



**KOMITE NASIONAL KESELAMATAN TRANSPORTASI  
REPUBLIC OF INDONESIA**

# **PRELIMINARY**

**KNKT.17.04.10.04**

**Aircraft Accident Investigation Report**

**PT. Spirit Avia Sentosa (Flying SAS)**

**Cessna 208; PK-FSO**

**Anem Mountain, Oksibil**

**Republic of Indonesia**

**12 April 2017**



**2017**

This preliminary investigation report was produced by the Komite Nasional Keselamatan Transportasi (KNKT), Transportation Building, 3<sup>rd</sup> Floor, Jalan Medan Merdeka Timur No. 5 Jakarta 10110, Indonesia.

The report is based upon the initial investigation carried out by the KNKT in accordance with Annex 13 to the Convention on International Civil Aviation Organization, the Indonesian Aviation Act (UU No. 1/2009) and Government Regulation (PP No. 62/2013).

The preliminary report consists of factual information collected until the preliminary report published. This report will not include analysis and conclusion.

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However, the KNKT fully recognizes that the implementation of recommendations arising from its investigations will in some cases incur a cost to the industry.

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## ABBREVIATIONS AND DEFINITIONS

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AIP	:	Aeronautical Information Publication
ALA	:	Aerodrome for Light Aircraft
AOC	:	Aircraft Operator Certificate
BMKG	:	<i>Badan Meteorologi Klimatologi dan Geofisika</i> (Bureau of Meteorology, Climatology and Geophysics)
CPL	:	Commercial Pilot License
DGCA	:	Directorate General of Civil Aviation
kg	:	Kilogram
KNKT	:	<i>Komite Nasional Keselamatan Transportasi</i> (National Transportation Safety Committee)
lbs	:	A pound by weight
LT	:	Local Time
m	:	Meter
MHz	:	Mega Hertz
NDB	:	Non-Directional Beacon
Nm	:	Nautical Mile
ON	:	Operation Notice
SOS	:	Save Our Soul
TAWS	:	Terrain Avoidance Warning System
UTC	:	Universal Time Coordinated

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## SYNOPSIS

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On 12 April 2017, a Cessna C208 aircraft registered PK-FSO was being operated by PT. Spirit Avia Sentosa (Flying SAS) for unscheduled cargo flight from Boven Digoel Airport (WAKT), Tanah Merah to Gunung Bintang Airport (WAJO), Oksibil.

The flight was the fourth flight of the day for the pilot and the aircraft, the previous routes were Mopah Airport – Tanah Merah – Oksibil – Tanah Merah and scheduled for Oksibil – Tanah Merah. The first flight departed from Mopah Airport at 0838 LT (2338 UTC), the flights were uneventful and returned to Tanah Merah from Oksibil at about 0226 UTC.

At 0244 UTC on daylight condition, the aircraft departed Tanah Merah and cruised at altitude of 7,000 feet. Prior to departure, there was no report or record of aircraft system malfunction. On board the aircraft was one pilot, 1,225 kg of general cargo and 800 lbs of fuel which was sufficient for about 2 hour of flight time. After departure, the pilot advised Tanah Merah air traffic controller of the estimate time arrival at Oksibil would be 0324 UTC.

At 0249 UTC, the pilot advised Tanah Merah air traffic controller that the aircraft position was about 10 Nm from Tanah Merah and passing altitude of 3,500 feet. The Tanah Merah air traffic controller acknowledged the radio communication and advised the pilot to monitor radio communication on frequency 122.7 MHz for traffic monitoring.

At 0312 UTC, when the aircraft position was about 45 Nm north of Tanah Merah, the aircraft passed another Cessna 208B aircraft from opposite direction from Oksibil to Tanah Merah which was cruising at altitude of 6,000 feet. The Cessna 208B pilot advised to the pilot that the PK-FSO aircraft was in sight and the PK-FSO pilot responded that the aircraft was maintaining 7,000 feet on direct route to Oksibil.

At 0330 UTC, the Oksibil air traffic controller received phone call from Flying SAS officer at Jakarta which confirming whether the PK-FSO aircraft has landed on Oksibil. The Oksibil air traffic controller responded that there was no contact from the PK-FSO pilot. Afterwards, the Oksibil air traffic controller called Tanah Merah air traffic controller confirmed whether PK-FSO aircraft had departed from Tanah Merah and was informed that PK-FSO departed at 0244 UTC with estimate arrival Oksibil was 0324 UTC.

At 0340 UTC, the Oksibil air traffic controller was informed that Flying SAS officer at Jakarta received SOS signal (emergency signal) from PK-FSO aircraft and the last position recorded was approximately 6 Nm north of Oksibil. Afterwards, the Oksibil air traffic controller advised the occurrence to the Search and Rescue Agency.

On 13 April 2017, at 2211 UTC, the PK-FSO aircraft was found on ridge of Anem Mountain which located about 7 Nm north of Oksibil. The aircraft was destroyed by impact forces and the pilot was fatally injured.

The investigation is continuing and KNKT plans to complete the investigation within 12 months since the day of the occurrence.

KNKT has been informed safety actions taken by Flying SAS resulting from this occurrence and KNKT has not issued safety recommendation in this preliminary report. Should any further relevant safety issues emerge during the course of the investigation, KNKT will immediately bring the issues to the attention of the relevant parties and publish as required.

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# 1 FACTUAL INFORMATION

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## 1.1 History of the Flight

On 12 April 2017, a Cessna C208 aircraft registered PK-FSO was being operated by PT. Spirit Avia Sentosa (Flying SAS) for unscheduled cargo flight from Boven Digoel Airport (WAKT), Tanah Merah<sup>1</sup> to Gunung Bintang Airport (WAJO), Oksibil<sup>2</sup>.

The flight was the fourth flight of the day for the pilot and the aircraft, the previous routes were Mopah Airport – Tanah Merah – Oksibil – Tanah Merah and scheduled for Oksibil – Tanah Merah. The first flight departed from Mopah Airport at 0838 LT (2338 UTC<sup>3</sup>), the flights were uneventful and returned to Tanah Merah from Oksibil at about 0226 UTC.



**Figure 1: The archive photo of PK-FSO aircraft (copyright of FNQSkies.blogspot.com)**

At 0244 UTC on daylight condition, the aircraft departed Tanah Merah and cruised at altitude of 7,000 feet. Prior to departure, there was no report or record of aircraft system malfunction. On board the aircraft was one pilot, 1,225 kg of general cargo and 800 lbs of fuel which was sufficient for about 3 hour of flight time. After departure, the pilot advised Tanah Merah air traffic controller of the estimate time arrival at Oksibil would be 0324 UTC.

At 0249 UTC, the pilot advised Tanah Merah air traffic controller that the aircraft position was about 10 Nm from Tanah Merah and passing altitude of 3,500 feet. The Tanah Merah air traffic controller acknowledged the message and advised the pilot to monitor radio communication on frequency 122.7 MHz<sup>4</sup> for traffic monitoring.

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1 Boven Digoel Airport (WAKT), Tanah Merah will be named as Tanah Merah for the purpose of this report.

2 Gunung Bintang Airport (WAJO), Oksibil will be named as Oksibil for the purpose of this report.

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

4 The radio frequency of 122.7 MHz is the frequency based on the pilot consensus to be used as traffic advisory between pilots.

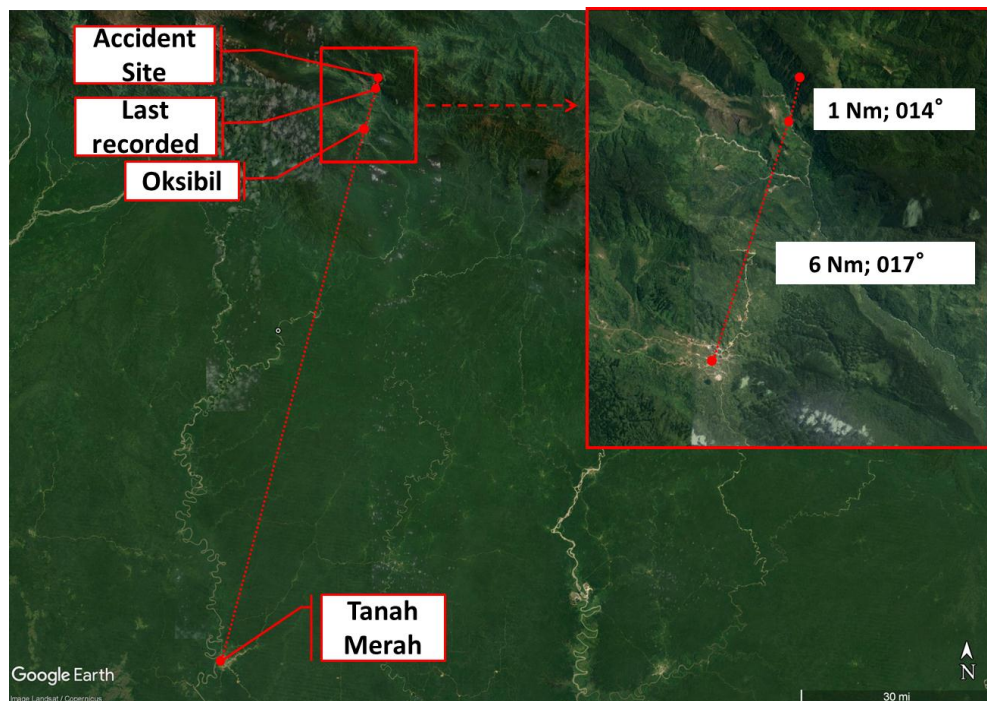
At about 0312 UTC, when the aircraft position was about 45 Nm north of Tanah Merah, the aircraft passed a Cessna 208B aircraft which was flying on opposite direction from Oksibil to Tanah Merah at altitude 6,000 feet. The Cessna 208B pilot advised to the pilot on radio frequency 122.7 MHz that the PK-FSO aircraft was in sight and the pilot responded that the aircraft was maintaining 7,000 feet on direct route to Oksibil.

At 0330 UTC, the Oksibil air traffic controller received phone call from Flying SAS officer at Jakarta which confirming whether the PK-FSO aircraft has landed on Oksibil. The Oksibil air traffic controller responded that there was no communication with the PK-FSO pilot. Afterwards, the Oksibil air traffic controller called Tanah Merah air traffic controller confirmed the PK-FSO flight and was informed that PK-FSO departed Tanah Merah to Oksibil at 0244 UTC and the reported estimate time of arrival Oksibil was 0324 UTC.

At 0340 UTC, the Oksibil air traffic controller received another phone call from Flying SAS officer at Jakarta which informed that the Flying SAS flight following system received SOS signal (emergency signal)<sup>5</sup> from PK-FSO aircraft and the last position recorded was on coordinate S 04°48'47.7" E 140°39'31.7" which located at approximately 6 Nm north of Oksibil. Afterwards, the Oksibil air traffic controller advised the occurrence to the Search and Rescue Agency.

On 13 April 2017, at 2211 UTC, the PK-FSO aircraft was found on ridge of Anem Mountain which located about 7 Nm north of Oksibil.

The figure below showed the illustration of the aircraft track plotted on the Google earth refer to the known coordinates of Tanah Merah, Oksibil and the crash site.



**Figure 2: The illustration of the flight path**

<sup>5</sup> The SOS signal (emergency signal) is a feature on the Spidertracks flight following system which automatically active if the aircraft is not transmitted data to the system for period of for a period of ten minutes or manual activation by pilot. The detail of Spidertracks information can be found at subchapter 1.17.1.

## **1.2 Injuries to Persons**

The pilot was fatally injured as a result of this occurrence.

## **1.3 Damage to Aircraft**

The aircraft was destroyed by impact forces.

## **1.4 Other Damage**

There was no other damage to property and/or the environment.

## **1.5 Pilot in Command Information**

Gender	: Male
Age	: 42
Nationality	: Indonesia
Marital status	: Married
Date of joining company	: 1 May 2016
License	: CPL
Date of issue	: 26 May 1998
Aircraft type rating	: Cessna C 208
Medical certificate	: First Class
Last of medical	: 6 March 2017
Validity	: 30 September 2017
Medical limitation	: None
Last line check	: 21 February 2017
Last proficiency check	: 21 February 2017
<b>Flying experience</b>	
Total hours	: 4,236 hours 22 minutes
Total on type	: 2,552 hours 8 minutes
Last 90 days	: 137 hours 38 minutes
Last 30 days	: 45 hours 3 minutes
Last 7 days	: 1 hour 57 minutes
Last 24 hours	: 1 hour 57 minutes
This flight	: Approximately 35 minutes

## **1.6 Aircraft Information**

### **1.6.1 General**

Registration Mark : PK-FSO  
Manufacturer : Cessna Aircraft Company  
Country of Manufacturer : United States of America  
Type/Model : Cessna C208  
Serial Number : 20800313  
Year of Manufacture : 1991  
Certificate of Airworthiness  
    Issued : 18 January 2017  
    Validity : 17 January 2018  
    Category : Normal  
    Limitations : None  
Certificate of Registration  
    Number : 3777  
    Issued : 18 January 2017  
    Validity : 17 January 2020  
Time Since New : 6,226 hours 57 minutes  
Cycles Since New : 9,371 cycles  
Last Major Check : 15 February 2017 (200/400 hour inspection)  
Last Minor Check : 12 April 2017 (daily inspection)

### **1.6.2 Engines**

Manufacturer : Pratt & Whitney Canada  
Country of Manufacturer : Canada  
Type/Model : PT6-114A  
Engine Serial Number : PCE-PC0698  
    ▪ Time Since New : 5,762 hours 12 minutes  
    ▪ Cycles Since New : 8,668 cycles

### **1.6.3 Propellers**

Manufacturer : McCauley  
Country of Manufacturer : United States of America  
Type/Model : McCauley 3GFR34C703  
Propeller Serial Number : 130954

- Time Since New : 3,707 hours 9 minutes
- Time Since Overhaul : 1,501 hours 57 minutes

#### 1.6.4 Weight and balance

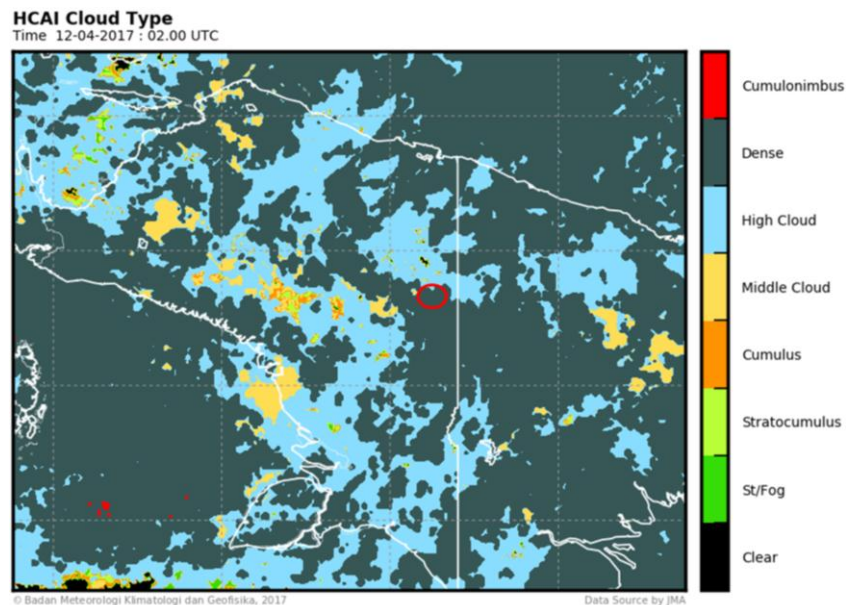
- Fuel on board : 800 lbs
- Total cargo on board : 2,700.6 lbs
- Total take-off weight : 8,181 lbs (maximun: 8,360 lbs)

The aircraft was operated within the approved weight and balance envelope.

### 1.7 Meteorological Information

There was no meteorological station or automatic meteorological aids at Oksibil to provide weather information. The weather information at Oksibil was based on air traffic controller observation and pilot report. The weather at Oksibil between 0230 until 0330 UTC was reported clear, the wind was calm, the clouds was scattered <sup>6</sup> at altitude approximately 9,000 feet and on south area was clear while the west and north west area was cloudy.

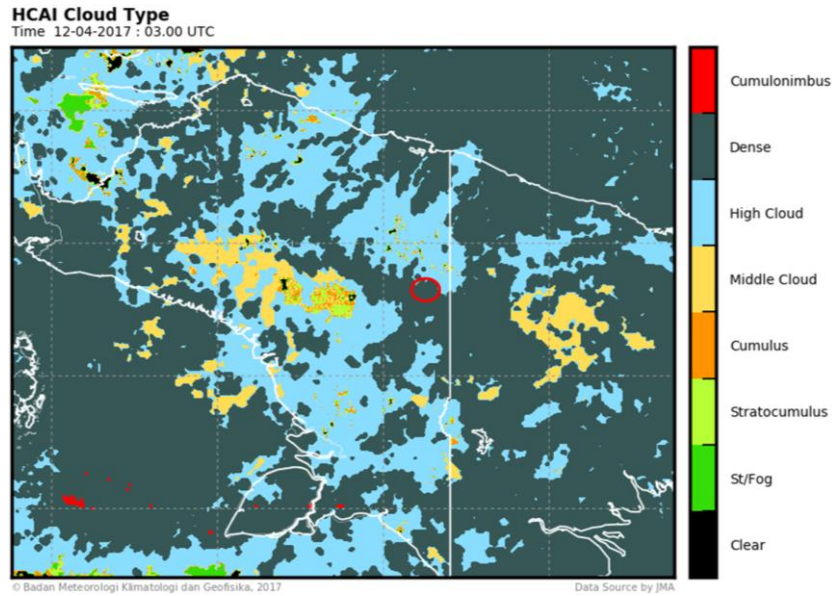
The satellite images were provided by *Badan Meteorologi Klimatologi dan Geofisika* (BMKG – Bureau of Meteorology, Climatology and Geophysics of Indonesia) indicated that at Oksibil and surrounding area including the accident site (red circle) at 0200 UTC, 0300 UTC and 0400 UTC was cloudy with towering cumulus and development of high clouds<sup>7</sup>.



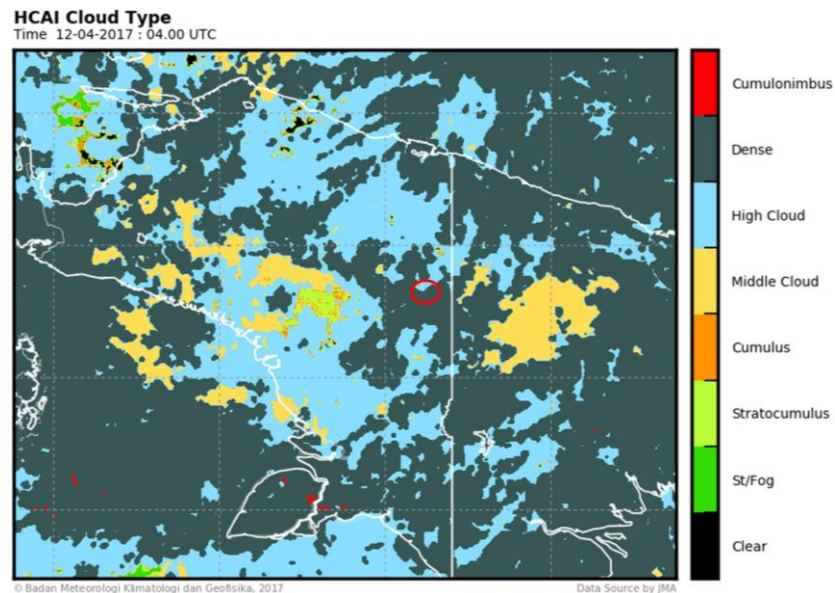
**Figure 3: Satellite image at 0200 UTC**

<sup>6</sup> Cloud amount is assessed in total which is the estimated total apparent area of the sky covered with cloud. The international unit for reporting cloud amount Scatter (SCT) is when the clouds cover 3/8 up to 4/8 area of the sky.

<sup>7</sup> The towering cumulus was classified as low clouds, which may produce precipitation and often release abundant rain in the form of showers. The high clouds are between altitude of 20,000 up to 60,000 feet (International Cloud Atlas Volume I: Manual on The Observation of Clouds and Other Meteors, that can be found in <http://wmo-cloudatlas.org/index.php/en/>)



**Figure 4: Satellite image at 0300 UTC**




**Figure 5: Satellite image at 0400 UTC**

## 1.8 Aids to Navigation

According to the Aeronautical Information Publication (AIP) Volume IV (Aerodrome for Light Aircraft/ALA), Oksibil equipped with Non-Directional Beacon (NDB) identified as ZX and was serviceable during the occurrence. The AIP Volume IV did not include approach guidance for Oksibil.

The aircraft operator issued Oksibil Approach Guidance and Visual Approach chart of Oksibil and it were used for internal use. The details are as follows:

	OXSIBIL	OKL	WAJO
	<b>OXSIBIL APPROACH GUIDANCE</b>		
	Revision: Original	1-Oct-2016	FlyingSAS-OP-2016
<b>DESCEND</b>	<p>MAKE SURE TO GET AN ACTUAL WEATHER REPORT FROM OXSIBIL TOWER RADIO (123.00) BEFORE START DESCEND AND APPROACH. OXSIBIL RADIO COVERAGE IS AFTER IWUR AIRFIELD AREA. APPROACH FROM NOTH AREA VIA AMBISIBIL OR KIWIROK; IF CRUISE ALTITUDE 9500 FEET , START DESCEND VISUALLY 10 NM FROM AIRPORT. TARGET ALTITUDE IS CIRCUIT ALTITUDE 5000 FEET VIA OVERHEAD RUNWAY. TARGET APPROACH CHECK POINT ARE EITHER RIGHT DOWNWIND R/W 11, OR LEFT DOWNWIND R/W 11, OR LONG FINAL R/W 11. APPROACH FROM SOUTH AREA VIA KAWUR; IF CRUISE ALTITUDE 7000 FEET , START DESCEND VISUALLY 10 NM FROM OXSIBIL AIRPORT. TARGET ALTITUDE IS CIRCUIT ALTITUDE 5000 FEET. TARGET APPROACH CHECK POINT ARE EITHER LONG FINAL R/W 11, OR LEFT DOWNWIND R/W 27 VIA OVERHEAD R/W 11. APPROACH FROM SOUTHEAST AREA VIA IWUR; START DESCEND VISUALLY AT 10 NM FROM AIRPORT OXSIBIL. TARGET DESCEND IS RIGHT DOWNWIND R/W 11 AT CIRCUIT ALTITUDE 5000 FEET. FOR VISUAL CIRCLING AREA AVAILABLE FROM OVERHEAD RUNWAY TO LONG FINAL R/W 11. RADIO CALL; FIRST CONTACT OVER CHECK POINT AMBISIBIL, KIWIROK, KAWUR, DAN IWUR, GIVING DEPARTURE TIME, ALTITUDE, AND ETA, REQUEST QAM. REPORT TO JAYAPURA INFO ON HF FREQ. 8834 ESTABLISH WITH OXSIBIL TOWER RADIO. NEXT CALL POSITION RIGHT OR LEFT DOWNWIND R/W 11, BASE LEG OR FINAL R/W 11.</p>		
<b>APPROACH</b>	<p>FROM RIGHT DOWNWIND R/W 11: FOLLOW NORMAL CIRCUIT PATTERN AND DISTANCE, ADJUST APPROACH SPEED AS CORRECT AS POSSIBLE. BE AWARE OF RUNWAY INVERSION DUE TO HILLS AND RAISING TERRAIN BEFORE START OF RUNWAY 11. FROM LEFT DOWNWIND R/W 11 : DOWNWIND DISTANCE IS CLOSER SO YOU MUST ADJUST THE RATE OF DESCEND AND BANK DURING BASE LEG TURN, STEEP BANK IS NEEDED. RADIO CALL; POSITION CALL BASE LEG OR FINAL RUNWAY 11.</p>		
<b>LANDING</b>	<p>RUNWAY 11 SURFACE IS FLAT WITH SLIGHTLY UPCURVED AT THE TOUCHDOWN ZONE. THE RUNWAY LENGTH IS LONG ENOUGH FOR MAKE NORMAL LANDING WITH REVERSE POWER FOR DHC-6. APRON IS AVAILABLE AT THE LEFT SIDE OF RUNWAY 11 OLD APRON OR NEW APRON, APRON IS WIDE ENOUGH WITH HIGH RISE TERRAIN ON THE SIDE. MOVEMENT OF PEOPLE, CAR AND MOTORCYCLE IN THE VICINITY AREA.</p>		
<b>GO AROUND</b>	<p>FINAL POSITION AT 4500 FEET, IF LOST OF RUNWAY VISUAL CONTACT OR NOT STABILIZED MAKE GO AROUND HEADING TO OVERHEAD RUNWAY THEN SLIGHTLY TURN TO THE RIGHT HEADING FOR 10 NM CHECK POINT THEN TO IWUR AREA AND CONTINUE CLIMB TO 8000 INITIALY. VFR HOLDING FOR WEATHER IS AT OVERHEAD IWUR AIRFIELD.</p>		

**Figure 6: Oksibil approach guidance**

**OKSIBIL (WAJO)**  
**PEGUNUNGAN BINTANG**

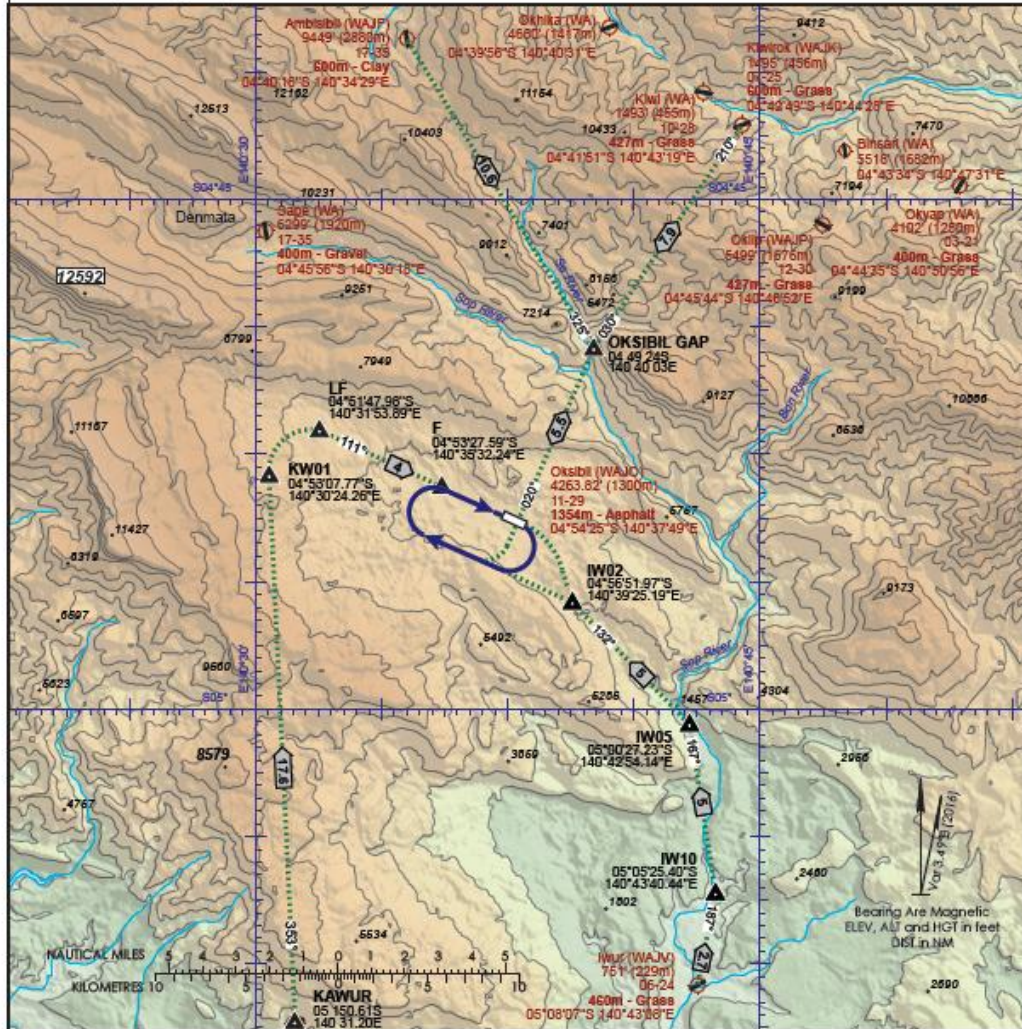


**PAPUA, INDONESIA**  
**VISUAL APPROACH Rwy 11 & 29**

<b>COMMUNICATIONS :</b>	<b>NAVAIDS :</b>	<b>ELEV :</b>	<b>AIRPORT INFO :</b>
AFIS : <b>123.00</b>	VOR : N / A	AD : 4263.82 ft	Coord ARP : 04°54'25"S 140°37'49"E
MERAUKE INFO : HF <b>5580</b>	NDB : ZX 342	THR 11 : 4283.82 ft	Asphalt
JAYAPURA INFO : HF <b>8834</b>		THR 29 : 4248.76 ft	NO LIGHTED

**Caution :**

1. High approach profile for Rwy 11 due to upslope terrain.
2. Strong Easterly wind expected after 11.00 local time.
3. Heavy inbound/outbound traffic.
4. One way landing Rwy 11 .
5. Parking on new apron.
6. All inbound / outbound aircraft must contact Oksibil radio on 123.00 over IWUR and over Ambisibil area.



**MISS APPROACH :**

1. Rwy 29 : Rwy not available for landing.
2. Rwy 11 : Climb overhead Rwy than return to IWUR entry point.

<b>LANDING RWY 11 OR 29</b>	
<b>MDA (H) -</b>	
<b>FULL VISUAL</b>	
<b>VISIBILITY</b>	-

CHANGES : Caution

Aviatera, 2015.

**Figure 7: Oksibil visual approach chart for runway 11 and 29**

The Visual Approach chart showed that approach to Oksibil from the south can be performed from the west of Oksibil via Kamur point or via east of Oksibil via Iwur point.

## **1.9 Communications**

The communication on Oksibil radio frequency (123.0 MHz) was recorded by ground based automatic voice recording equipment and the recorder was serviceable. The ground based automatic voice recording did not record the communication between PK-FSO pilot and Oksibil air traffic controller during the accident flight.

## **1.10 Aerodrome Information**

Airport Name	: Gunung Bintang
Airport Identification	: WAJO
Airport Operator	: Directorate General of Civil Aviation (DGCA)
Coordinate	: S 04°54'26" E 140°37'49"
Elevation	: 4,263.82 feet
Runway Direction	: 11 – 29 (114.46° – 294.46°)
Runway Length	: 1,354 meters
Runway Width	: 30 meters
Surface	: Asphalt

The airport situated on a valley surrounded by mountainous area with the highest terrain up to 11,000 feet at approximately on 9.5 Nm at northwest from the airport.

## **1.11 Flight Recorders**

The aircraft was not equipped with flight recorder and nor it was required by current Indonesia regulation for this type of aircraft.

## **1.12 Wreckage and Impact Information**

The aircraft wreckage was found on a ridge of Anem Mountain at approximately 7,100 feet, which located at about 7 Nm north of Okisbil with coordinate S 04°47.79' E 140°39.77'.

The aircraft destroyed by impact forces and the wreckage distribution was found toward 010° direction.



**Figure 8: The accident site**

### **1.13 Medical and Pathological Information**

Medical or pathological investigations will be included on the final report.

### **1.14 Fire**

There was no evidence of fire in-flight or after the aircraft impacted terrain.

### **1.15 Survival Aspects**

On 12 April 2017, at about 0327 UTC, the Flying SAS officer in Jakarta received SOS/emergency signal of PK-FSO aircraft from Spidertracks flight following system. Afterwards, the officer informed the Oksibil air traffic controller that the last recorded position of the PK-FSO aircraft was on coordinate S 04°48'47.7" E 140°39'31.7" which located at approximately 6 Nm north of Oksibil.

The Oksibil air traffic controller relayed the information to the search and rescue agency and to pilots who were flying near the reported last coordinate of PK-FSO. The search and rescue team was assembled and consisted of the Oksibil Airport Authority, local government, police, and army.

At 0343 UTC, the Oksibil air traffic controller informed the pilot of landing aircraft who flew from Kawur Airstrip<sup>8</sup> to Oksibil related to the missing aircraft and asked whether the pilot had visual contact or communicated with PK-FSO pilot. The pilot of the landing aircraft did not communicate with the PK-FSO pilot nor have visual contact of the PK-FSO aircraft.

At 0402 UTC, there was departing aircraft from Oksibil to Sentani Airport, Jayapura which flew near the last reported position of the PK-FSO, the departing aircraft pilot reported that the weather near the location was cloudy and unable to get a clear view of the location.

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<sup>8</sup> Kawur Airstrip is located approximately 21 Nm south west of Oksibil.

At 0440 UTC, a PAC 750 aircraft departed from Oksibil to search the PK-FSO aircraft on south area of Oksibil. At 0727 UTC, the aircraft departed to search on north area of Oksibil. Both search operations could not find the PK-FSO aircraft position.

At 2204 UTC (13 April at 0704 LT), the PAC 750 aircraft departed from Oksibil to search the PK-FSO aircraft on north area of Oksibil. At 2211 UTC, the PAC 750 pilot advised Oksibil air traffic controller that the PK-FSO aircraft found at ridge of Anem Mountain.

The rescue operation deployed and reached the site at 0750 UTC. The rescue team found the pilot was fatally injured and on 14 April 2017 at 0231 UTC, the deceased body was evacuated to Oksibil by helicopter.

## **1.16 Tests and Research**

Any test and research information will be included in the final report.

## **1.17 Organizational and Management Information**

### **1.17.1 Aircraft Operator**

Aircraft Owner and Operator : PT. Spirit Avia Sentosa (Flying SAS)

Address : Jalan Protokol Halim Perdanakusuma No. 8,  
Jakarta Timur, 13620, Republic of Indonesia

The PT. Spirit Avia Sentosa (Flying SAS) had valid Aircraft Operator Certificate (AOC) number 135-058 which authorized to conduct air transportation for aircraft operations under Civil Aviation Safety Regulation (CASR) Part 135 to carry of passengers and cargo in non-scheduled operation within and outside Indonesia.

The Flying SAS operates three DHC-6 Twin Otter aircraft and two Cessna C 208 Caravan aircraft to serve on Papua area.

#### **Aircraft Flight Following System**

The aircraft operator utilizes flight following system provided by Spider Tracks Limited with type/model Spider 7 which manufactured in New Zealand. The tracking and flight data from the aircraft transmitted to the Spidertracks website and monitored by Flying SAS officer in headquarters in Jakarta.

The aircraft operator subscribed for 2 minute interval data reporting for each fleet, including PK-FSO aircraft. The reporting parameters in the tracking system contained several data including time, coordinate, aircraft altitude, speed and bearing. The tracking system begins send position report when the device is powered in open area.

The Spider 7 utilises keypad with three different functions (figure 9).



**Figure 9: Spider 7 keypad**

The spidertracks provides two tracking capabilities, which are passive (NORMAL mode) and active (WATCH mode). Both modes will send positional information and flight data to the monitoring system in real time depends on the interval time subscription.

The WATCH mode could be activated either manually by pressing WATCH button or automatically triggers by aircraft speed. In either case, the WATCH button must be pressed to disable the WATCH mode and there is no auto-off system for the WATCH mode.

In both modes, pilot could send SOS signal by pressing the RADIUS and the MARK button together. While in WATCH mode, the SOS signal could be sent automatically to the system when the aircraft is unable to send flight data for a period of ten minutes. The SOS signal could be only disabled by powering cycle the Spider device.

In order to avoid unnecessary SOS signal when the aircraft engine is off after landing with WATCH mode still active, the aircraft operator developed pilot guidance to turn off WATCH mode approximately 2 minutes before touchdown to avoid SOS signal transmitted to the system after the aircraft landing.

### **1.18 Additional Information**

The investigation is continuing and KNKT plans to complete the investigation within 12 months since the day of the occurrence. Should any further relevant safety issues emerge during the course of the investigation, KNKT will immediately bring the issues to the attention of the relevant parties and publish as required.

### **1.19 Useful or Effective Investigation Techniques**

The investigation was conducted in accordance with the KNKT approved policies and procedures, and in accordance with the standards and recommended practices of Annex 13 to the Chicago Convention.

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## 2 FINDINGS<sup>9</sup>

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According to factual information during the investigation, the Komite Nasional Keselamatan Transportasi identified initial findings as follows:

1. The pilot held valid license and medical certificate.
2. The aircraft had valid Certificate of Airworthiness (C of A) and Certificate of Registration (C of R).
3. Prior to departure, there was no report or record of aircraft system malfunction. The aircraft was operated within the approved weight and balance envelope.
4. The aircraft operator utilizes flight following system provided by Spider Tracks Limited with type/model Spider 7 which manufactured in New Zealand. The aircraft operator subscribed for 2 minute interval data reporting for each fleet, including PK-FSO aircraft.
5. The accident flight was the fourth flight of the day for the pilot and the aircraft, the previous routes were Mopah Airport – Tanah Merah – Oksibil – Tanah Merah and scheduled for Oksibil – Tanah Merah.
6. The aircraft departed Tanah Merah at 0244 UTC on daylight condition and would cruise at altitude of 7,000 feet. The estimate time arrival in Oksibil would be 0324 UTC.
7. At about 0312 UTC, when the aircraft position was about 45 Nm north of Tanah Merah, the aircraft passed a Cessna 208B aircraft which was flying on opposite direction from Oksibil to Tanah Merah at altitude 6,000 feet.
8. The Cessna 208B pilot advised to the pilot that the PK-FSO aircraft was in sight and the pilot responded that the aircraft was maintaining 7,000 feet on direct route to Oksibil. This was the last known communication from the pilot.
9. At 0340 UTC, the flight following officer of Flying SAS at Jakarta received emergency signal of PK-FSO aircraft and informed to Oksibil air traffic controller. The aircraft last position recorded from the flight following system was on coordinate S 04°48'47.7" E 140°39'31.7" which located at approximately 6 Nm north of Oksibil.
10. Communication on Oksibil radio frequency (123.0 MHz) was recorded by ground based automatic voice recording equipment and the recorder was serviceable. The ground based automatic voice recording did not record the communication between PK-FSO pilot and Oksibil air traffic controller during the accident flight.
11. On 13 April 2017, at 2211 UTC, the PK-FSO aircraft was found on ridge of Anem Mountain which located about 7 Nm north east of Oksibil.
12. The aircraft destroyed by impact forces and the wreckage distribution was found toward 010° direction.

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<sup>9</sup> Findings are statements of all significant conditions, events or circumstances in the accident sequence. The findings are significant steps in the accident sequence, but they are not always causal, or indicate deficiencies. Some findings point out the conditions that pre-existed the accident sequence, but they are usually essential to the understanding of the occurrence, usually in chronological order.

13. There was no evidence of fire in-flight or after the aircraft impacted terrain.
14. The weather in Oksibil between 0230 until 0330 UTC was reported clear, the wind was calm, the clouds was scattered at approximately at altitude of 9,000 feet and south area of Oksibil was clear while the west and north west area was cloudy.
15. The satellite images indicated that at Oksibil and surrounding area including the accident site at 0200 UTC, 0300 UTC and 0400 UTC was cloudy with towering cumulus and development of high clouds.

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### **3 SAFETY ACTION**

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The Komite Nasional Keselamatan Transportasi (KNKT) informed safety actions taken by the aircraft operator resulting from this occurrence.

The Flying SAS issued 17 operation notices (the detail of the notices can be found in the appendices) that requires pilot, engineer and Flight Operation Officer (FOO) to take particular action following these subjects:

- Daily blood pressure and alcohol test record;
- Medical examination procedure;
- Guidance material for single pilot resource management;
- Two person on board policy for Cessna 208B flight operation;
- Crew rest time management;
- Mandatory training procedure;
- Cessna 208B checklist revision;
- Aircraft operational checklist usage;
- Aircraft position broadcast procedure;
- Aircraft on board weather radar test;
- Aircraft on board Terrain Avoidance Warning System (TAWS) test;
- Aircraft on board TAWS inhibition procedure;
- WATCH ON feature on Spidertracks;
- Smoking during flight prohibition;
- Oxygen supply usage on high altitude flight operation;
- Flight release form and load sheet conformity;
- Flight operational document management.

The KNKT also informed safety action that will be taken by Flying SAS as follows:

- Install satellite phone and portable camera (on board image recording) on all aircraft.
- Appoint chief pilot for Cessna 208 aircraft operation.

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## **4 SAFETY RECOMMENDATIONS**

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The Komite Nasional Keselamatan Transportasi has not issued safety recommendation in this preliminary report. Should any further relevant safety issues emerge during the course of the investigation, KNKT will immediately bring the issues to the attention of the relevant parties and publish as required.

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## 5 APPENDICES

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### 5.1 Flying SAS Spider 7 Pilot User Guide



#### SPIDERTRACK S7 PILOT USER GUIDE

**WATCH** - PRESS TO ACTIVATE INTENSIVE MONITORING + AUTO S O S ALLERT. PRESS AGAIN TO DEACTIVATE.




**MARK** - PRESS ONCE: HIJACKED. PRESS TWICE: TECHNICAL PROBLEM, NEED ATTENTION ON ARRIVAL. PRESS 3 TIMES: AIRCRAFT RTB DUE TO TECHNICAL REASON. PRESS 4 TIMES: AIRCRAFT RTB DUE TO WEATHER REASON.

**NOTE:** TO AVOID VALSE S.O.S SMS AUTOMATICALLY BEING SEND BY THE SPIDERTRACK SYSTEM, PILOTS ARE REQUESTED TO TURN OFF **WATCH ON MODE** APPROXIMATELY 2 (TWO) MINUTES BEFORE TOUCHDOWN TIME AFTER A LANDING DECISION IS ASSURED !

REVISION: NO. 1	FlyingSAS-OP-2016	April 1, 2016
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## 5.2 Flying SAS Operation Notices

### 5.2.1 04/OD/ON/V/2017

	OPERATIONS DEPARTEMENT	04/OD/ON/V/2017
		1/5/2017
	OPERATION NOTICE	Page 1/1

DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	<b>ALL PILOTS, ENGINEERS, FOOS PT, SAS</b>
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	<b>BLOOD PRESSURE AND ALCOHOL CONTENT TEST SOP</b>


1. THIS NOTICE TO PILOTS, ENGINEERS, FOOS WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA FOO, FOR BLOOD PRESSURE TEST AND ALCOHOL CONTENT DAILY MONITORING FOR PILOTS, ENGINEERS AND FOOS. MANAGEMENT INSTRUCT YOU TO SEND THE DAILY RECORD TAKEN AFTER COMPLETE CONDUCTING A TEST BEFORE FIRST FLIGHT BY TAKE A PHOTO SHOOT OF THE DOCUMENT AND SEND IT TO THE PT. SPIRIT AVIA SENTOSA COMMAND CONTROL CENTER.

3. MANAGEMENT INSTRUCTS YOU TO COMPILE AND SEND ALL HARD COPY OF THE DAILY RECORD TAKEN BEFORE FIRST FLIGHT TOGETHER WITH COMPILEMENT OF FLIGHT OPERATIONAL DOCUMENTS AND SEND IT TO THE PT. SPIRIT AVIA SENTOSA PRINCIPAL BUSSINESS OFFICE JAKARTA.

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.


5.2.2 05/OD/ON/V/2017

	OPERATIONS DEPARTEMENT	05/OD/ON/V/2017
		1/5/2017
	OPERATION NOTICE	Page 1/1

DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	<b>All PILOTS PT. SAS</b>
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	<b>CRM FOR SINGLE PILOT OPERATION AIRCRAFT</b>

1. THIS NOTICE TO **PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.
2. TO ALL PT. SPIRIT AVIA SENTOSA CARAVAN PILOTS, MANAGEMENT INSTRUCTS YOU TO READ A **FAA GUIDANCE MATERIAL FOR SINGLE PILOT RESOURCE MANAGEMENT (CRM FOR SINGLE PILOT OPERATIONS)**.
3. ATTACHED HERE A COPY OF FAA MATERIAL FOR SINGLE PILOT RESOURCE MANAGEMENT (CRM FOR SINGLE PILOT OPERATIONS). **FOR COMPLETE FAA MATERIAL WILL BE SEND TO ALL CARAVAN PILOTS EMAIL ADDRESS.**
4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.3 06/OD/ON/V/2017

	OPERATIONS DEPARTEMENT	06/OD/ON/V/2017
	OPERATION NOTICE	01/5/2017 Page 1/2

DATE OF EFFECTIVENESS :	01 MAY 2017
DISTRIBUTION :	DX, DB, DD, DF, FX, FO, FS, OP
APPLICABILITY :	All Pilots PT. SAS /
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	MANDATORY TRAINING PROCEDURES

1. THIS NOTICE TO PILOT WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, MANAGEMENT PROCEDURES FOR MANDATORY TRAINING ARE:


A. PILOT MUST MONITOR HIS/HER LAST VALIDATION DATE OF THE LAST MANDATORY TRAINING.

B. MANAGEMENT INSTRUCTS PILOTS TO RECORD ALL TYPE HIS/HER MANDATORY TRAINING IN THE PILOT LOGBOOK.

C. CHIEF PILOT AND COMMAND CONTROL CENTER WILL SCHEDULE PILOT TO MANDATORY TRAINING BEFORE THE END OF THE MONTH OF VALIDATION DATE AND AT THE DATE THAT WILL NOT CONFLICT AGAINTS FLIGHT DUTY.

D. PILOT MUST INFORM COMMAND CONTROL CENTER FOR CANCELLING, DELAYING OR RESCHEDULING DATE OF MANDATORY TRAINING.

E. MANDATORY TRAINING INVOICE WILL BE SEND DIRECTLY TO COMPANY.

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F. MANDATORY TRAINING CERTIFICATE AND ATTENDANT LIST WILL BE COLLECTED BY COMPANY REPRESENTATIVE.

G. MANDATORY TRAINING CERTIFICATE WITHOUT ATTENDANT LIST RECORD WITH THE SAME DATE VALIDATION WILL BE REJECTED BY COMPANY REPRESENTATIVE. MANDATORY TRAINING CERTIFICATE AND ATTENDANT LIST RECORD TRUECOPY WILL BE KEPT IN THE COMPANY DORSIER.

H. MANDATORY TRAINING CERTIFICATES ARE BELONGING TO THE COMPANY.

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.4 07/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All FOO PT. SAS
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	FLIGHT OPERATIONAL DOCUMENTS SHIPPING SOP

1. THIS NOTICE TO FOO WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.


2. TO ALL PT. SPIRIT AVIA SENTOSA FOO, MANAGEMENT PROCEDURES FOR FLIGHT OPERATIONAL DOCUMENTS SHIPPING ARE:

A. BASE ON DGCA STAFF INSTRUCTION 8400 AMANDEMENT 4. ALL FLIGHT OPERATIONAL DOCUMENTS MUST BE KEPT IN THE PT. SPIRIT AVIA SENTOSA PRINCIPAL BUSSINESS OFFICE AT JAKARTA.

B. KIND OF ALL FLIGHT OPERATIONAL DOCUMENTS, REFER TO PT. SPIRIT AVIA SENTOSA OPERATION MANUAL PART – A CHAPTER 8 – OPERATING PROCEDURES 8.14.4 - INFORMATION TO BE RETAINED ON GROUND.


C. EVERIDAY, FLIGHT OPERATIONAL DOCUMENTS MUST BE COMPILE ACCORDING TO EACH FLIGHT, THEN COMPILE ACCORDING TO ITS AIRCRAFT REGISTRATION, THEN COMPILE ACCORDING TO ITS DATE AND COMPILE ACCORDING TO ITS WEEK.

D. COMPILEMENT OF FLIGHT OPERATIONAL DOCUMENTS MUST BE SENT ON THE NEAREST WEEK TO PRINCIPAL OFFICE JAKARTA ALONG WITH THE CHANGE OF CREW ON DUTY (CAN USE ROTATION CHANGE OF PILOTS BECAUSE IT'S THE MOST FREQUENT).

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4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.5 08/OD/ON/V/2017

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		1/5/2017
	OPERATION NOTICE	Page 1/2

DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All PILOTS PT. SAS /
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	MEDICAL EXAMINATION S O P

1. THIS NOTICE TO **PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, MANAGEMENT PROCEDURES FOR MEDICAL EXAMINATION ARE:


A. PILOT MUST MONITOR HIS/HER LAST VALIDATION DATE OF THE PREVIOUS / LAST MEDICAL EXAMINATION.

B. MANAGEMENT INSTRUCTS PILOTS TO RECORD HIS/HER MEDICAL EXAMINATION DATE IN THE PILOT LOGBOOK.

C. CHIEF PILOT AND COMMAND CONTROL CENTER WILL SCHEDULE PILOT TO MEDICAL EXAMINATION BEFORE THE END OF THE MONTH OF VALIDATION DATE AND AT THE DATE THAT WILL NOT CONFLICT AGAINTS FLIGHT DUTY.

D. PILOT MUST INFORM COMMAND CONTROL CENTER FOR CANCELLING, DELAYING OR RESCHEDULING DATE OF MEDICAL EXAMINATION OR DATE OF MEDICAL RE-EXAMINATION.

E. MEDICAL EXAMINATION INVOICE WILL BE SEND DIRECTLY TO COMPANY.

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F. PILOT MEDICAL EXAMINATION RECORD AND CERTIFICATE WILL BE COLLECTED BY COMPANY REPRESENTATIVE.

G. PILOT MEDICAL EXAMINATION CERTIFICATE WITHOUT MEDICAL EXAMINATION RECORD WITH THE SAME DATE VALIDATION WILL BE REJECTED BY COMPANY REPRESENTATIVE (EXCEPT FOR SCHEDULED RE-EXAMINATION).

H. PILOT MUST REPORT TO COMPANY AFTER FINISHING HIS/HER MEDICAL EXAMINATION AND BRING HIS/HER PILOT LICENCE AND LOGBOOK TO COMPANY REPRESENTATIVE TO MAKE TRUE COPY AND BE LEGALIZED. TRUECOPY WILL BE KEPT IN THE COMPANY DORSIER.


4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.6 09/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All CARAVAN PILOTS PT. SAS
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	CARAVAN C208B CHECKLIST REVISION

1. THIS NOTICE TO **CARAVAN PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.
2. TO ALL PT. SPIRIT AVIA SENTOSA **CARAVAN PILOTS**, ATTACHED HERE **CARAVAN DAILY OPERATIONAL CHECKLIST REVISION 2** (HARD COPY OF CHECKLIST WILL BE AVAILABLE IN THE BOTH COCKPIT POCKETS).
3. TO ALL PT. SPIRIT AVIA SENTOSA **CARAVAN PILOTS**, MANAGEMENT INSTRUCT YOU TO **READ THE AIRCRAFT OPERATIONAL CHECKLIST PROVIDED TO YOU FOR YOUR TYPE OF AIRCRAFT AND LOCATED IN THE BOTH SIDE COCKPIT POCKET**. THE AIRCRAFT OPERATIONAL CHECKLIST MUST BE READ ACCORDING TO A CERTAIN PHASE OF FLIGHT (DAILY NORMAL OR ABNORMAL AND EMERGENCY PHASE) AS A STANDARD OPERATIONAL PROCEDURES STATED IN THE PT. SPIRIT AVIA SENTOSA OPERATIONS MANUAL PART – B.
4. AS TO REMINDER THAT ITEMS IN THE AIRCRAFT OPERATIONAL CHECKLIST ARE NOT TO BE MEMORIZED BY PILOTS TO AVOID MISSING ITEMS DURING MAKING A SELECTION OR TAKING ACTION (EXCEPT FOR EMERGENCY CHECKLIST MEMORY ITEMS). SEE STANDARD OPERATIONAL PROCEDURES STATED IN THE PT. SPIRIT AVIA SENTOSA OPERATIONS MANUAL PART – B.

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5. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.7 10/OD/ON/V/2017

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		1/5/2017
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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	<b>All CARAVAN PILOTS PT. SAS /</b>
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	<b>TWO PERSON ON COCKPIT SEATS FOR CESSNA CARAVAN</b>

1. THIS NOTICE TO **CARAVAN PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA **CARAVAN PILOTS, ENGINEERS AND FOOS**, THIS IS MANAGEMENT ANOUNCEMENT FOR THE CARAVAN FLEET CREW COMPOSITION. FROM 1<sup>ST</sup> MAY 2017 ALL CARAVAN AIRCRAFT THAT OPERATED BY PT. SPIRIT AVIA SENTOSA USE POLICY OF " 2 (TWO) PERSON ONBOARD OCCUPYING PILOTS SEAT ".


3. BELOW ARE THE PROCEDURE OF 2 (TWO) PERSON ONBOARD OCCUPYING PILOTS SEAT;

A . 1<sup>ST</sup> PROCEDURE:

A CAPTAIN AS PILOT IN COMMAND (PIC) OCCUPYING THE LEFT SEAT AND ACCOMPANIED BY SECOND IN COMMAND (SIC) OCCUPYING THE RIGHT SEAT.

**SECOND IN COMMAND POSITION CAN BE OCCUPIED BY FIRST OFFICERS, OTHER FELLOW CAPTAINS, INSTRUCTORS, OR CCPS.**

**NORMAL STANDARD OPERATIONAL PROCEDURES APPLY FOR FIRST OFFICER AND SECOND IN COMMAND DUTY AND RESPONSIBILITY AS STATED IN THE OPERATION MANUAL PART – A CHAPTER 2 – ORGANIZATION, 2.5 DUTIES AND RESPONSIBILITY OF CREW MEMBERS.**

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**IN CASE OF CAPTAINCY LINE TRAINING FLIGHT**, THE CANDIDATE CAPTAIN AS A SECOND IN COMMAND WILL OCCUPY THE LEFT SEAT AND THE INSTRUCTOR AS THE PILOT IN COMMAND WILL OCCUPY THE RIGHT SEAT. NORMAL STANDARD OPERATIONAL PROCEDURES APPLY FOR INSTRUCTOR DUTY AND RESPONSIBILITY AS STATED IN THE **OPERATION MANUAL PART – A CHAPTER 2 – ORGANIZATION, 2.5 DUTIES AND RESPONSIBILITY OF CREW MEMBERS**.

**B. 2<sup>ND</sup> PROCEDURE:**


A CAPTAIN AS PILOT IN COMMAND (PIC) OCCUPYING THE LEFT SEAT AND ACCOMPANIED BY PT. SPIRIT AVIA SENTOSA ON DUTY ON TYPE ENGINEER OR PT. SPIRIT AVIA SENTOSA ON DUTY FOO OCCUPYING THE RIGHT SEAT.

**NOTE:** THE 2<sup>ND</sup> PROCEDURE SHALL ALLOW TO BE ACCOMPLISHED ONLY IF THE FLIGHT TIME OF THE FLIGHT IS BELOW 1 HOUR FLIGHT TIME. NORMAL STANDARD OPERATIONAL PROCEDURES APPLY FOR ENGINEER DUTY AND RESPONSIBILITY AS STATED IN THE **MAINTENANCE MANUAL CHAPTER 2.5.5 DUTY AND RESPONSIBILITY ENGINEER**.

NORMAL STANDARD OPERATIONAL PROCEDURES APPLY FOR FOO DUTY AND RESPONSIBILITY AS STATED IN THE **OPERATION MANUAL PART – A CHAPTER 2 – ORGANIZATION, 2.5 DUTIES AND RESPONSIBILITY OF CREW MEMBERS**.

**ADDITIONAL DUTY AND RESPONSIBILITY FOR 2<sup>ND</sup> PERSON OCCUPYING THE RIGHT SEAT DURING FLIGHT:**

- B.1. TO PREVENT AND REMIND THE PIC NOT TO FALL A SLEEP DURING ALL PHASE OF FLIGHT.
- B.2. TO REMIND THE PIC TO READ THE CHECKLIST DURING ALL PHASE OF FLIGHT.
- B.3. TO REMIND THE PIC TO FOLLOW VFR PROCEDURES.
- B.4. ASSIST THE PIC IN FILING THE AFML AND FDR AS DIRECTED BY PIC.


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**NOTE: A SPECIAL BRIEFING MUST BE GIVEN BY THE PIC TO THE 2<sup>ND</sup> PERSON OTHER THAN PILOT OCCUPYING THE RIGHT SEAT.**

SECOND PERSON OCCUPYING RIGHT SEAT SAFETY BRIEFING CARD ON BOARD IN THE AIRCRAFT DOORS POCKET.

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.8 11/OD/ON/V/2017

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		1/5/2017
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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	<b>All PILOTS PT. SAS</b> /
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	<b>AIRCRAFT POSITION BROADCAST S O P</b>

1. THIS NOTICE TO **PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA **PILOTS**, MANAGEMENT INSTRUCT YOU TO GIVE A **AIRCRAFT POSITION AND TRAFFIC AREA BROADCAST** AT THE CERTAIN PRE-SET BROADCAST AREA FREQUENCY (SEE BROADCAST FREQUENCY RADIO CHART) AND VFR CHECK POINTS.


3. **AIRCRAFT POSITION AND TRAFFIC AREA BROADCAST MUST BE GIVEN;**

A. WHEN AIRCRAFT ENTERING OR LEAVING TRAFFIC AREA BROADCAST (SEE BROADCAST FREQUENCY RADIO CHART).

B. WHEN AIRCRAFT REACHING CRUISING ALTITUDE (TOP OF CLIMB) OR LEAVING CRUISING ALTITUDE (START DESCEND).

C. WHEN AIRCRAFT REACHING OR OVER HEAD CHECK POINT.


D. WHEN REPLYING TO OTHER TRAFFIC IN THE SAME BROADCAST FREQUENCY AREA AND THERE WILL BE A POSSIBILITY OF POSITION CONFLIC / HEAD ON / COLLISION.

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E. WHEN THE PILOTS FEELS THAT THE AIRCRAFT POSITION BROADCAST IS NEEDED AND NECESSARY.

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.9 12/OD/ON/V/2017

	OPERATIONS DEPARTEMENT	12/OD/ON/V/2017
		1/5/2017
	OPERATION NOTICE	Page 1/1

DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	<b>All PILOTS PT. SAS</b> /
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	<b>AIRCRAFT ONBOARD WEATHER RADAR TEST</b>


1. THIS NOTICE TO **PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA **PILOTS**, MANAGEMENT INSTRUCT YOU TO CONDUCT A **PRE-FLIGHT TEST** OF THE AIRBORNE WEATHER RADAR SYSTEM FOR GOOD FUNCTIONALITY AND SERVIABILITY BEFORE ANY FLIGHT (REFER / PLEASE READ TO YOUR DAILY OPERATIONAL CHECKLIST).

3. ATTACHED HERE THE AIRBORNE WEATHER RADAR SYSTEM PILOT USER GUIDE ACCORDING TO YOUR TYPE OF AIRCRAFT. **SEE ALSO STANDARD OPERATIONAL PROCEDURES STATED IN THE PT. SPIRIT AVIA SENTOSA OPERATIONS MANUAL PART – B VOL. 3, CHAPTER SUPPLEMENT FOR YOUR TYPE OF AIRCRAFT.**

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.10 13/OD/ON/V/2017

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	OPERATION NOTICE	Page 1/1
DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017	
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP	
APPLICABILITY :	All PILOTS PT. SAS	
PREPARED BY :		
VERIFIED BY :		
APPROVED BY :		
SUBJECT :	AIRCRAFT ONBOARD T A W S TEST	


1. THIS NOTICE TO PILOTS WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, FOR GPWS OR TAWS FEATURE, MANAGEMENT INSTRUCT YOU TO CONDUCT A PRE-FLIGHT TEST OF THE GPWS OR TAWS SYSTEM FOR GOOD FUNCTIONALITY AND SERVICEABILITY BEFORE COMMENCE ANY FLIGHT (REFER / PLEASE READ TO YOUR DAILY OPERATIONAL CHECKLIST).

3. ATTACHED HERE GPWS AND TAWS PILOT USER GUIDE ACCORDING TO YOUR TYPE OF AIRCRAFT. SEE ALSO STANDARD OPERATIONAL PROCEDURES STATED IN THE PT. SPIRIT AVIA SENTOSA OPERATIONS MANUAL PART – B VOL. 3, CHAPTER SUPPLEMENT FOR YOUR TYPE OF AIRCRAFT.

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.11 14/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All PILOTS PT. SAS
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	AIRCRAFT OPERATIONAL CHECKLIST USAGE

1. THIS NOTICE TO PILOTS WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.


2. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, MANAGEMENT INSTRUCT YOU TO READ THE AIRCRAFT OPERATIONAL CHECKLIST PROVIDED TO YOU FOR YOUR TYPE OF AIRCRAFT AND LOCATED IN THE BOTH SIDE COCKPIT POCKET.

THE AIRCRAFT OPERATIONAL CHECKLIST MUST BE READ ACCORDING TO A CERTAIN PHASE OF FLIGHT (DAILY NORMAL OR ABNORMAL AND EMERGENCY PHASE) AS A STANDARD OPERATIONAL PROCEDURES STATED IN THE PT. SPIRIT AVIA SENTOSA OPERATIONS MANUAL PART – B.

3. AS TO REMINDER THAT ITEMS IN THE AIRCRAFT OPERATIONAL CHECKLIST ARE NOT TO BE MEMORIZED BY PILOTS TO AVOID MISSING ITEMS DURING MAKING A SELECTION OR TAKING ACTION (EXCEPT FOR EMERGENCY CHECKLIST MEMORY ITEMS). SEE STANDARD OPERATIONAL PROCEDURES STATED IN THE PT. SPIRIT AVIA SENTOSA OPERATIONS MANUAL PART – B.

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.12 15/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All PILOTS PT. SAS
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	WATCH ON FEATURE ON SPIDERTRACK


1. THIS NOTICE TO **PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, FOR SPIDERTRACK MONITORING FEATURE, MANAGEMENT INSTRUCT YOU TO **ACTIVATE WATCH ON WHEN AIRCRAFT BLOCK OFF AND WATCH OFF WHEN AIRCRAFT REACHING APPROXIMATELY 2 (TWO) MINUTES BEFORE TOUCH DOWN IF A LANDING IS ASSURED.**

3. ATTACHED HERE SPIDERTRACK S7 PILOT USER GUIDE CHECKLIST REVISION 2 (HARD COPY OF CHECKLIST WILL BE AVAILABLE IN THE COCKPIT POCKET).

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.13 16/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All PILOTS PT. SAS /
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	SMOKING DURING FLIGHT

1. THIS NOTICE TO **PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA **PILOTS**, MANAGEMENT FORBIDS YOU TO SMOKE IN THE AIRCRAFT DURING ALL PHASE OF FLIGHT. NO EXCEPTION IS ALLOWED. SEE ALSO PT. SPIRIT AVIA SENTOSA OPERATION MANUAL PART – A, CHAPTER 7 – CREW HEALTH PRECAUTIONS.


**" NO SMOKING IN THE AIRCRAFT DURING ALL PHASE OF FLIGHT"**

3. **SOME EFFECT OF SMOKING DURING FLIGHT;**

- A. REDUCE YOUR LUNG CAPACITY TO ABSORB OXYGEN.
- B. SHORTEN YOUR BREATH PERIOD.
- C. REDUCE YOUR EYES CAPABILITY.
- D. POSSIBILITY OF CARBONMONOXIDE (CO) INHALING AND ACCUMULATION.
- E. REDUCE PILOTS CONCENTRATION.
- F. INCREASE SYMPTOM OF HYPOXIA.

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.14 17/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All PILOTS PT. SAS
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	CREW REST TIME MANAGEMENT

1. THIS NOTICE TO PILOTS WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, MANAGEMENT ENCOURAGE YOU TO REGULATE AND HAVE YOUR OWN DICIPLINE TO MAINTAIN YOUR OWN FITNESS, HEALTH AND HAVE ENOUGH REST TIME BEFORE EVERY FLIGHT DURING FLIGHT DUTY PERIOD.


SEE ALSO PT. SPIRIT AVIA SENTOSA OPERATION MANUAL PART – A GENERAL, CHAPTER 6 – FLIGHT AND DUTY TIME AND CHAPTER 7 – CREW HEALTH PRECAUTION.

3. MANAGEMENT SUGGEST TO PILOTS;

A. PILOTS SHALL NOT TO TAKE A NAP AFTER A FLIGHT DUTY THAT ENDED AFTER 14.00 HOURS LOCAL TIME.

B. PILOTS MUST HAVE LIGHT EXERCISE EVERY AFTERNOON BETWEEN 16.00 – 18.00 HOURS LOCAL TIME.


C. PILOTS MUST HAVE THEIR DINNER NOT LATER THAN 19.00 HOURS LOCAL TIME.

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D. PILOTS MUST RETURN TO THEIR ACCOMODATION ROOM AND PREPARE FOR TAKE A REST NOT LATER THAN 22.00 HOURS LOCAL TIME.

4. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.


5.2.15 18/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All PILOTS PT. SAS /
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	USE OXIGEN DURING HIGH ALTITUDE FLIGHT

1. THIS NOTICE TO PILOTS WAS ISSUED BASED ON DATA FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.
2. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, MANAGEMENT INSTRUCTS YOU TO USE THE OXYGEN SUPPLY PROVIDED IN THE COCKPIT DURING HIGH ALTITUDE FLIGHT START FROM ALTITUDE OF 7000 FEET MSL. SEE ALSO PT. SPIRIT AVIA SENTOSA OPERATION MANUAL PART – A GENERAL, CHAPTER 13 – OXYGEN REQUIREMENT.
3. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.


5.2.16 19/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	1 <sup>ST</sup> MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	<b>All PILOTS PT. SAS</b>
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	<b>TAWS AUDIO OR AURAL WARNING INHIBIT</b>

1. THIS NOTICE TO **PILOTS** WAS ISSUED BASED ON DATAS FACTUAL FROM PK-FSO ACCIDENT AT OKSIBIL AREA 12<sup>TH</sup> APRIL 2017.
2. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, FOR REMINDER THAT PT. **SPIRIT AVIA SENTOSA AIRCRAFT OPERATION BASE ON THE RULE OF DAY LIGHT VFR FLIGHT.**
3. TO ALL PT. SPIRIT AVIA SENTOSA PILOTS, **T A W S AUDIO OR AURAL WARNING MAY BE INHIBIT ONLY WHEN PILOTS CAN RECOGNIZE, BY VISUALLY, TERRAIN AHEAD THAT HAS BEEN A SUBJECT WARNED BY TAWS SYSTEM, WILL NOT BE A "C F I T" FACTOR IN THE AIRCRAFT FLIGHT PATH.**
4. BEFORE PILOT INHIBIT THE TAWS AUDIO OR AURAL WARNING, **CONFIRMATION THE ACTION MUST BE ASK TO THE SECOND PILOT, PIC, SIC OR SECOND PERSON OCCUPYING RIGHT PILOT SEAT.**
5. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

5.2.17 20/OD/ON/V/2017

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DATE OF EFFECTIVENESS :	8TH MAY 2017
DISTRIBUTION :	DX, DB,DD,DF, FX, FO, FS, OP
APPLICABILITY :	All FOO PT. SAS
PREPARED BY :	
VERIFIED BY :	
APPROVED BY :	
SUBJECT :	FLIGHT RELEASE FORM AND LOADSHEET CONFORMITY

1. THIS NOTICE TO FOO WAS ISSUED BASED ON PT. SPIRIT AVIA SENTOSA DGCA SPECIAL AUDIT FINDING 4<sup>TH</sup> APRIL 2017.

2. TO ALL PT. SPIRIT AVIA SENTOSA FOO, MANAGEMENT INSTRUCTION TO ALL FOO TO FILL IN THE DATA IN THE *FLIGHT RELEASE FORM* AND THE *OPERATIONAL FLIGHT PLAN* AND THE *LOADSHEET* AND THE *MANIFEST*.

3. TO ALL PT. SPIRIT AVIA SENTOSA FOO, MANAGEMENT INSTRUCTION TO ALL FOO TO FILL IN THE DATA IN POINT 1 DOCUMENTS **MUST WITH ACTUAL** FIGURE ON THAT ACTUAL FLIGHT, WITH FULL ACCURACY AND CONFORMITY.

4. TO ALL PT. SPIRIT AVIA SENTOSA FOO, MANAGEMENT INSTRUCTION THAT THE DOCUMENTS IN POINT 1 MUST BE SIGN BY THE PILOT IN COMMAND ON THAT FLIGHT BEFORE THE FLIGHT DEPARTS.

SEE PT. SPIRIT AVIA SENTOSA OPERATION MANUAL PART – A CHAPTER 8 OPERATING PROCEDURES, SECTION 8.14.4 INFORMATION TO BE RETAIN ON GROUND

5. PLEASE ACTKNOWLEDGE, FOLLOW SUIT AND DO ALL THIS INSTRUCTION WITH FULL RESPONSIBILITY AND PROFFESIONALISM. THANK YOU FOR YOUR COOPERATIONS.

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