

IDENTIFICATION AND MITIGATION OF HAZARDS

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









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COMMUNICATION

◆ Language proficiency

■ Air to Air

- Varying levels of ability – English as second language.
- deviation from standard phraseology

■ Air to Ground

- Indonesian as second language
- Local jargon
- Local knowledge
- Ground station maintenance

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LACK OF INFORMATION

◆ Local weather

- ref. communication issues
- ATIS not always current

◆ Local area

- A-port Freq. change not NOTAM-ed
- RWY lights inop...no NOTAM, found out on descent

◆ Airstrip layout

◆ No Published Docs.

- Operators maintain their own documents

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 boulders 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)	206 G	208 100	208B 400	KODIAK	Torque Limit 1800
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					POG

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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 Airstrip "down in a hole" requires steep approaches and departures.

Notes:

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

T/O Emerg. River sand bars, cleared areas on right side.

Lndg Areas

Identified:

Airstrip DO One. Make several circuits around the valley at 5300

Evaluation:

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

Abort:

Walk DO One. Touchdown end overrun rough and steep. Check approach and

Airstrip: departure path with inclinometer. Note rock wall at helipad 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. Make slow -5k approach and use aerodynamic braking during the initial portion of landing roll followed by light braking.

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 700fpm. 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 DO One. Follow river then make left turn past KP in

Circuit:

Hazards / Carefully review and discuss strip chart notations.

Remarks:

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

Self Checkout Min (Hrs.): not approved

Aircraft	Runway	Loading	DenAlt	Wind	Liftoff	Clear obstacle by (feet)
						%
						%
						%

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NAVIGATION FACTORS

- ◆ Non-published local procedures
 - Position Reporting
 - Established routes
 - Established procedures
 - Non-compliance by some to est. norms

NAVIGATION FACTORS

- ◆ Nav information not accurate
 - AIP changes not always communicated to other info providers, eg Jeppesen.
 - ILS goes inop. during t-storm.
- ◆ Non-standard and unusual vectoring due to high traffic volumes combined with old ATC technology.
 - Long delays and early holds.

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ENVIRONMENT

- Runway dimensions and Markings
- Airport equipment (Fire Equip) not necessarily in operating condition.
- Crowd control
- Airstrip maintenance
 - Cooperation with locals
 - Accountability for airstrip environment

ENVIRONMENT : before



ENVIRONMENT : after



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HUMAN FACTORS

- Mission pressure
 - self
 - peers
 - management
 - customer

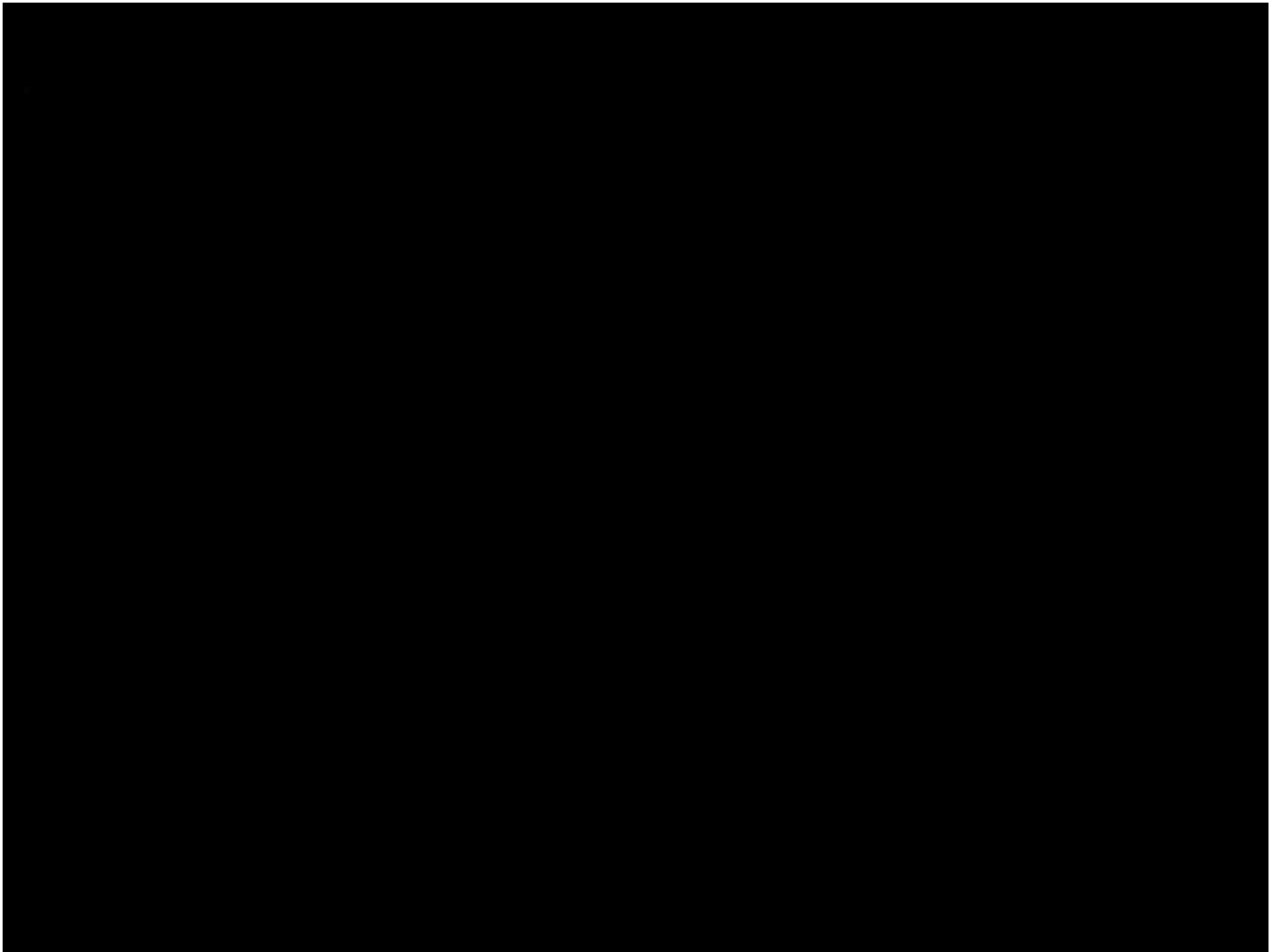
- Company culture: Who is PIC? Who has Operational Control?

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

- Company Culture:
 - Celebrate conservative decision making



THANK YOU