IDENTIFICATION AND MITIGATION OF HAZARDS

- COMMUNICATION
- LACK OF INFORMATION
- PERFORMANCE DATA
- NAVIGATION FACTORS
- ENVIRONMENT
- HUMAN FACTORS
IDENTIFICATION AND MITIGATION OF HAZARDS

- COMMUNICATION
- LACK OF INFORMATION
- PERFORMANCE DATA
- NAVIGATION FACTORS
- ENVIRONMENT
- HUMAN FACTORS
COMMUNICATION

• Language proficiency
  – Air to Air
    • Varying levels of ability
    • deviation from standard phraseology
  – Air to Ground
    • Indonesian as second language
    • Local jargon
    • Local knowledge
    • Ground station maintenance
IDENTIFICATION AND MITIGATION OF HAZARDS

- COMMUNICATION
- LACK OF INFORMATION
- PERFORMANCE DATA
- NAVIGATION FACTORS
- ENVIRONMENT
- HUMAN FACTORS
LACK OF INFORMATION

• Local weather
  – ref. communication issues

• Local area

• Airstrip layout
VHF: 122.4 | Class: 3 | POGAPA | POG

Wind: 11:00
Mid-day up valley wind creates quartering tailwind on final; often very turbulent. Check groundspeed on final.

Length / Width (m): 534 / 20 | Elev. (ft): 5900 | Slope: 10%

Surface: Very hard and very rough; gravel base with grass; numerous bounders in the touchdown zone; side slope down to the west; dogleg bending west.

Obstructions: None.

Abort Landing: 300m final, left turnout. Continue straight into bank at top end.

Abort Takeoff: 50-75m into roll. Continue straight off lower end.

Takeoff Restrictions (KG):

<table>
<thead>
<tr>
<th>206</th>
<th>208</th>
<th>208B</th>
<th>KODIAK</th>
<th>Torque Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>G</td>
<td>100</td>
<td>400</td>
<td></td>
<td>1800</td>
</tr>
</tbody>
</table>

Weather Patterns:
Often has low clouds and fog early in the morning; Normally closes with clouds and rain in the afternoon.

Hazards / Remarks:
Short, steep slope in touchdown zone which makes judging descent and touchdown difficult; parking area can be very slippery.

Coordinates: S 03:45.13 | E 136:50.75
Distance / Bearing From: WABI: 84 nm; 102°
WABP: 47 nm; 353°

26 Oct 07
IDENTIFICATION AND MITIGATION OF HAZARDS

- COMMUNICATION
- LACK OF INFORMATION
- PERFORMANCE DATA
- NAVIGATION FACTORS
- ENVIRONMENT
- HUMAN FACTORS
PERFORMANCE DATA

• Inaccurate loading information
  – Carry a scale
  – Sanctions for deliberate overload

• Lack of tabulated data
  – High temp/High altitude ops
  – Noted actual performance on strip chart
  – Training for various configurations
# HITADIPA Checkout Training Plan

**Chief Pilot Notes:** Airstrip "down in a hole" requires steep approaches and departures.

**Wind Lasso:** Read and memorize all items. Verbalize during checkout, as well as all other landings at this strip.

**T/O Emerg. Lndg Areas Identified:** River sand bars, cleared areas on right side.

---

**Airstrip Evaluation:**

**Approach DO Two. Do empty or lightly loaded. Do one at correct point: 5300**

**Abort:**

**Walk Airstrip:** DO One. Touchdown end overrun rough and steep. Check approach and departure path with inclinometer. Note rock wall at helpa at upper end.

**Normal T/O and Landing:** N/A All takeoffs and landings are Max Performance; see item 6 below. Unless fuel imbalance exists favoring left tank, recommend 206 takeoff with right tank selected because of right dogleg turn on takeoff roll and possibility of un-porting tank lines to left reservoir. Recommend full power check before brake release.

**Soft Field Technique:** DO One. landing. Substitute by simulating a slippery strip condition.

**Max Perf. Technique:** DO Three. -5k on approach. Terrain and desire to keep end of strip in sight can cause approach angle and rate of descent to be higher, up to 700fps. Be alert for float; get wheels on the ground and immediately check braking. On departure, retract flaps an

**Special Purp. Technique:** DO One. Updraft/Tailwind Landing Technique with +5kt. Surface must be dry. Simulate wind degraded climb performance or cloud obstruction, with a departure at 5100

---

**Close Circuit:** DO One. Follow river then make left turn past KP in

---

**Hazards / Carefully review and discuss strip chart notations.**

**Remarks:**

---

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Runway</th>
<th>Loading</th>
<th>DenAlt</th>
<th>Wind</th>
<th>Liftoff</th>
<th>Clear obstacle by (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Self Checkout Min (Hrs.): not approved**

---

**Takeoff perf. data: dry, short grass. Data is demonstrated performance.**

---

**HIT** 16-Mar-06
IDENTIFICATION AND MITIGATION OF HAZARDS

- COMMUNICATION
- LACK OF INFORMATION
- PERFORMANCE DATA
- NAVIGATION FACTORS
- ENVIRONMENT
- HUMAN FACTORS
NAVIGATION FACTORS

• Non-published local procedures
  – Position Reporting
  – Established routes
  – Established procedures

• Nav information not accurate
IDENTIFICATION AND MITIGATION OF HAZARDS

- COMMUNICATION
- LACK OF INFORMATION
- PERFORMANCE DATA
- NAVIGATION FACTORS
- ENVIRONMENT
- HUMAN FACTORS
ENVIRONMENT

- Runway dimensions
- Runway markings
- Crowd control
- Airstrip maintenance
  - Cooperation with locals
  - Accountability for airstrip environment
ENVIRONMENT: before
ENVIRONMENT : after
IDENTIFICATION AND MITIGATION OF HAZARDS

- COMMUNICATION
- LACK OF INFORMATION
- PERFORMANCE DATA
- NAVIGATION FACTORS
- ENVIRONMENT
- HUMAN FACTORS
HUMAN FACTORS

• Mission pressure
  – self
  – peers
  – management
  – customer

– Company culture: Who is PIC?
HUMAN FACTORS

• Fatigue
  – Accountability in Duty Time observance

• Training
  – Realistic and recurring training environment
  – Train the way you fly, Fly the way you train.
HUMAN FACTORS

• TRAINING: ABORTS
  – Objective performance criteria
  – Landing aborts
  – Takeoff aborts
HUMAN FACTORS

• Company Culture:
  – Celebrate conservative decision making
  – Celebrate Aborts
THANK YOU