



BEST PRACTICES BUILT AND LED AN EFFECTIVE TEAM AND STUDY CASE AIR ASIA QZ8501

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Head of National Search and Rescue Agency / BASARNAS
Republic of Indonesia

CURRICULUM VITAE



- & Fighter Wing Commander
- & Air Force Base Commander
- & Jupiter Aerobatic Team Leader
- & National Air Defense Commander
- & Director General of Ministry of Defense
- & Head of Basarnas



NATIONAL SEARCH AND RESCUE AGENCY (BASARNAS)

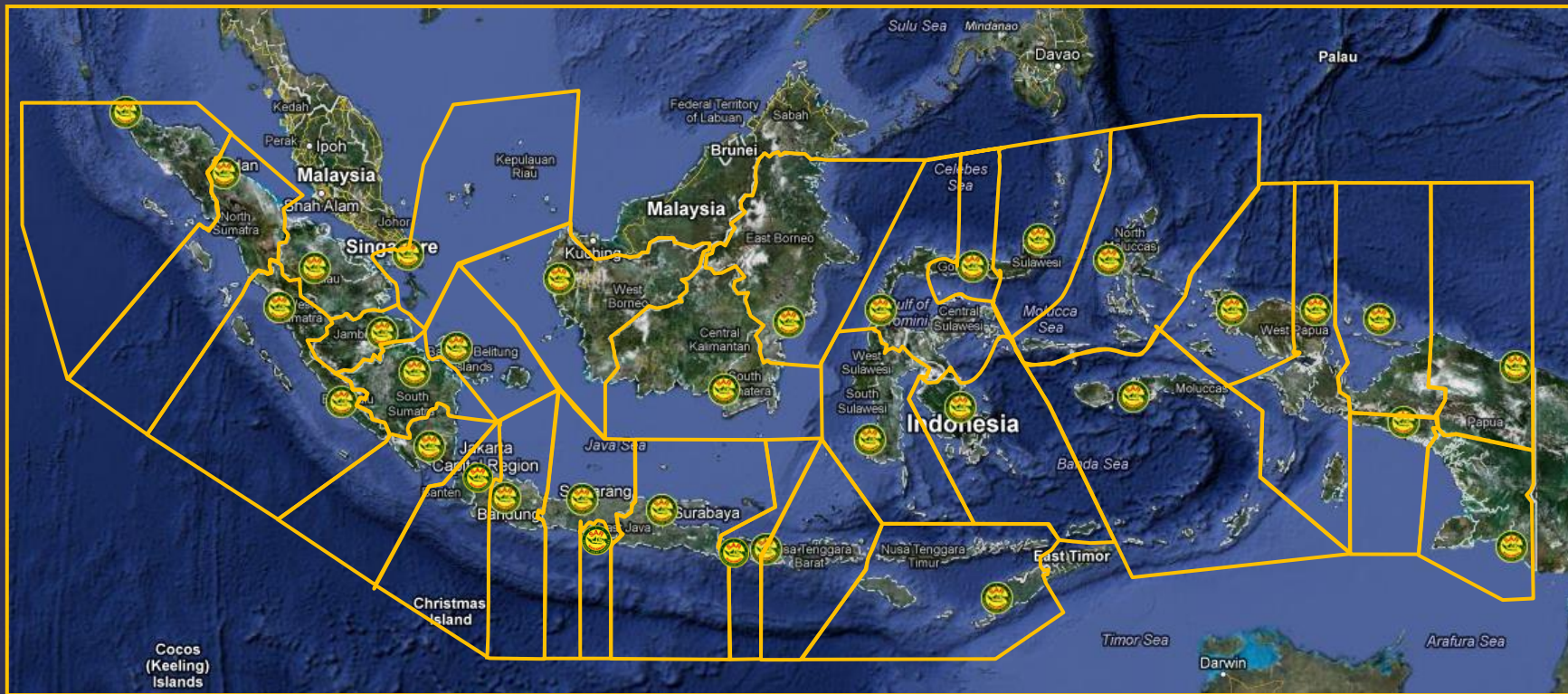


- Basarnas is a non-ministerial government agency that is directly under and reports to the President
- Basarnas is tasked to coordinate and conduct search and rescue operation for
 - Maritime and aeronautical accidents
 - Natural and other disasters;
 - Other life threatening situations(Act 29 of 2014)
- SAR potential organizations (government organizations, NGOs, private sectors, individuals) assist Basarnas.

COOPERATION



INDONESIA SEARCH AND RESCUE REGION



SAR OFFICES (RSCs)

1.	BD ACEH	7.	SEMARANG	13.	BANJARMASIN	19.	KENDARI	25.	BIAK	31.	GORONTALO
2.	MEDAN	8.	BANDUNG	14.	BALIKPAPAN	20.	PALU	26.	JAYAPURA	32.	BENGKULU
3.	PADANG	9.	SURABAYA	15.	DENPASAR	21.	MANADO	27.	TIMIKA	33.	MANOKWARI
4.	PEKANBARU	10.	P. PINANG	16.	MATARAM	22.	TERNATE	28.	MERAUKE	34.	YOGYAKARTA
5.	PALEMBANG	11.	TJ. PINANG	17.	KUPANG	23.	AMBON	29.	JAMBI		
6.	JAKARTA	12.	PONTIANAK	18.	MAKASSAR	24.	SORONG	30.	LAMPUNG		



BASARNAS COMMAND CENTER



- BASARNAS Command Center is an integrated facility to coordinate, control and monitor SAR Operation;
- Joint RCC for Aeronautical, Maritime and Disaster



FACILITIES



- Indonesia Mission Control Center (IDMCC)
- Flight and Ship Monitoring System;
- SAR Core System;
- Call Center 115
- Video Conference between RCC and RSCs;
- Electronic Charts



CASE STUDY ON AIR ASIA QZ8501

Karimata Strait, 28 December 2014

THE MISSING PLANE QZ8501

162 People on board

PASSENGERS:

149 Indonesians

3 South Koreans

1 Singaporean

1 Malaysian

1 British

CREW:

6 Indonesians

1 French



Aircraft had been flying at **32,000 ft**

Pilot asked to fly at **38,000 ft**

to avoid clouds

3 Due to land in Singapore at 8:30AM Singapore time

2 Lost contact at 6.24AM local time



1 Plane took off from Surabaya at 5:35AM local time

TIMELINE OF AIR ASIA'S MISSING

DECEMBER 28, 2014

5.20 am - Scheduled departure time.

5.35 am - Plane leaves Juanda International Airport, Surabaya for Changi Airport, Singapore. Initially due 8.30am (time in Singapore).

6.12 am - At 32,000 ft, pilot seeks air traffic's nod to move plane to the left and raise it to 38,000 ft to avoid clouds.

6.16am - Plane still on radar.

6.54am - Jakarta's air traffic control informs Singapore air traffic control of loss of contact.

6.24am - Time given by Indonesia AirAsia as point when plane lost contact with air traffic control.

6.18am - Plane disappears from radar. Last known position is between Tanjung Pandan and Pontianak.

6.17am - Jakarta's air traffic control loses contact with plane.



*All events listed are based on the local time in Western Indonesia (GMT+7), unless mentioned otherwise. Malaysia and Singapore are in the GMT+8 timezone.

CHALLENGES

- Bad weather (rough water, strong wind and strong current)
- Under water environment
- Numerous assets that need perfect and strong leadership to coordinate
- Handling of media and next of kin

KEYS OF SUCCESS

- Unity of Command based upon the SAR Act No. 29 of 2014
- Team work – the highly spirit of mutual concern in cooperation among SAR units
- Quick decision making process
- Media handling – One gate information policy
- Objective & transparent communication to the next of kin → Psychological stability → Trust
- Strong & effective leadership
- Simple process for international assistances



LESSONS LEARNED – THE CASE OF AIR ASIA

Indonesia Perspective :

- The importance of establishment the provision of laws & regulations
- The importance of coordination and cooperation among all elements involved
- The importance of managing media communication through one gate policy.
- The importance of continued, transparent and objective, maintaining of psychological condition of the next of kin of the victims
- The importance of information management, timely and firmness in the decision making process



FUTURE PROPOSAL FOR SAR COOPERATION

- Establishment of SAR Regional Standby Force
- Arrangement of Joint Standard Operating Procedure on the Regional SAR
- Conduct of regular regional SAR exercises

BASARNAS CURRENT PROGRAMS

- Character building for responsive, militant and humanist personnel
- Development of Quick Response Force
- Development of integrated system to accelerate decision making process
- Strong cooperation among 4 components (Basarnas, military units, local governments, SAR potential organizations)

AIR ASIA OPERATION DOCUMENTATION





CONCLUSION

Close and tight cooperation
among states and state entities
plays important role for
successful SAR operation

THANK YOU