



MINISTRY OF TRANSPORTATION

National Transportation Safety Committee

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Media Release

Subject: NTSC Final investigation report on the Xi'An Aircraft MA60 accident at Kaimana on 7 May 2011 involving Merpati Nusantara Airlines flight MZ 8968

On 7 May 2011, an Xi 'An MA60 aircraft, registered PK-MZK was being operated by PT. Merpati Nusantara Airline as a scheduled passenger flight MZ 8968, from Domine Eduard Osok Airport, Sorong, Papua Barat to Utarom Airport (WASK), Kaimana, Papua Barat.

The accident flight was part of series of flights scheduled for crew and aircraft which started from Jayapura to Nabire (MZ 8234), Nabire to Kaimana and Sorong (MZ 8967), Sorong to Kaimana and Nabire (MZ 8968), and finally from Nabire to Biak (MZ 8019).

The aircraft departed from Sorong at 0345 UTC and with estimated arrival time in Kaimana at 0454 UTC. In this flight the Second in Command (SIC) was as Pilot Flying (PF) and the Pilot In Command (PIC) as Pilot Monitoring (PM). On board the flight were 2 pilots, 2 flight attendants, 2 engineers and 19 passengers consisting of 16 adults, 1 child and 2 infants.

The flight from Sorong was planned under the Instrument Flight Rules (IFR). The destination, Kaimana, had no published instrument approach procedure. Terminal area operations, including approach and landing, were required to be conducted under the Visual Flight Rules (VFR).

At about 0425 UTC, after passing waypoint JOLAM the crew of MZ 8968 contacted Kaimana Radio and informed that the weather at Kaimana was raining, horizontal visibility of 3 to 8 kilometers, cloud Cumulonimbus broken at 1500 feet, south westerly wind at a speed of 3 knots, and ground temperature 29°C.

The last communication with the crew of MZ 8968 occurred at about 0450 UTC. The flight crew asked whether there were any changes in ground visibility and the AFIS officer informed them that the ground visibility remained at 2 kilometer and cloud base of 1400 feet. The visual flight rules requires a visibility of minimum 5 km and cloud base higher than 1500 feet.

Both pilots were occupied to look for the runway until an altitude of 376 feet. The pilot decided to abandon the approach by climbing and turning to the left to the area above the sea. The maximum altitude was 585 feet and the bank angle increased from 11 to 38 degrees.

The rate of descent then increased significantly up to about 3000 feet per minute and finally the aircraft impacted into the sea.

The accident site was about 800 meters south west of the beginning of runway 01 or 550 meters from the coastline. Most of the wreckages were submerged in the shallow sea between 7 down to 15 meter deep.

All 25 occupants were fatally injured. The aircraft was destroyed and submerged into the sea.

Investigation found that during approaching Kaimana Airport , the flight was in Visual Flight Rule(VFR), while the visibility was two kilometers, it was not met to the Visual Flight Rule.

There were no indication of the crew briefing and check list reading performed during flight.

The National Transportation safety Committee recommends that the PT. Merpati Nusantara Airlines should improve the training management system to meet the standard requirements. The National Transportation safety Committee recommends that the PT. Merpati Nusantara Airlines should improve the aircraft acceptance including documentation and manuals, related to the CASR requirements.

The National Transportation safety Committee recommends that the Directorate General Civil Aviation should emphasize 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. The National Transportation safety Committee recommends that the Directorate General Civil Aviation should review the adequacy of training syllabus in order to meet the qualification requirements.

The National Transportation safety Committee recommends that the Directorate General Civil Aviation should review the crew pairing policy. The National Transportation safety Committee recommends that the Directorate General Civil Aviation should review implementation of the Safety Management System (SMS) to all operators.

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**NATIONAL TRANSPORTATION
SAFETY COMMITTEE
Chairman**


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