes after the crash bell pressed by controller. Following to this finding the PT Angkasa Pura I requires to evaluate the ARFF response time capability based on the involvement of the ARFF Ngarah Rai to this rescue operation	- Evaluated the emergency respond time of the ARFF through emergency exercise, the response time during the exercise was 2 minutes - Updating the Letter of Operation Coordination Agreement (LOCA) between ARFF and ATC regarding sudden crash situation	CLOSED	8-Nov-16					
	04	B	2014	9						2	While foam tenders(s) absence from the fire station, the requirement of ICAO for the response time and firefighting category should be complied therefore requires specific strategy. If the response time could not be achieved, the airport operation should be reduce or stop for evaluating purposes.	- Made Letter of Operation Coordination Agreement with local fire fighting unit to support the ARFF. - On progress of procurement a new foam tender unit.	CLOSED	8-Nov-16					
Badan Meteorologi Klimatologi dan Geofisika (BMKG)	04	L	2014	9						1	The ICAO Annex 3.4.6, Observing and reporting of visibility, should be implemented	NIL	OPEN	-					
	04	L	2014	9						2	The BMKG and AP I should evaluate the current information distribution system to ensure the latest weather information distributes to the pilots representing the ICAO Recommendation	NIL	OPEN	-					

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					AirNav Indonesia	04	A	2014	9	1	The ATIS information of the visibility was 10 km contrary to the actual condition that the pilots could not see the runway. Considered to this finding KNKT recommends that the AirNav Indonesia should adjust the airport operation according to the current firefighting and rescue category, declared by airport authority	- Participating on runway safety team which discussing runway performance, security issues, ATIS, apron movement, bird strike, fire fighting, airport facilities, navigation aid, etc. - Developed MOU with PT. Angkasa Pura I to improve safety during day to day operation. - Issued notice to ATC to improve their safety awareness while providing air navigation services.	CLOSED	19-Sep-16	
KNKT.13.09.24.04	PK-KFC	12-Sep-13	Final Report	10-Oct-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	24	1	To provide guidance related to the use of MOGAS for light aircraft operation to consider the weather phenomenon and other issues in Indonesia as required by CASR Part 43.13	NIL	OPEN		
						04	R	2014	24	2	To ensure KNKT recommendations to PT. Aviassi Solusi Prima (FlyBest Flight Academy) are well implemented	NIL	OPEN		
					FlyBest Flight Academy	04	O	2014	24	1	To ensure safety risk assessment is performed and approval from the authority when required, to any alteration or policy differ from manufacturer procedures		OPEN		
						04	O	2014	24	2	To resolve discrepancy within the management in order to eliminate hazard that may exist.		OPEN		
KNKT.13.05.13.04	PK-TLG	10-May-13	Final Report	25-Nov-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	13	1	To review and emphasize the implementation of the standard of safety over sight	NIL	OPEN		
							04	R	2014	13	2	Should review the implementation of the standard qualification of the maintenance personnel related to the duty and responsibility	NIL	OPEN	
							04	R	2014	13	3	Review the using of the Propeller log book and other log book produced by the Sub Directorate of Maintenance Control; Directorate Airworthiness to meet to the maintenance recording in accordance with the current Civil Aviation Regulation	NIL	OPEN	
							04	R	2014	13	4	To emphasize the NDI approved facility to implement the inspection requirement for the required a quantitative limitation, to have a quantitative result.	NIL	OPEN	
					Nusantara Buana Air	04	O	2014	13	1	Shall improve the knowledge of the maintenance personnel related to the aircraft inspection, maintenance record and controlling the aircraft airworthiness		OPEN		
							04	O	2014	13	2	Shall review the current Aircraft Component Status of Casa 212 -200 to meet to the requirement of the Approve CAMP, Service Bulletin and related Civil Aviation Safety regulation		OPEN	
KNKT.12.09.18.04	PK-PNO	12-Sep-12	Final Report	8-Apr-12	Directorate General of Civil Aviation (DGCA)	04	R	2014	18	1	Consider that PT Sinar Mas was the first holder AOC 137/001 as such that DGCA to make sure that the aforesaid recommendations are well implemented.	NIL	OPEN		
					Sinar Mas Super Air	04	O	2014	18	1	The pilot departed without proper weather information and it sources even though the agricultural operation the requirement weather for VFR flight should comply with and from the correct resources.		OPEN		
							04	O	2014	18	2	The operation management should emphasize the hazard and risk to include the marginal condition such as: weather, qualification level of pilot, manouring area etc.		OPEN	
KNKT.12.10.22.04	PK-CKN	19-Oct-12	Final Report	26-Nov-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	23	1	To refer to the past and similar occurrences which have been recommended by the KNKT, it strongly required that the DGCA has to facilitate the recommendation described on the recommendation 5.1 and 5.2.	NIL	OPEN	-	
							04	R	2014	23	2	To oversight the correct interpretation and implementation of recommendations in this report, to ensure effectiveness for safety improvement to the operators.	NIL	OPEN	-
					Angkasa Pura II Branch Office Supadio Airport	04	B	2014	23	1	One of the safety issues on this investigation was an indication of hydroplaning and have described on Chapter 2 of this final report. Considering to that safety issue, the Airport authority has to ensure that the amount of standing water level not exceed the limit especially when rain.	- Built sub drainage from runway shoulder to the main drainage - Conducted pavement shoulder maintenance - Conducted runway slope maintenance - Conducted routine runway inspection at least three times and/or after heavy rain - On progress to create Pavement Management System manual	CLOSED	16-Sep-16	
						Sriwijaya Air	04	O	2014	23	1	The absence of complete approach briefing was an indication of the inconsistency of the implementation of the operator SOP. Therefore, ensure that the pilot implements the SOP as described on the SOP.	All briefing have been conducted as per COM 8.3.21	CLOSED	2-Sep-16
							04	O	2014	23	2	The operator has to review their current training methods in respect to the enrichment of the consistency of SOP implementation. Chapter 2 of this final report can be used as reference	New Operation Training Manual (OTM) has been adopt all required training method as per OTM Rev 1-00, October 2014.	CLOSED	2-Sep-16

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KNKT.14.01.02.04	PK-CKL	27-Jan-14	Final Report	26-Nov-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	2	1	Refer to the ICAO Annex 19 sub chapter 7, the DGCA shall implement documented surveillance processes, by defining and planning inspections, audits, and monitoring activities on a continuous basis. Therefore the KNKT recommends proactively assure the oversight and ensure that the recommendations issued in this final report were implemented correctly.	NIL		OPEN	-
					Angkasa Pura 1 Branch Office Juanda International Airport	04	B	2014	2	1	The investigation found that the runway centre lines marks blurred, covered by the rubber deposit KNKT recommends reviewing the current of rubber deposit removal schedule to ensure that the centerline marks appear clearly.	Conducted rubber deposit removal		CLOSED	-
					Angkasa Pura 1 Branch Office Juanda International Airport	04	B	2014	2	2	The Aerodrome Manual Sub chapter 5.43 Hazard identification and risk assessment was not in accordance to CASR SMS subpart 7. As such, KNKT recommends that: To ensure that Aerodrome Manual Sub chapter 5.43 should refer to the detail contain of CASR SMS subpart 7.	Amended the aerodrome manual (chapter 5.4)		CLOSED	8-Nov-16
						04	B	2014	2	3	The SMS implementation should refer to CASR SMS especially for the Safety Risk management	Implemented and conducted several safety risk assessment and enforced the airport personnel to make hazard occurrence report		CLOSED	8-Nov-16
					AirNav Indonesia Branch Office Surabaya	04	A	2014	2	1	To ensure that the SMS manual and procedure should refer to the detail content of CASR SMS subpart 7.	Issued notice to all branch and district office to conduct hazard identification and risk assessment and developed electronic reporting system.		CLOSED	19-Sep-16
						04	A	2014	2	2	The SMS implementation should refer to CASR SMS especially for the Safety Risk management.	Issued Director regulation regarding Safety Management System which is containing hazard identification and risk assessment in accordance with the Civil Aviation Safety Regulation		CLOSED	19-Sep-16
					Sriwijaya Air	04	O	2014	2	1	To review the pilot CRM recurrent training on the subject of Visual Illusion in combining with decision making process in a critical situation included examples and practices	CRM recurrent training have been conducted as per COM 5.2.2.9 and OTM 2.9		CLOSED	2-Sep-16
						04	O	2014	2	2	To review the modification of the current SOP, to include information for the pilot the requirement for go around whenever uncertain condition occurs at critical phase.	Go-around procedure have been socialized during recurrent training as per OTM.		CLOSED	2-Sep-16
						04	O	2014	2	3	To ensure that the pilot familiar to the current NOTAM and shall be included in the dispatch briefing	Dispatch briefing have been included NOTAM and preflight safety briefing.		CLOSED	2-Sep-16
					KNKT.09.10.16.04	PK-BRS	14-Sep-09	Final Report	2-Dec-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	16	1
04	R	2014	16	2							The SMS implementation should refer to CASR SMS especially for the Safety Risk management.	NIL		OPEN	
04	R	2014	16	3							Refer to the ICAO Annex 19 sub chapter 7, the DGCA shall implement documented surveillance processes, by defining and planning inspections, audits, and monitoring activities on a continuous basis. Therefore the KNKT recommends proactively assure the oversight and ensure that the recommendations issued in this final report were implemented correctly.	NIL		OPEN	
Aviastar Mandiri	04	O	2014	16						1	The pilot decision making process was not well performed where decided to land in the high risk situation and less experience of pilot flying. Therefore the NTSC recommends to the air operator to review the pilot adherence to the aircraft performance limitations with the common risk assessment by conducting CRM best practices.			OPEN	
KNKT.11.12.27.04	PK-MZG	12-Dec-11	Final Report	2-Dec-14	Directorate General of Civil Aviation (DGCA)	04	R	2014	27	1	The Komite Nasional Keselamatan Transportasi (KNKT) recommends to the Indonesia Directorate General of Civil Aviation should review the policy in approving training syllabus ensure the standard qualification.	NIL		OPEN	
					Xi'An Aircraft Industry (Group) Company LTD	04	M	2014	27	1	The Komite Nasional Keselamatan Transportasi (KNKT) recommends to the Xi'An Aircraft Manufacturer to review the operation procedures to include check and recheck philosophy.			OPEN	
					Merpati Nusantara Airlines	04	O	2014	27	1	Review the pilot training syllabus to ensure the standard qualification.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
						04	O	2014	27	2	Emphasize the Crew Resources Management (CRM) training to improve the communication, role play and commandership.	Follow up recommendation could not be confirmed. The aircraft operator is no longer operation.		CLOSED	
KNKT 15 12 78 04	PK-KDC	21-Dec-15	Preliminary	9-Feb-15	KalStar Aviation	04	O	2016	16	1	To ensure the flight crew to perform appropriate crew briefing.	Briefed all pilots regarding to the procedures and crew briefing for landing		CLOSED	24-Jun-15
						04	O	2016	17	1	To emphasize the flight crew to the stabilized approach criteria.	Briefed all pilots regarding to the stabilized approach criteria		CLOSED	24-Jun-15

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			Report			04	O	2016	18	1	To emphasize the flight crew to response to the aircraft warning system and EGPWS warning appropriately.	Briefed all pilots regarding to response to the aircraft and EGPWS warning system appropriately.	CLOSED	24-Jun-15
						AirNav Indonesia District Office Kupang	04	A	2016	19	1	To include in the Standard Operating Procedure (SOP) of ATC the procedure for utilizing of visibility chart and determination of the wind information.	AirNav Indonesia district office Kupang updated the Standard Operating Procedure (SOP) for the air traffic controller to include the utilization of visibility chart and determination of wind information	CLOSED
KNKT.14.10.10.04	PK-SDF	9-Apr-14	Final Report	26-Mar-15	Directorate General of Civil Aviation (DGCA)	04	R	2015	10	1	To proactively oversight to ensure that the recommendations issued in this final report were implemented correctly by the addressee and other related operators	NIL	OPEN	
					Doyo Baru Airport	04	B	2015	10	1	Shall review the current availability and adequacy of firefighting equipment and system as part of the airport emergency response plan according to the type of aircraft operates.		OPEN	
					Adventist Aviation Indonesia	04	O	2015	10	1	To review specifically of the effectiveness of the implementation of Before Takeoff Check List procedure and might be extended to the implementation of overall company procedures.		OPEN	
KNKT.15.03.08.04	PK-FUP	21-Mar-15	Preliminary Report	5-May-15	Directorate General of Civil Aviation (DGCA)	04	R	2015	8	1	To ensure the implementation of safety action taken by Hevilift Aviation Indonesia.	NIL	OPEN	
						04	R	2015	8	2	To review the others Sikorsky similar operation's Operator related to the training and the restriction of automation usage.	NIL	OPEN	
KNKT.13.11.28.04	PK-RSP	14-Nov-13	Final Report	10-Aug-15	Directorate General of Civil Aviation (DGCA)	04	R	2015	28	1	To ensure that the particular safety action are well continuously implemented by the operator.	NIL	OPEN	
KNKT.14.09.19.04	PK-RSC	9-Sep-14	Final Report	10-Aug-15	Directorate General of Civil Aviation (DGCA)	04	R	2015	20	1	To the DGCA has to ensure that the aforesaid recommendations are well implement.	NIL	OPEN	
					Enggang Air Services	04	O	2015	20	1	The missed of the standard call out as required by the COM might cause less of effectiveness of the goals of such statement on COM as well as cause the pilot kept to land un align aircraft with the runway, as such the KNKT recommends that the operator should ensure that pilots performs correctly the standard call out and the implementation of COM Chapter 6 page 6-48		OPEN	
						04	O	2015	20	2	Examinations of the side force energy and several sequences of events prior to the aircraft stop found that, when reverse being applied the aircraft start veer off to the left. The pilot reaction to these moments was applying the reverse thrust and breaks intermittently but the aircraft kept move to the left. As such the KNKT recommends that the operator has to review the cornering landing technique and ensure that the pilots had well understand and sufficient skilled to this particular cornering technique.		OPEN	
KNKT.15.08.17.04	PK-YRN	16-Aug-15	Preliminary Report	16-Sep-15	Directorate General of Civil Aviation (DGCA)	04	R	2015	17	1	To ensure that the recommendations addressed to the air operator are well implemented.	NIL	OPEN	
					Trigana Air Services	04	O	2015	17	1	To emphasis the flight crew to comply with the company procedures such as crew briefing, checklist reading, approach procedure and visual flight rules (VFR) minima and provide monitoring system.		OPEN	
						04	O	2015	17	2	To ensure the maintenance data record up date includes the installed component.		OPEN	
KNKT.14.10.24.04	PK-BBS	24-Oct-14	Final Report	30-Nov-15	Directorate General of Civil Aviation (DGCA)	04	R	2015	24	1	To review the weather minima of VFR flight special for Wamena Airport for takeoff and landing that may (CASR 91.155 Basic VFR Weather Minimums).	DGCA has not conducted safety oversight audit to AirNav Indonesia district office Wamena	OPEN	7-Nov-16
						04	R	2015	24	2	To review the possibility to install the aerodrome by additional navigation aid and instrument approach procedure	DGCA has developed RNP-AR procedure and Instrument Approach Procedure for Wamena	CLOSED	7-Nov-16
					Wamena Airport	04	B	2015	24	1	Observation on the published runway length as of Aeronautical Information Publication (AIP) by the DGCA issued on November 2010 found that the runway length was 1755 m. The actual information of runway length observed by the KNKT after the occurrence as well as the information from the pilot, known that the runway length was extended to 2050 m. To minimize the operational misinterpretation in respect to the differences of runway length data the KNKT recommends that: The Wamena airport management includes the DGCA shall review the current system publication of the AIP to comply with the requirement stated in CASR 139.105 point 1	NIL	OPEN	-
KNKT.14.11.27.04	PK-ELR	30-Nov-14	Final Report	30-Nov-15	Directorate General of Civil Aviation (DGCA)			2015	27	1	To ensure that the recommendations address to PT. Elang Nusantara Air are well implemented.	NIL	OPEN	
					Elang Nusantara Air (ENA)			2015	27	1	To ensure that even though the flight is planned for Visual Flight Rule (VFR) for the positioning flight purposes, the positioning flight should be conducted by the pilot who held Instrument Rating and the aircraft should be equipped with minimum requirement for instrument flight.		OPEN	

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							2015	27	2	As required by the operator's Agricultural Manual of the "Agricultural Aircraft Controls" procedure, all pilots are required to hold a current CPL (A), an Agricultural Rating (and Chemical Rating if applicable).		OPEN			
KNKT.14.12.29.04	PK-AXC	28-Dec-14	Final Report	1-Dec-15	Directorate General of Civil Aviation (DGCA)	04	R	2015	30	1	The KNKT recommends that the Directorate General Civil Aviation to ensure the implementation of air operators' training of flight crew is in accordance with the approved operations manual		NIL	OPEN	
						04	R	2015	30	2	The KNKT recommends that the Directorate General Civil Aviation to ensure that air operators under CASR 121 conduct simulator upset recovery training in timely manner.		NIL	OPEN	
						04	R	2015	30	3	The KNKT recommends that the Directorate General Civil Aviation ensures that air operator maintenance system has the ability to detect and address all repetitive faults appropriately.		NIL	OPEN	
					Aircraft Operator	04	O	2015	30	1	The KNKT recommends that Indonesia AirAsia to re-emphasize the importance of the Standard Call-Outs in all phases of flight			OPEN	
						04	O	2015	30	2	The KNKT recommends that Indonesia AirAsia to re-emphasize the taking over control procedure in various critical situations of flight.			OPEN	
					Aircraft Manufacturer	04	M	2015	30	1	The KNKT recommends that Airbus to consider in developing a means for flight crews to effectively manage multiple and repetitive Master Caution alarms to reduce distraction			OPEN	
						04	M	2015	30	2	The KNKT recommends that Airbus to consider and review the FCTM concerning the Standard Call-Outs in all phases of flight.			OPEN	
					United States Federal Aviation Administration and European Aviation Safety Agency	04	L	2015	30	1	The KNKT supports the previous French BEA recommendation (Recommendation FRAN-2015-024) on ensuring that future programs to include initial and recurrent training relating to taking over control of aircraft equipped with non-coupled control stick			OPEN	
04	L	2015	30	2		The KNKT recommend expediting the implementation of mandatory for upset recovery training earlier than 2019.			OPEN						
KNKT.15.10.21.04	PK-BRM	2-Oct-15	Final Report	9-Dec-16	Directorate General of Civil Aviation (DGCA)	04	R	2016	67	1	To emphasize the continuity of oversight program to ensure the installed EGPWS/TAWS functioning properly.		NIL	OPEN	-
					Aviastar Mandiri	04	O	2016	64	1	To evaluate the effectiveness of the CRM training and ensuring the correct pilot implementation			OPEN	
						04	O	2016	65	2	To ensure all pilots are appropriately trained on the operation and testing of the EGPWS/TAWS systems.			OPEN	
						04	O	2016	66	3	To ensure EGPWS/TAWS operational test procedure is incorporated into the Operator's Standard Operating Procedures (SOP) and pre-flight checklists.		NIL	OPEN	-
KNKT.13.05.18.04	PK-DGI	31-May-13	Final Report	9-Feb-16	Deraya Air Taxi	04	O	2016	2	1	To ensure that pilots have adequate knowledge and skill to understand and correct implementation of the Company Operation Manual (COM) Chapter 2.10.1 Recommended Element of Stabilized Approach.		NIL	OPEN	-
						04	O	2016	3	1	To review the procedure in crew coordination in respect to the EGPWS aural warning when it activated.		NIL	OPEN	-
						04	O	2016	4	1	The crew did not communicate accordingly while the aircraft was not in the correct profile for landing. Therefore the NTSC recommends the operator should review the current method of CRM (Crew Resource Management) training and its implementation.		NIL	OPEN	-
AirNav Indonesia District Office Halim Perdanakusuma	04	A	2016	51	1	To develop procedure for all aircraft movement on the manoeuvring area including the aircraft movement without aircraft own power, to communicate with air traffic controller on the same frequency.		- Established ground control unit to control ground movement which have different frequency from tower controller, including its standard operation procedure. - Established new procedure of ground movement to taxi using perimeter service road.		CLOSED	19-Sep-16				
	04	A	2016	52	1	To evaluate the current lighting of tower cab to prevent glare that may distract controller view.		Reduced the lighting on tower cab during low light condition (night or cloudy situation).		CLOSED	19-Sep-16				
	04	A	2016	53	1	To remind the ATC controller to maintain continuous watch the aircraft movement on the manoeuvring area, especially when issued air traffic control clearance.		- Issued safety notice number 13.01/00/LPPNPI/04/2016/001 to improve the ATC awareness for all movement in manoeuvring area. - Put safety campaign poster in working area to improve safety awareness while providing air navigation services. Conducted safety briefing to all ATS personnel regarding safety awareness, hazard identification and reporting culture.		CLOSED	19-Sep-16				

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KNKT.16.04.07.04	PK-LBS & PK-TNJ	4-Apr-16	Preliminary Report	4-May-16		04	A	2016	57	1	To inform the aircraft operators to initiate takeoff from the threshold runway 24 of Halim Perdanakusuma International Airport	Published NOTAM number A1268/16 NOTAMN to remind all pilot to takeoff (open power) after the threshold runway 24.	CLOSED	19-Sep-16
					Angkasa Pura II Branch Office Halim Perdanakusuma International Airport	04	B	2016	54	1	To develop procedure for vehicle and aircraft on the manoeuvring area shall be equipped with serviceable lights visible by air traffic controller.	Issued safety notice to all aircraft operator, ground handling service and fuel supplier service to include the KNKT recommendation to their standard operating procedure while operating vehicle and/or aircraft on the manoeuvring area.	CLOSED	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	55	1	To develop procedure for vehicle and aircraft on the manoeuvring area shall be equipped with serviceable lights visible by air traffic controller	NIL	OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	56	1	To review a requirement for all aircraft movement on the manoeuvring area including the aircraft movement without aircraft own power, to communicate with air traffic controller on the same frequency.	NIL	OPEN	-
KNKT.15.10.22.04	PK-BKA	11-Oct-15	Final Report	16-May-16	Penerbangan Angkasa Semesta	04	O	2016	32	1	To ensure the survival equipment is available on the aircraft suitable for area operation and properly use	NIL	OPEN	-
					Penerbangan Angkasa Semesta	04	O	2016	58	1	To conduct passenger safety briefing prior to every flight	NIL	OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	33	1	To consider the regulation of using emergency equipment such as personal or portable Emergency Locator Transmitter for personal in aircraft operated in inhabitant terrain and offshore.	NIL	OPEN	-
					BASARNAS	04	O	2016	34	1	To consider instrument flight training for search and rescue pilots.	NIL	OPEN	-
					04	O	2016	35	1	To consider using drone or unmanned aerial vehicle for air search operation.	NIL	OPEN	-	
KNKT.14.03.06.04	PK-AEE	8-Mar-14	Final Report	8-Jun-16	Sekolah Tinggi Penerbangan Indonesia (STPI)	04	O	2016	5	1	To ensure that all the nose gear sliding member of the similar aircraft to be inspected to ensure that there was no fatigue crack	NIL	OPEN	-
					Sekolah Tinggi Penerbangan Indonesia (STPI)	04	O	2016	6	1	To review the current inspection method to enable detecting specific crack that could not be detected visually	NIL	OPEN	-
KNKT.14.09.22.04	PK-MSN	19-Sep-14	Final Report	8-Jun-16	Directorate General of Civil Aviation (DGCA)	04	R	2016	38	1	Based on the record of the detonation cases since 2010 on several operators indicate more than 30 pistons damaged and two accidents, therefore the KNKT recommends evaluation of premixed fuel include the engine maintenance performance inspection procedures.	NIL	OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	39	1	The recommendations addressed to Merpati Pilot School in this final report might affect to other operators (flying school), therefore KNKT recommends extending the recommendation to the other operators.	NIL	OPEN	-
					Merpati Pilot School	04	O	2016	36	1	To review the engine maintenance inspection to include with related action required, whenever early identification of detonation is detected	NIL	OPEN	-
					Merpati Pilot School	04	O	2016	37	1	To review the current method of assessing the student pilot to include corrective action in the case of the unsatisfied emergency exercise training.	NIL	OPEN	-
KNKT.16.05.13.04	A6-EYN	4-May-16	Preliminary Report	8-Jun-16	Eithad Airways	04	O	2016	58	2	To enhance the safety reminder for passenger to fasten the seatbelt while seating even though the seatbelt sign is off.	Eithad Airways currently have multiple instances on each flight in which the passengers are advised to have their seat belts fastened even when the seat belt signs are switched off. The first is through public announcements. These are made during the welcome announcement made by the captain prior to departure and the second announcement, made by the cabin crew one minute after retraction of landing gear after takeoff. These public announcements are made on all passenger flights.	CLOSED	17-Jul-16

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KNKT.15.11.26.04	PK-LBO	6-Nov-15	Final Report	9-Jun-16		04	O	2016	59	1	To ensure the pilot implementation of the Operations Manual Part-A chapter 12, subchapter 12.12.1 regarding declaration of urgency message.	The Ethihad Airways issued a Flight Operations Message (FOM-218) on 12-July-2016 reminding the entire Ethihad Airways flight crew community of the proper phraseology and conditions to declare urgency.	CLOSED	12-Jul-16						
											Batik Air Indonesia	04	O	2016	20	1	To improve the crewmember emergency training to ensure all crewmembers performs the evacuation according to the company procedures	1. Batik Air has changed Manual of Training, from Operation Training Manual (OTM) 02 October 2015 to Operation Manual D (Training Manual) OMD, 27 January 2016. 2. Chapter Crewmember Emergency Training has changed: • curriculum segment • content of module • add subchapter record keeping 3. Training of Crewmember Emergency Training, has been conducting until now with new training manual.	CLOSED	8-Sep-16
											Angkasa Pura I Branch Office Adisutjipto International Airport	04	B	2016	22	1	To perform daily inspection of the movement area as specified in the Aerodrome Manual (AM) and airport Standard Operating Procedure (SOP).	The daily inspection performed three times a day in accordance with the AM and SOP.	CLOSED	8-Nov-16
												04	B	2016	23	1	To develop procedure for measurement of water depth in runway and taxiway as required by chapter 4.5 of Appendix 1 Civil Aviation Safety Regulation (CASR) Part 139 Volume I.	Standing water measurement has not been able to be conducted as the method and equipment have not available, it requires further discussion.	OPEN	8-Nov-16
												04	B	2016	24	1	To update the AM and SOP, and implement the runway friction measurement according to the specified in the Advisory Circular (AC) CASR Part 139-23.	Implementation of runway friction test described in the AM chapter 4.7.7	OPEN	8-Nov-16
												04	B	2016	25	1	To develop a reporting system to enable disseminate significant information of runway condition to Air Traffic Service (ATS) unit and for those units to provide the necessary information to arriving and departing aircraft without delay as required in ICAO Annex 14 Chapter 2.9.1.	Reporting system has not been established.	OPEN	8-Nov-16
												04	B	2016	51	1	To review the possibility of development an instrument approach for runway 27.	The airport sent letter to AirNav Indonesia to review the possibility of development an instrument approach for runway 27	CLOSED	8-Nov-16
											AirNav Indonesia District Office Yogyakarta	04	A	2016	26	1	To provide the tower controller with the current weather information by installation of AWOS display monitor in the tower control desk.	Provided wind and pressure indicator system in the Tower working space	CLOSED	19-Sep-16
												04	A	2016	51	2	To review the possibility of development an instrument approach for runway 27.	Conducted review and analysis of RNP approach for runway 27 with aircraft operators.	CLOSED	19-Sep-16
											Directorate General of Civil Aviation (DGCA)	04	R	2016	1	2	To emphasize all aircraft operators comply with stabilize approach criteria.	NIL	OPEN	-
												04	R	2016	27	1	To ensure all aircraft operators calculate the landing distance available is suitable for the landing distance required on existing condition.	NIL	OPEN	-
												04	R	2016	28	1	To emphasize all aircraft operators implement standard callout procedure on approach.	NIL	OPEN	-
												04	R	2016	29	1	To emphasize all aircraft operators conduct emergency training to ensure the crewmember taking appropriate action during emergency.	NIL	OPEN	-
												04	R	2016	30	1	To ensure that the airport operators manual contain the requirement specified in the CASR Part 139, AC CASR Part 139-23 and Manual of Standard CASR Part 139.	NIL	OPEN	-
												04	R	2016	22	2	To ensure all airport operators conduct inspection of movement area according to the approved manuals.	NIL	OPEN	-
												04	R	2016	24	2	To ensure all airport operators implement the runway friction measurement according to the specified in the AC CASR Part 139-23.	NIL	OPEN	-
												04	R	2016	25	2	To include in the Indonesia regulation, the procedure of reporting system from the airport operator to the ATS unit to enable disseminate significant information of runway condition to arriving and departing aircraft without delay as required in ICAO Annex 14 Chapter 2.9.1.	NIL	OPEN	-
												04	R	2016	31	1	To issue approval certificates for the Air Traffic Services providers.	Issued approval certificate for ATS provider for Yogyakarta	CLOSED	7-Nov-16

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						04	R	2016	51	3	To review the possibility of development an instrument approach for runway 27	NIL	OPEN	-
KNKT.15.08.20.04	PK-BBY	28-Aug-15	Final Report	15-Jun-16	Directorate General of Civil Aviation (DGCA)	04	R	2016	50	1	To ensure the establishment and maintenance of flight data analysis program as part of aircraft operator safety management system as stated in Civil Aviation Safety Regulation part 121.65 (c).	NIL	OPEN	-
					Cardig Air	04	O	2016	45	1	To improve the windshear training to ensure appropriate pilot respond.	NIL	OPEN	-
					Airnav Indonesia	04	A	2016	46	1	To improve the knowledge of air traffic controller related to the windshear to be able to provide useful information for flight operation.	- Issued notice number 13.02.02/00/LPPNPI/05/2016/141 regarding the improvement of ATC awareness during extreme bad weather and clear air turbulence. - Conducted safety awareness workshop and refreshing course.	CLOSED	19-Sep-16
					Wamena Airport	04	B	2016	47	1	To develop an aerodrome maintenance programme.	NIL	OPEN	-
						04	B	2016	48	1	To review and improve the runway inspection system.	NIL	OPEN	-
						04	B	2016	49	1	To install VASI on the runway 15.	NIL	OPEN	-
KNKT.15.08.16.04	PK-KIG	12-Aug-15	Final Report	20-Jun-16	Directorate General of Civil Aviation (DGCA)	04	R	2016	43	1	To include Controlled Flight into Terrain (CFIT) and Approach and Landing Accident Reduction (ALAR) as a required training component in the CASR Part 135.	NIL	OPEN	-
						04	R	2016	44	1	The information of runway elevation of Ninia in ALA did not represent the actual elevation. KNKT recommends reviewing the ALA to ensure the information contents are valid.	NIL	OPEN	-
						04	R	2016	63	1	To provide a regulation which requires pilot to be trained for flight with unreliable airspeed.	NIL	OPEN	-
					Komala Indonesia	04	O	2016	40	1	To ensure pilot familiarization in conducting a flight to airport or airstrip.	NIL	OPEN	-
						04	O	2016	41	1	To provide pilot training in decision making especially in abnormal condition.	NIL	OPEN	-
						04	O	2016	42	1	To conduct proper risk assessment including document preparation for additional fleet	NIL	OPEN	-
KNKT.15.10.25.04	PK-RSE	27-Oct-15	Preliminary Report	20-Jun-16	Enggang Air Services	04	O	2016	60	1	To emphasize the pilot emergency training related to engine malfunction.	NIL	OPEN	-
KNKT.10.11.17.04	PK-LIQ	2-Nov-10	Final Report	26-Aug-16	Lion Air	04	O	2016	90	1	Learn from this accident, it is strongly required that the maintenance department to be consistent with the Aircraft Maintenance Manual (AMM) for any aircraft technical and system rectification guidance.	NIL	OPEN	-
						04	O	2016	1	4	The aircraft was un-stabilized approach since 1000 feet to 50 feet above the threshold and the pilot decided to land the aircraft, this condition might be extended to the other crew. As such, the enforcement of the crew disciplines factors shall be improved.	NIL	OPEN	-
						04	O	2016	20	3	Refer to the finding number 20, the passengers were not guided and assisted during the evacuation process. It considers to be evaluated refer to company policy.	NIL	OPEN	-
					PT. Angkasa Pura II Branch Office Surabaya	04	B	2016	91	1	There were indications of hydroplaning on No 3 tire and mark of all tires on the paved surface after the runway end. This condition is classified as a hazard that might contribute and endanger the safety of the flight. Therefore, the KNKT recommends to airport authority to be aware and takes necessary safety action to minimize the risk.	- Built sub drainage from runway shoulder to the main drainage - Conducted pavement shoulder maintenance - Conducted runway slope maintenance - Conducted routine runway inspection at least three times and/or after heavy rain - On progress to create Pavement Management System manual	CLOSED	16-Sep-16

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					Airport, Pontianak	04	B	2016	92	1	Refer to the finding number 20, the passengers were not guided and assisted during the evacuation process. It considers to be evaluated refer to aerodrome operator policy	NIL	OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	93	1	Refer to the ICAO Annex 19 sub chapter 7 The DGCA shall implement documented surveillance processes, by defining and planning inspections, audits, and monitoring activities on a continuous basis. Therefore, the KNKT recommends for proactively assure the oversight and ensure that the recommendations issued in this final report were implemented correctly by the addressee and other related operators.	NIL	OPEN	-
KNKT.12.10.19.04	PK-RWT	5-Oct-12	Final Report	26-Aug-16	Directorate General of Civil Aviation (DGCA)	04	O	2016	84	1	The KNKT recommends the operator has to review the effectiveness of the maneuver procedures for mountainous area.	NIL	OPEN	-
					Tariku Aviation	04	R	2016	85	1	To review the ALA publication to include additional information such as weather phenomenon, departure and arrival procedure.	NIL	OPEN	-
KNKT.14.03.09.04	PK-WFR	28-Mar-14	Final Report	26-Aug-16	Wings Air	04	O	2016	86	1	To ensure the pilot understand and consistently implement the company policies stated in the COM	NIL	OPEN	-
						04	O	2016	87	1	To improve pilot skill and knowledge to the aerodynamic effects of crosswind condition including the recovery technique and to consider the additional training session of crosswind landing exercises.	NIL	OPEN	-
						04	O	2016	88	1	To improve pilot knowledge of weather effects to the flight characteristic including the cumulonimbus effect	NIL	OPEN	-
						04	O	2016	20	2	To ensure appropriate coordination during emergency evacuation by improving the crew emergency training.	NIL	OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	89	1	To oversight the operator training to ensure the achievement of the training objectives.	NIL	OPEN	-
KNKT.15.10.24.04	PK-LTK	20-Oct-15	Final Report	26-Aug-16	Asian One Air	04	O	2016	10	1	To improve the quality system of aircraft airworthiness to a achieve requirements of CASR 135.85; CASR 135.363 and CASR 135.373 for the internal and other organization supporting Asian One Air.	NIL	OPEN	-
						04	O	2016	11	1	To improve the pilot crew resource management that may refer to the FAA safety bulletin	NIL	OPEN	-
						04	O	2016	12	1	To improve the quality system operation to achieve requirements of Indonesia regulations for the internal and other organization supporting Asian One Air operation refer to CASR 135.85.	NIL	OPEN	-
					Mulya Sejahtera Technology	04	L	2016	13	1	To improve the quality maintenance system to achieve requirements of CASR 43.15; CASR 145.205 and CASR 145.211	NIL	OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	14	1	To develop guideline of single pilot resource management as a reference for the single pilot operators.	NIL	OPEN	-
						04	R	2016	15	1	To improve audit and surveillance system to organisation which have authorization to conduct maintenance activity includes assembling of aircraft.	NIL	OPEN	-
KNKT.12.10.21.04	PK-CJT	13-Oct-12	Final Report	14-Sep-16	Sriwijaya Air	04	O	2016	61	1	To emphasize the implementation of stabilized approach procedure.	NIL	OPEN	-
					AirNav Indonesia District Office Minangkabau	04	A	2016	53	2	To ensure the air traffic controller shall maintain continuous watch as required by the Advisory Circular 170-02.	NIL	OPEN	-
						04	A	2016	61	1	To review the rating assessment process of air traffic controller to ensure the applicant meets the appropriate level of knowledge and ability.	NIL	OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	62	1	To ensure additional information or caution of existing hazard is informed on published Aeronautical Information Publication, including on Instrument Approach Chart.	The DGCA will add information of Tabing Airfield that can be mistaken for Minangkabau International Airport in AIP.	OPEN	24-Nov-16

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KNKT.15.12.28.04	PK-KDC	21-Dec-15	Final Report	26-Sep-16	KalStar Aviation	04	O	2016	73	2	To ensure pilot performs the operational procedure such as checklist reading, crew briefing properly and consistently.	NIL	OPEN	-	
						04	O	2016	78	1	To develop oversight system that ensure the procedures are implemented properly and to monitor pilot performance.	NIL	OPEN	-	
						04	O	2016	79	1	To ensure the comprehensive Safety Management System is implemented correctly.	NIL	OPEN	-	
					Angkasa Pura I Branch Office Eltari Airport, Kupang	04	B	2016	25	2	To develop a reporting system to enable disseminate significant information of runway condition to Air Traffic Service (ATS) unit and for those units to provide the necessary information to arriving and departing aircraft without delay as required in ICAO Annex 14 Chapter 2.9.1.	NIL	OPEN	-	
						Directorate General of Civil Aviation (DGCA)	04	R	2016	1	3	To emphasize all aircraft operators comply with stabilize approach criteria.	NIL	OPEN	-
							04	R	2016	81	1	To ensure all aircraft operators implements safety management system as required by Civil Aviation Safety Regulation.	NIL	OPEN	-
KNKT.15.06.13.04	PK-GFA	2-Jun-15	Final Report	9-Dec-16	Garuda Indonesia	04	O	2016	7	1	To review the pilot training on meteorology training related to cumulonimbus development and its effects.	NIL	OPEN	-	
						04	O	2016	8	2	To emphasize all pilot to perform go around when a safe landing cannot be made.	NIL	OPEN	-	
					AirNav Indonesia	04	A	2016	9	1	To provide all controllers with meteorology training that includes the understanding of cumulonimbus and windshear.	NIL	OPEN	-	
KNKT.15.02.04.04	PK-GAG	3-Feb-15	Final Report	9-Dec-16	Directorate General of Civil Aviation (DGCA)	04	R	2016	4	1	Refer to analysis chapter 2.1, 2.2 and 2.3 of this report, the KNKT recommends that DGCA should oversight the implementation of recommendation addressed to the air operator, to ensure the effectiveness of the operators safety improvement and to facilitate the recommendation addressed to airport operator.	NIL	OPEN	-	
						04	O	2016	4	1	The handling of the aircraft was contrary to the wind condition. The KNKT recommends that the operator shall emphasized the crosswind handling.	NIL	OPEN	-	
					PT. Garuda Indonesia	04	O	2016	4	2	In the preliminary report of this investigation, KNKT issued recommendation related to standard call out on final. In addition, investigation identified two change over control of the flight at critical phase of flight without clear statements. This condition may also extend to the other instructors within the company. Therefore, KNKT recommends to review the policy of change over control at critical altitude.	NIL	OPEN	-	
						Lombok International Airport, PT Angkasa Pura I	04	B	2016	4	1	Refer to analysis chapter 2.3 of this report, the KNKT recommends that the airport operator should improve the surfaces runway strip condition to comply with existing regulation.	NIL	OPEN	-
KNKT.16.10.32.04	PK-LTV	13-Oct-2016	Preliminary Report	8-Oct-2016	Asian One Air	04	O	2016	94	1	To ensure the operation of flights conducted under Visual Flight Rules (VFR) performs according to the VFR limitations.	NIL	OPEN	-	
KNKT.11.12.32.04	PK-MDT	26-Dec-2011	Final Report	5-Dec-2016	Directorate General of Civil Aviation (DGCA)	04	R	2016	1	1	The recommendation is addressed to the DGCA to take the benefits from the analysis and this might be used as a lesson learned for the other operators. The operator should review the un-stabilised approach procedure and to include the directional problem during landing roll. The references for the lesson learned: • FCTM page 5.5 describes a criteria of when aircraft cross the runway • Go-Around after Touchdown FCTM page 5.58 • Directional problem during the landing roll FCTM page 6.31	NIL	OPEN	-	
KNKT.15.08.18.04	PK-GPO	22-Aug-2015	Final Report	5-Dec-2016	Directorate General of Civil Aviation (DGCA)	04	R	2016	82	1	To enforce the development of cabin crew procedures by the operators to adequately handle the dry ice on board the aircraft.	NIL	OPEN	-	
KNKT.16.10.37.04	PK-SWW	31-Oct-2016	Preliminary Report	29-Nov-2016	Perkumpulan Penerbangan Alfa Indonesia	04	O	2016	38	1	According to factual information and initial findings, the Komite Nasional Keselamatan Transportasi (KNKT) recommend to Perkumpulan Penerbangan Alfa Indonesia to comply the DGCA Safety Circular number SE.24 of 2016.	NIL	OPEN	-	

SAFETY RECOMMENDATION STATUS
AIRCRAFT ACCIDENT INVESTIGATION SUB COMMITTEE

Investigation	Aircraft Registration	Date of Occurrence	Source	Date of Issued	Receiver	Number					Safety Recommendation	Response		Response Date
KNKT.16.02.05.04	PK-LFG	12-Feb-16	Final Report	7-Mar-17	Airlines	04	O	2016	5	2	During manual flying, the SIC had difficulty to control the aircraft that was indicated by the activation of EGPWS hard alert 'GLIDE SLOPE, GLIDE SLOPE', therefore KNKT recommends to review the procedure regarding the use of autopilot and pilot training program in order to improve manual flying skill.		OPEN	
					Directorate General of Civil Aviation (DGCA)	04	R	2016	5	3	To emphasize the other aircraft operator to review pilot training program in order to improve pilot decision making.		OPEN	
						04	R	2016	5	4	To emphasize the other aircraft operator to develop training specifically address the pilot recognition of situation in which the speed brakes, thrust reverser and autobrake do not operates as expected after landing.		OPEN	
KNKT.17.02.06.04	PK-GNK	1-Feb-17	Preliminary Report	29-Mar-17	Garuda Indonesia	04	O	2017	6	1	KNKT recommends ensuring that the runway centerline marking is clearly visible during aircraft operation.	NIL	OPEN	-
						04	O	2017	6	2	reviewing and or amending the inspection schedule to ensure the implementation is consistent with such manuals,	NIL	OPEN	-
KNKT.16.04.07.04	PK-LBS & PK-TNJ	4-Apr-16	Final Report	10-Apr-17	PT. Batik Air Indonesia	04	O	2017	7	1	It is recommended that the operator enhances the FCTM chapter 3.24 Rejected Takeoff Decision which is the PIC should announce the abnormality simultaneously.	NIL	OPEN	-
						04	O	2017	7	2	It is recommended that the operator to review the evacuation procedure and consider the area can be observed through the viewing windows.	NIL	OPEN	-
					PT. TransNusa Aviation Mandiri	04	O	2017	7	3	Ensure the aircraft adequately lighted during night operation in accordance with CASR 91.209.	NIL	OPEN	-
						04	O	2017	7	4	Consider risk assessment, compliance to the regulation and specification required prior to issue the Engineering Instruction.	NIL	OPEN	-
					PT. Jasa Angkasa Semesta	04	L	2017	7	5	It is recommended to review the requirement of personnel licensing for towing car driver as required by the regulation standard, including the language requirement.	NIL	OPEN	-
						04	L	2017	7	6	It is recommended to ensure the SOP of towing procedure is well implemented.	NIL	OPEN	-
					AirNav Indonesia District Office Halim Perdanakusuma	04	A	2017	7	7	It is recommended updating the SOP to accommodate controller coordination to warrant the safe operation of aircraft and vehicle movement on maneuvering area.	NIL	OPEN	-
						04	A	2017	7	8	It is recommended to ensure the taxi or towing clearance issued contains explicit limit to cross or to hold short of runway as required by AC 170.	NIL	OPEN	-
					AirNav Indoensia District Office Halim Perdanakusuma and Angkasa Pura II Branch Office Halim Perdanakusuma	04	B	2017	7	9	It is recommended to reinforce the implementation of the KNKT recommendation (04.B-2016-57.1) which is to inform aircraft operators to initiate takeoff from the threshold runway 24 of Halim	NIL	OPEN	-
						Directorate General of Civil Aviation (DGCA)	04	R	2017	7	10	It is recommended to review the procedure of aircraft movement on maneuvering area for airport operator and air navigation provider to accommodate the requirement of CASR 91.209.	NIL	OPEN
					04		R	2017	7	11	It is recommended to review the requirement of personnel licensing for towing car driver as required by the ICAO standard.	NIL	OPEN	-
					04		R	2017	7	12	The CASR 170 Air Traffic Rules subpart 170.039 point (4) mentions the statement "subject to the provisions in 3.8.3" that referred to chapter of ICAO Annex 11. It is recommended to review the contain of CASR to ensure its clarity	Refer to Directorate of Air Navigation Letter No. AU.304/4/115/DIPU.DNP.2017 dated 13 June 2017, they are in the middle of CASR 170 revision in according with ICAO Annex 11	OPEN	13-Jun-17
					04		R	2017	7	13	Halim has runway length of 3,000 meters and was displaced 200 meters. However, the published Aeronautical Information Publication (AIP) Volume I Amendment 28, did not contain information that the total runway length is reduced to 2,800 meters. It is recommended to update the current published AIP.	Refer to Directorate of Air Navigation Letter No. AU.304/4/115/DIPU.DNP.2017 dated 13 June 2017, the AIP of Halim Perdanakusuma Airport declared Landing Distance Available (LDA) is 2,800 metres	CLOSED	13-Jun-17

SAFETY RECOMMENDATION STATUS
AIRCRAFT ACCIDENT INVESTIGATION SUB COMMITTEE

Investigation	Aircraft Registration	Date of Occurrence	Source	Date of Issued	Receiver	Number					Safety Recommendation	Response		Response Date	
KNKT.11.12.29.04	PK-WTF	19-Dec-11	Final Report	2-May-17	Directorate General of Civil Aviation (DGCA)	04	R	2011	29	1	The detachment of the rubber flapper was presumably due to repeated bending action against the box wall at the position of "CLOSE" caused fatigue of the rubber, therefore the KNKT recommends the DGCA to prevent detachment of the flapper valve rubber, the mechanism should be adjusted so that when the flapper is set to CLOSE position, the rubber edge is not bent against the wall.	NIL		OPEN	-
						04	R	2011	29	2	The installed rubber dimension was improper which subsequently broken and detached. The installation of the rubber was not required special shop for repair, therefore the KNKT recommends the DGCA to oversight the quality assurance system of the maintenance facility to ensure the product meets the part specification.			OPEN	
KNKT.16.02.05.04	PK-LFG	20-Feb-16	Final Report	7-Feb-17	PT. Lion Mentari Airlines	04	O	2017	5	1	The deteriorating weather condition and difficulty of the SIC to control the aircraft did not trigger a firm decision, therefore KNKT recommends to review pilot training program in order to improve pilot decision making.	NIL		OPEN	-
						04	O	2017	5	2	During manual flying, the SIC had difficulty to control the aircraft that was indicated by the activation of EGPWS hard alert 'GLIDE SLOPE, GLIDE SLOPE', therefore KNKT recommends to review the procedure regarding the use of autopilot and pilot training program in order to improve manual flying skill.	NIL		OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2017	5	3	To emphasize the other aircraft operator to review pilot training program in order to improve pilot decision making.	NIL		OPEN	-
						04	R	2017	5	4	To emphasize the other aircraft operator to develop training specifically address the pilot recognition of situation in which the speed brakes, thrust reverser and autobrake do not operates as expected after landing.	NIL		OPEN	-
KNKT.16.04.09.04	PK-TGL	28-Apr-16	Final Report	12-May-2017	Global Aviation Flying School	04	O	2016	9	1	To introduce the student pilots with Approach and Landing Accident Reduction (ALAR) training and stabilize approach criteria and to emphasized a go around shall be made when does not meet the criteria.	NIL		OPEN	-
KNKT.16.06.21.04	PK-NIV	20-Jun-2016	Final Report	12-May-2017	Nusa Flying International	04	O	2016	21	1	To review the training syllabus for instructor and student training to ensure correct understanding to the aircraft system.	NIL		OPEN	-
						04	O	2016	21	2	To use fuel that meet the engine requirement.	NIL		OPEN	-
					Directorate General of Civil Aviation (DGCA)	04	R	2016	21	3	To ensure all instructors have adequate knowledge to the aircraft system.	NIL		OPEN	-
KNKT.17.03.09.04	PK-PAV	19-Mar-2017	Preliminary Report	31-May-2017	PT. Pelita Air Services	04	O	2017	9	1	To establish monitoring system in order to monitor the implementation of the procedure for stabilized approach.	NIL		OPEN	-