



International Civil Aviation Organization

**Third Meeting of the Asia/Pacific Regional Search and Rescue Task Force
(APSAR/TF/3)**

Maldives, 25 – 29 January 2015

Agenda Item 4: Asia/Pacific and inter-regional SAR planning, coordination and cooperation

ATM AND SAR OPERATION – AIR ASIA QZ 8501

(Presented by Indonesia)

SUMMARY

This paper presents information of Air Traffic Management (ATM) and Search and Rescue (SAR) Operation for the missing of AirAsia QZ 8501 lost contact on the early of 28th December 2014. The last position of the aircraft was known on Karimata Strait of Java Sea. Basarnas as Indonesia SAR Unit has been conducting SAR operation since the declaration of emergency phase up to present with the confirmed main wreckage has been spotted.

1. INTRODUCTION

1.1 The AirAsia's flight QZ 8501 was a schedule flight departed from Surabaya to Singapore with 162 passengers including aircrews onboard. The aircraft disappeared from the radar monitor in early morning on 28th December 2014.

1.2 AirAsia (Airbus A320-200) QZ 8501 took off from Juanda Airport - Surabaya at 22.36 UTC. QZ 8501 was flying to FL 320 on M-635. During its flight, QZ 8501 requested left of track M-635. The ATC has approved the pilot's request for avoiding weather to fly on left of track M-635, then the ATC advised the pilot to report after clear of weather.

1.3 The pilot responded that he would report if they had cleared from weather, and then he requested the possibility of higher level.

1.4 While pilot requested for higher level, the ATC immediately scanned the other traffics and conducted coordination other adjacent ATS Unit.

1.5 After that, ATC Jakarta tried to contact QZ 8501 to give clearance climbing to initially FL 340. ATC called QZ 8501 several times but there was no response. The ATC request assistance from other pilots who were flying near QZ 8501 to identify the position of QZ 8501. Because there was no information related with the position of QZ 8501, at the end, ATS Jakarta declared emergency phases and contacted Basarnas.

2. DISCUSSION

Efforts Undertaken

2.1 In Accordance with the flight of QZ 8501, all unit including Directorate General of Civil Aviation, Indonesia AirNav (as Air Navigation Service Provider), Basarnas, and Indonesia NTSC conducted necessary operation as follow:

2.2 AirNav Indonesia conducted efforts on flight of Air Asia QZ 8501 by requesting assistance to all pilots w flying ho were flying near the position of Air Asia QZ 8501 to relay the communication for that aircraft; Searching other information related with the existence of Air Asia QZ 8501 through coordination with other Air Traffic Services (ATS) Units; Conducting internal coordination; Conducting coordination with Operational Unit of Indonesia AirAsia; Declaring emergency phases (INCERFA, ALERFA and DETRESFA); Conducting coordination with Directorate General of Civil Aviation, Basarnas and NTSC.

2.3 Directorate General of Civil Aviation (DGCA) conducted post actions on the accident of Air Asia QZ 8501. The Action were giving temporary psychological rest for ATC who was on duty at least for a week; Assisted Indonesia NTSC in providing evidences; Establishing *emergency airport home base* in Iskandar Airport – Pangkalan Bun; Adding 7 (seven) more ATC from the nearest airport from Iskandar Airport to assist the ATC in that emergency airport home base; Providing liaison officer in Halim Perdanakusuma Airport –Jakarta to be a mediator and communicator between foreign SAR Team (Russia SAR and South Korea SAR) with Indonesia Airforce, NTSC, and Basarnas.

2.4 The SAR operation regarding the accident of AirAsia QZ 8501 was as follows:

- a) Afterward the emergency phase was declared, Basarnas (Indonesia SAR Unit) conducted SAR operation by establishing three command posts comprise of the main command center at Basarnas HQ in Jakarta, Surabaya command center, and Pangkal Pinang command center (later moved to Pangkalan Bun command center).
- b) The SAR operation conducted on 3 (three) stages. The SAR operation stages were comprised of initial action stages, planning stage, and SAR stage. All of the stages are to search and rescue the victims and to assist Indonesia NTSC in order to find the debris as well as main wreckage of the aircraft along its black boxes.
- c) SAR assets deployed in the operation comprised of 17 (seventeen) fixed wing aircraft, 24 (twenty four) rotary winged aircraft, and 70 (seventy) vessels.
- d) Method and approach to define most probable areas were established. By using the CBT, breaking down to several sectors and estimating main sector of priority for SAR to be intensified. The most probable area was defined in Karimata Strait on the Java Sea. Many victims and debris were located within the plotted probably area.
- e) The problems of the SAR operation were the weather on projected sites that challenged the air units, vessels, as well as the divers to be dispatched to evacuate the black boxes and main wreckage that still remains underwater. At the most areas and time of searching the tide were 3-4 m and the visibility underwater was barely zero due to muddy sea-bed condition.
- f) The SAR operation led by Basarnas supported by Indonesia Armed Forces, furthermore neighboring countries namely Singapore, Malaysia, Australia, Japan, South Korea, USA, Russia and PRC rendered assistance. SAR Team from Russia using sea-plane type Beriev BE-200 had difficulties to land the aircraft over the Karimata Strait due to the tide.

Conclusion

2.5 On the 22nd day of operation we can conclude the total numbers of victims that have been evacuated were 51 bodies as well as the plane’s black boxes and divers are trying to reach the main fuselage wreckage in the hope of finding more.

2.6 The NTSC was still conducting investigation and gathering all information related with accident Air Asia QZ 8501. The preliminary report will be announced by NTSC at the end of January 2015.

2.7 The Directorate General of Civil Aviation was fully supporting the Search and Rescue and also the investigation conducted by NTSC.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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