

MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION

RESPONSE

BULLETIN

ISSUE 02 | JULY 2019





RESPONSE: VOLUNTARY REPORT BULLETIN

VISION is a voluntary reporting system for improvement of aviation safety in Indonesia. Based of ICAO Standard, we gather information on actual or potential safety deficiencies that may not be captured by the mandatory reporting system. We afterward share the information in the RESPONSE Bulletin as a form of safety promotion to the aviation community



CATEGORY

01



LARGE AIRCRAFT | 1-17

CATEGORY

CATEGORY LARGE AIRCRAFT

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2. Miss Communication with ATC
3. Miss Communication with ATC
4. Animal on Rwy 07
5. Animal on Runway
6. Required Higher Thrust During Taxi (soft taxiway surface)
7. RTB Due to bad weather
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15. There are dogs around the apron
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30. Limiting Roads Oblique Looks Not Strong
31. No PAPI Light
32. Passenger Stairs Cannot Be Installed Because Vehicles Are Obstructed



CABIN/MECHANIC/OTHER | 17-34

02



INFORMATION OF VISION

01

CATEGORY

LARGE AIRCRAFT

01 - 17





01. Late Runway Change from 03 to 13 Without Any Info

A reporter reported late runway change information from 03 to 13 from the ATC. The arriving aircraft using ILS runway 13 by radar vector. Then landed at runway 13 after clearance obtained. Actual landed time 00.18 UTC. After all stopping devices deployed and aircraft

reach taxi speed, suddenly they saw a departing aircraft just airborne on top of them using runway 03.

VISION COMMENT

It is necessary to ensure a good coordination procedure among ATC units, particularly the information of runway change



02. Miscommunication with ATC

During climb, the ATC told the reporter “climb to FL310”. The radio quality reads was now and then at that time, and what they heard was climb to FL350 and do READBACK clearly to “climb FL350” for 2 times, and asking confirmation to maintain final level 350, just for make sure. There was no correction or negative statements. Then after

they reached FL350, control told that they supposed to climb FL310. They had a bit arguing about what they readback and what they said, so then they tried to apologize, and descent to FL310 all the way to Kota Kinabalu. The rest was normal operation and landed safely.

VISION COMMENT

It is necessary to ensure a good coordination procedure among ATC units, particularly the information of runway change



03. Miscommunication with ATC

After landing runway 32, the tower gave them clearance to 180 degrees turn present position, exit runway via taxiway B. Readback with confirmation, still taxiway B. They passed the taxiway A, and saw one aircraft holding at taxiway B. They confirmed to tower, and then gave them instruction to make 180 degree turn and taxi exit

runway via A taxiway.

VISION COMMENT

It is essential for the ATC personnel to expedite and maintain an orderly flow of air traffic



04. Animal on Runway

ATC informed there was an animal on runway. The pilot made decision to go around, made another approach and landed safely.

VISION COMMENT

This case has been occurred frequently. It is important for every airport to ensure the wildlife hazard surveillance is conducted properly in accordance with wildlife hazard management manual.

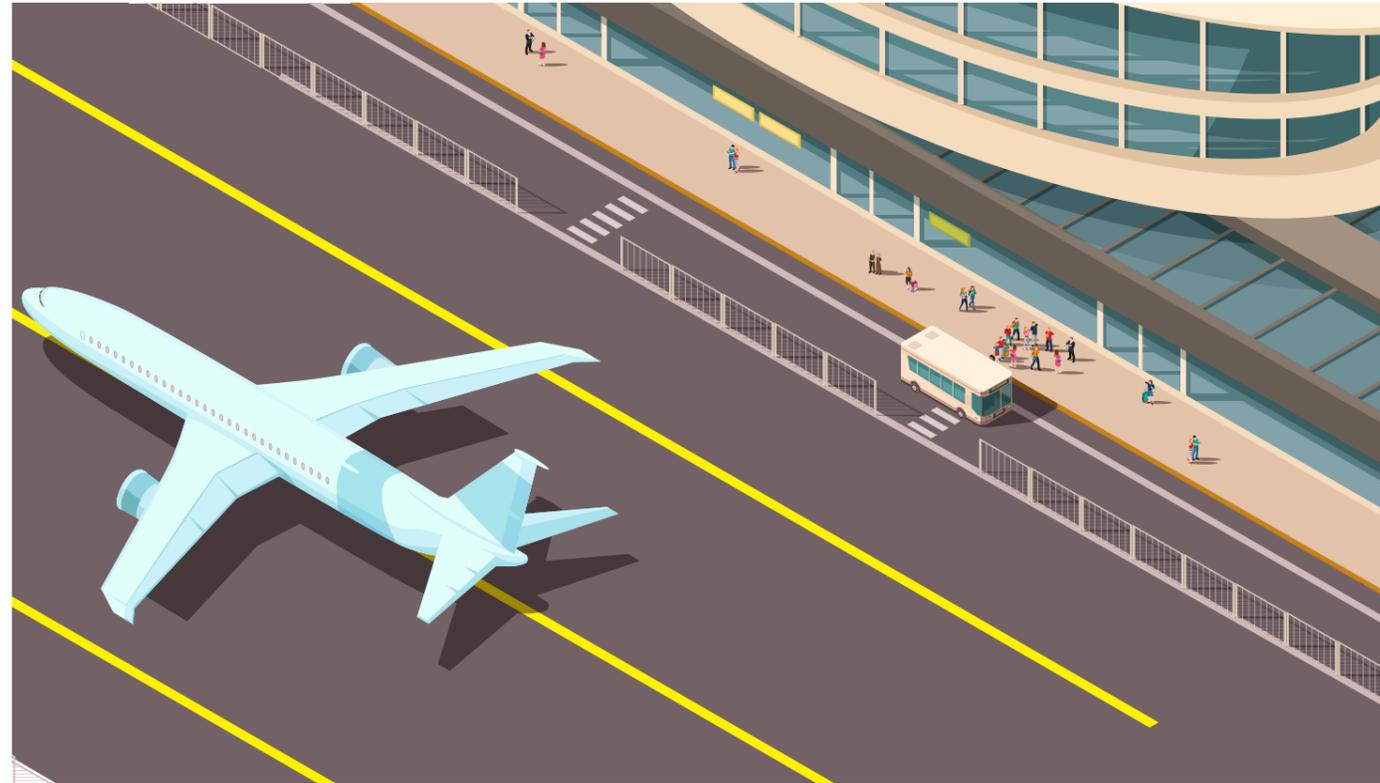


05. Animal on Runway

Informed by ATC there was animal on runway, Pilot made 360 (holding on final)

VISION COMMENT

This case has been occurred frequently. It is important for every airport to ensure the wildlife hazard surveillance is conducted properly in accordance with wildlife hazard management manual.



06. Required Higher Thrust During Taxi (soft taxiway surface)

During taxi on Short taxiway H, aircraft cannot move until 40% thrust

VISION COMMENT

It is important for aviation personnel to report the airside area condition to the airport operator if they found any abnormal condition. Based on that, it is essential for the airport operator to increase the awareness when receiving these kind of reports and take immediate action to fix the problem.

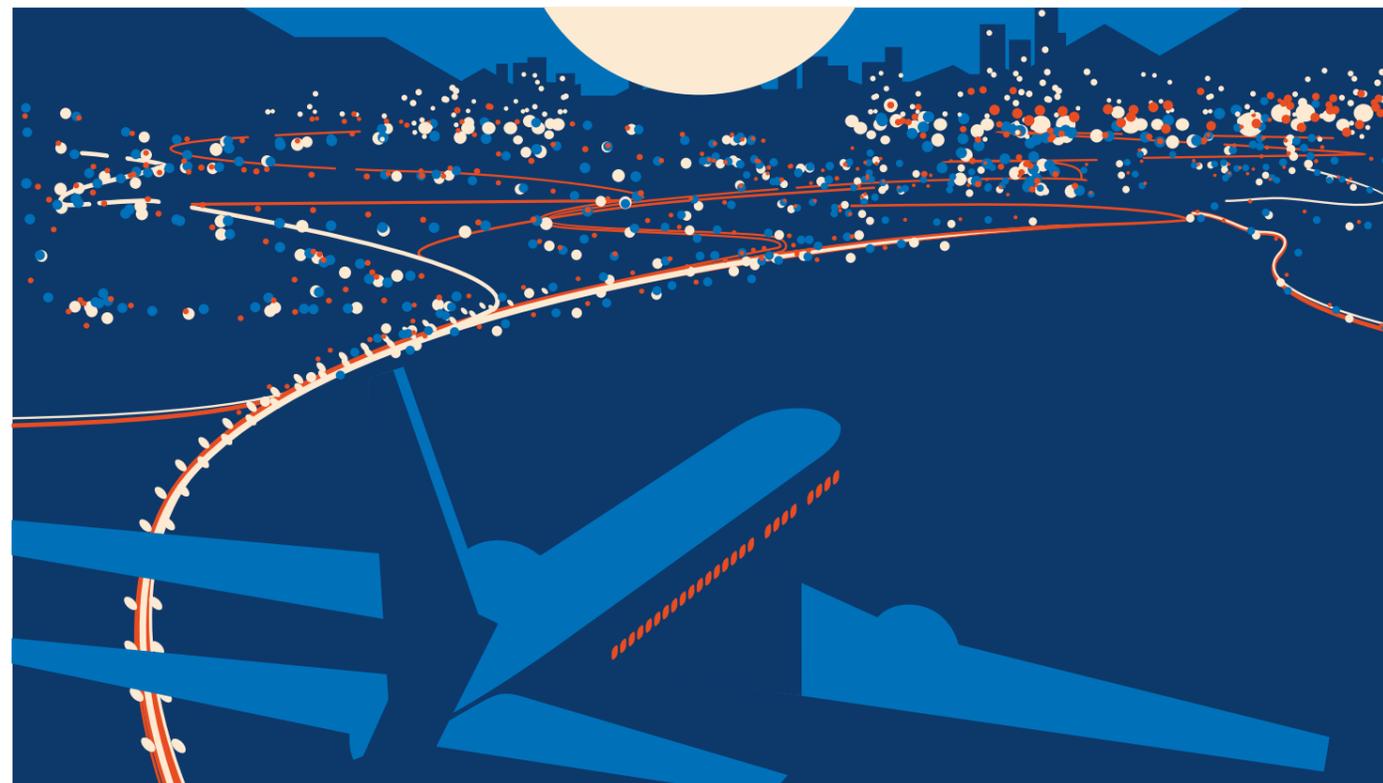


07. RTB Due to bad weather

PIC received information from radio operator at XX airport that weather was heavy rain, visibility 2 km, ceiling 30 feet and getting worst. PIC decided RTB

VISION COMMENT

This case must be a good decision making. It is necessary for a pilot to make decision that an aircraft should not land at a below minima weather condition.



08. Unreliable ILS Guidance

Unreliable ILS Guidance upon establishment ILS runway 10 after leaving point, ILS guidance became unreliable. Resulting the aircraft moving abruptly. PIC as PF disengaged the autopilot and flew the aircraft manually to maintain proper flight path.

VISION COMMENT

Thank you for reporting. It is important for aviation personnel to report any ILS abruption to the air navigation service provider (ANSP). Based on that, the ANSP may take action to inspect the condition and conduct mitigation.



09. Animal Present on Apron

When an aircraft prepare for flight, there is a dog that appears at the apron and then successfully secured by Avsec. We have reported this to the airport manager. This is the third report on wildlife animals in this airport.

VISION COMMENT

This case has been occurred frequently. It is important for every airport to ensure the wildlife hazard surveillance is conducted properly in accordance with wildlife hazard management manual.



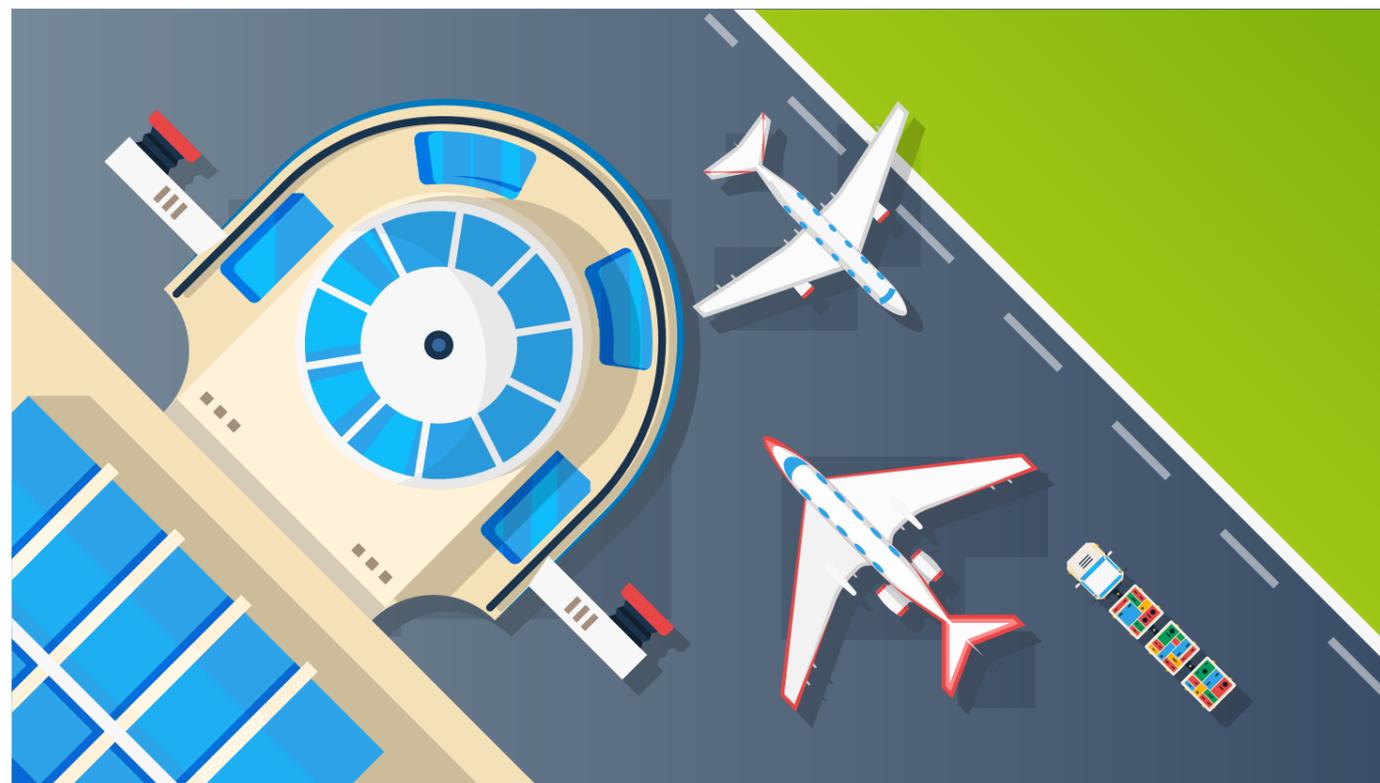
10. Miscommunication with ATC

Approaching XXX airport due to NOTAM on ILS RW36, flight crew prepared RNAV approach RW36. During descent, passing FL220 cleared descent to 2500', direct "point A" by XXX APP. Approaching "point A", XXX APP gave clearance, "Aircraft A" CLEARED FOR ILS RW36". Then flight crew confirmed to XXX APP "Confirm Aircraft A Cleared for ILS?" (it means ILS is fully serviceable). XXX APP said "affirmed, Aircraft A cleared for ILS APP RW36" then flight crew prepared landing ILS

RW36. Established on Localizer ILS RW36, found that G/S was not came out. Flight crew confirmed to YYY Tower, and they said "Glide Slope still U/S". Then flight crew try to make NPA Localizer Approach, but it was unable to perform. Then decided Go Around proceed to "point A" and preparing for RNAV Approach RW 36. After cleared for approach, did RNAV Approach RW36 and safe landing at XXX airport.

VISION COMMENT

Thankyouforthereport.Inorder to deliver accurate information to pilot during approach and landing, it is essential for an ATC to understand the condition of the airport facilities in NOTAM condition and deliver the information to the pilot completely.



11. Near Collision in Ground

After landing on runway XXX, Aircraft A was instructed to expedite exit via N4. Ground instructed to continue via NP2 and NCY. There was traffic Aircraft B on NP2 taxiing to holding point N9 runway XXX. Aircraft B was approaching N4 and did not stop. Aircraft A stopped before NP2. After passing, confirm to ATC and report it.

VISION COMMENT

Thank you for sharing. It is important for a pilot to monitor another aircraft which is moving near. It is also important for a ATC to expedite and maintain an orderly flow of air traffic.



12. NAV AIDS not available

No instrument approach procedure, as company gives chart just only for guidance. Waypoints latitude and longitude are quite accurate. - When follow “yoyo” the descent path is shallow than expected. At approximately 2-3 nm to touchdown we fly full visually in order to adjust height over hill that present around 2 nm final, then continue recapture normal glidepath to runway 04

at short final. - During listening watch in tower (122.4) since sometimes the frequency mixed with nearest traffic airport frequency.

VISION COMMENT

In order to confirm the condition of frequency, it is essential to inform the condition of mixup frequency to ANSP first. After that, ANSP can check the condition and take appropriate action.



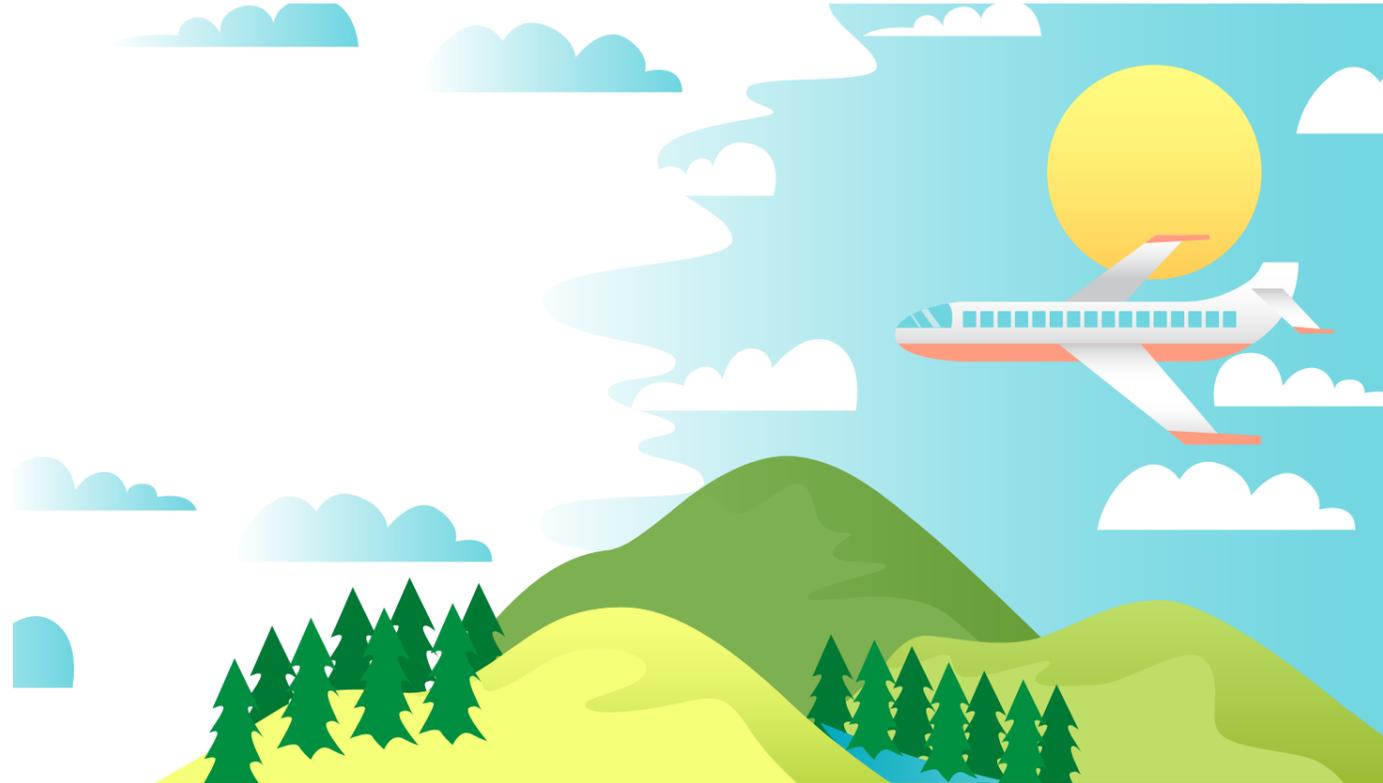
13. Divert due to bad weather

“Take off from Airport A to Airport B, position 5NM to Airport B info from Airport B afis that weather at Airport B heavy rain and visibility 800m. PIC decided to divert at Airport C for safety reason. The aircraft safely landed at Airport C 07:40 UTC. at 07:43 UTC info from Airport B afis visibility at Airport B 5km, The aircraft Take off from Airport C 07:45

Utc and landing Airport B at 07:55 UTC “

VISION COMMENT

This case is an example of a good decision making. It is necessary for a pilot to make decision that an aircraft should not land at a below minima weather condition.



14. Terrain at final runway

There is terrain at final runway XXX is very close - The parking number stand & latitude / longitude is too small so its not seen from aircraft

VISION COMMENT

In order to confirm the condition of terrain and parking stand, we recommend it is necessary to ask confirmation of the condition to the airport operator together first. And it is also important for them to discuss the result of confirmation and solution of issue if necessary together.

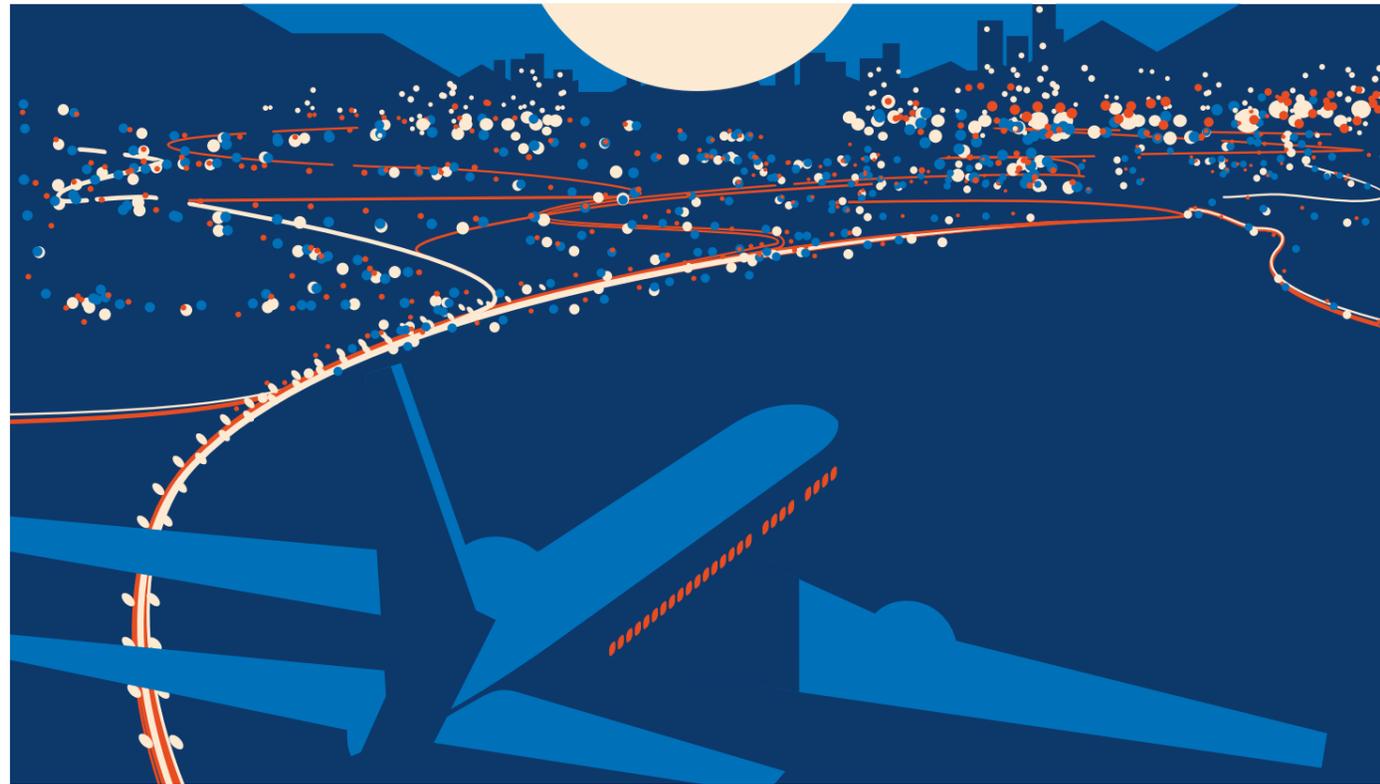


15. There are dogs around apron

Seen a black dog running around the apron, which can lead to fatal and disrupted operational.

VISION COMMENT

This case has been occurred frequently. It is important for every airport to ensure the wildlife hazard surveillance is conducted properly in accordance with wildlife hazard management manual.



16. Divert to PLB

23:08 UTC aircraft a XXX airport - YYY airport take off rwy10. 23:10 UTC PIC request final level180. 23:22 UTC after passing f150 request RTB due to landing gear problem. 23:30 UTC tower info condition aircraft to Airport Rescue and Fire Fighting. 23:49 utc position on 5 nm pic state no need asst on arrival. 23:51 UTC aircraft a normal landing RWY 10 vacate rwy via s4. 23:52 UTC RWY inspection by Airport Rescue and Fire Fighting. 23:54

utc open normal after declare RWY clear and safe.23:56 UTC aircraft a block on stand17.

VISION COMMENT

Thank you for your report. It is important for a pilot to concentrate on the implementation of emergency procedure. It is also important for an ATC to assist for emergency situation as well as for an airport operator to inspect the runway and taxiway for emergency landing. This case shows a good coordination among pilot, ATC and airport operator for safety purpose.

BOARDING CONTROL

01.07.2017		
AIRLINE	DEPARTURES	
	DESTINATION	GATE

FLIGHT SCHEDULE

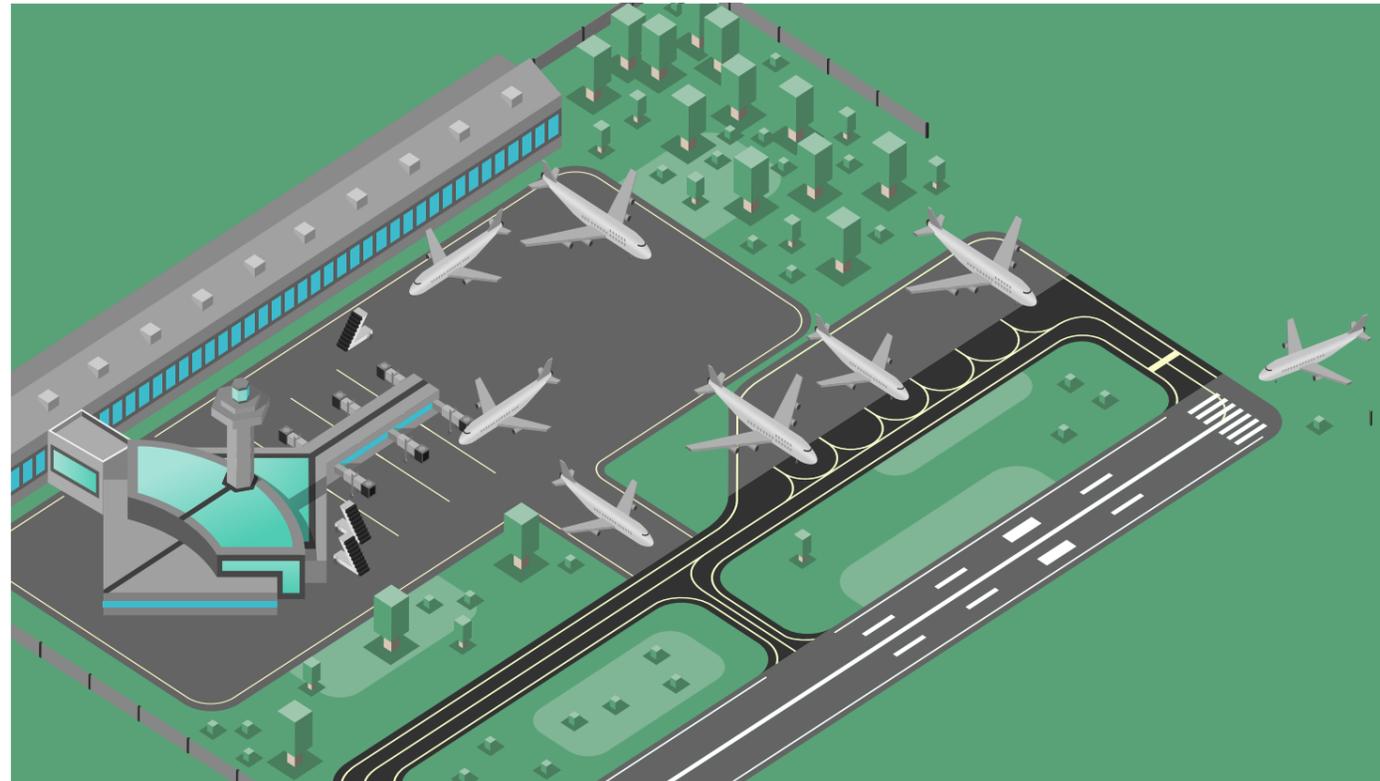
HAVE A NICE FLIGHT!

CATEGORY
CABIN/MECHANIC/AIRPORT

17-33

02





17. PAPI Light Not Accurate

During approach at runway when night regency training, the PIC looked on the papi light not accurate indicated

VISION COMMENT

It is important for aviation personnel to report the airport lighting condition to the airport operator if they found any abnormal condition. Based on that, the airport operator take immidiate action to inspect the condition and conduct mitigation.



18. Abrupt Interception of ILS

An aircraft has cleared descent to 2500 for ILS Approach Runway 24. At 3000ft about 4 miles to AL arm APP. FMA changed LOC* and G/S* but the Glide Slope still 2 dot above and aircraft initially bank to the left and then bank 30 degrees turn right to Heading 320 to intercept localizer. Suddenly the power increased and the aircraft start climbing. PF

pulled heading knob and arm loc to intercept loc and did the interception GS from above procedure. Established GS and LOC about 2300ft, continue approach and landed safely.

VISION COMMENT

Thank you for your report. It is important for aviation personnel to report any ILS abruption to the air navigation service provider (ANSP). Based on that, the ANSP may take action to inspect the condition and conduct mitigation.



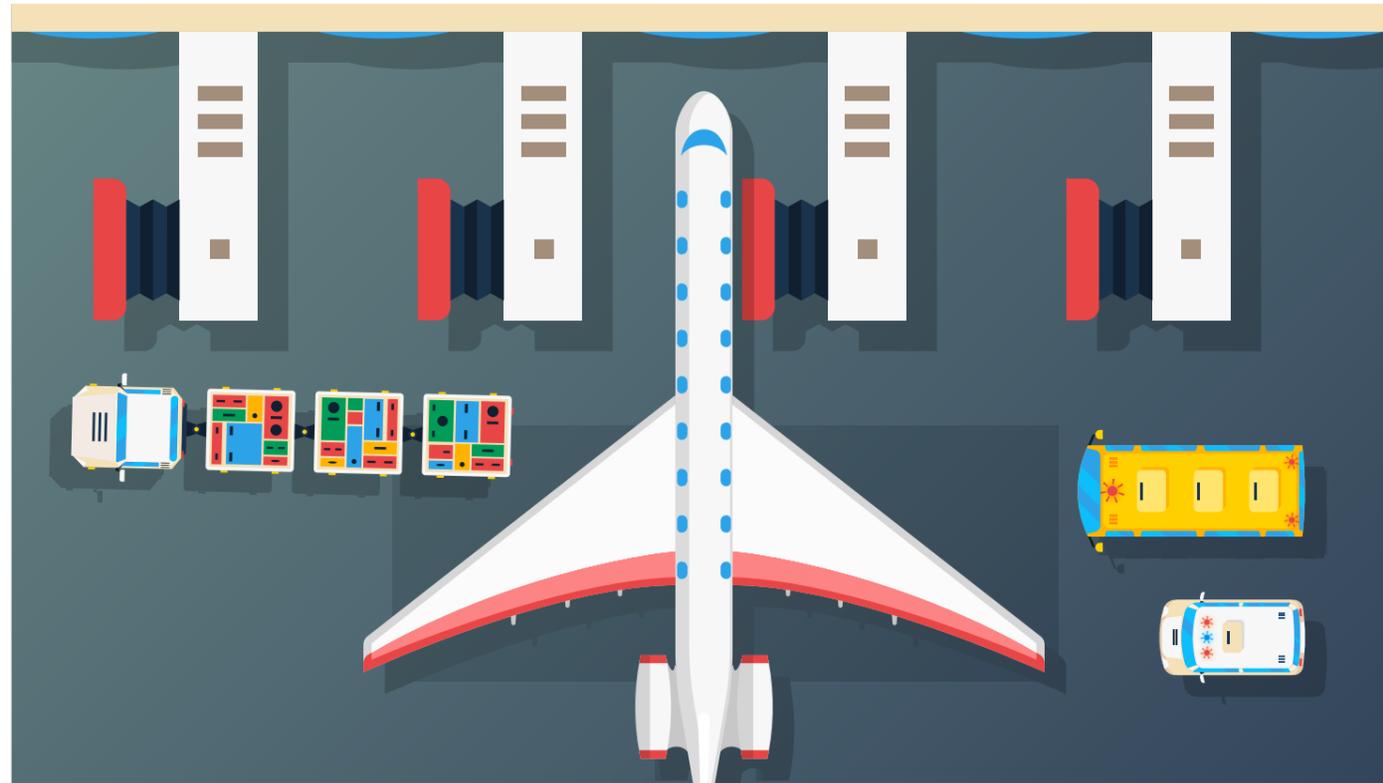
19. Passenger Baggage Trip Repeated when another passenger opens Luggage Bin

I hereby inform the chronology of the incident that happened to one of our passengers. When disembarked when fast seat belts were off and the flight attendant was doing a cross check on a slide bar, one of the passengers opened the luggage bins in the front and there was a bag that fell and hit the passenger sitting right at number 3C. Then the passenger immediately asked about the victim's condition

and we offered to be examined at the airport clinic Juanda in Surabaya during the transit but the victim did not want to and said that he was fine. When we returned to boarding in Surabaya, we confirmed the condition of the passengers and we offered to put on a first aid kit but the father confirmed that it was not necessary and only wanted the crew to make a trip report to remind us to be more careful when storing items and opening luggage bins.

VISION COMMENT

It is necessary for flight attendant to ensure that all luggage are properly stored and to remind the passengers to be careful when opening the luggage compartment.



20. The surface for cart storage at airport not yet asphalt

Based on report from an aircraft representative, the surface for cart storage at an airport was not asphalt yet. The condition will make potential FOD like dust & sand will exist at the apron.

VISION COMMENT

It is important for aviation personnel to report the apron surface condition to the airport operator if they found any abnormal condition. Based on that, the airport operator take immediate action to inspect the condition and conduct mitigation.



21. Fold Iron Pole Breakdown Arrival Open / Crooked

The reporter conveyed a hazard found in the airside area along with the evidence attached. It was found that fold / arrival iron pole was open / bent so that it could be dangerous if a vehicle maneuvered.

VISION COMMENT

It is important for aviation personnel to report the airside area condition to the airport operator directly if they found any abnormal condition. Based on that, the airport operator take immediate action to fix the problem and to conduct inspection more intensively.



22. PAPI Light Issue

PAPI light issue during conducting ILS approach runway XXX PAPI light showing 3 red 1 white eventhough the aircraft consistently following glide slope guidance.

VISION COMMENT

It is important for aviation personnel to report the runway lighting condition to the airport operator directly if they found any abnormal condition. Based on that, the airport operator take immediate action to fix the problem and to conduct inspection more intensively.



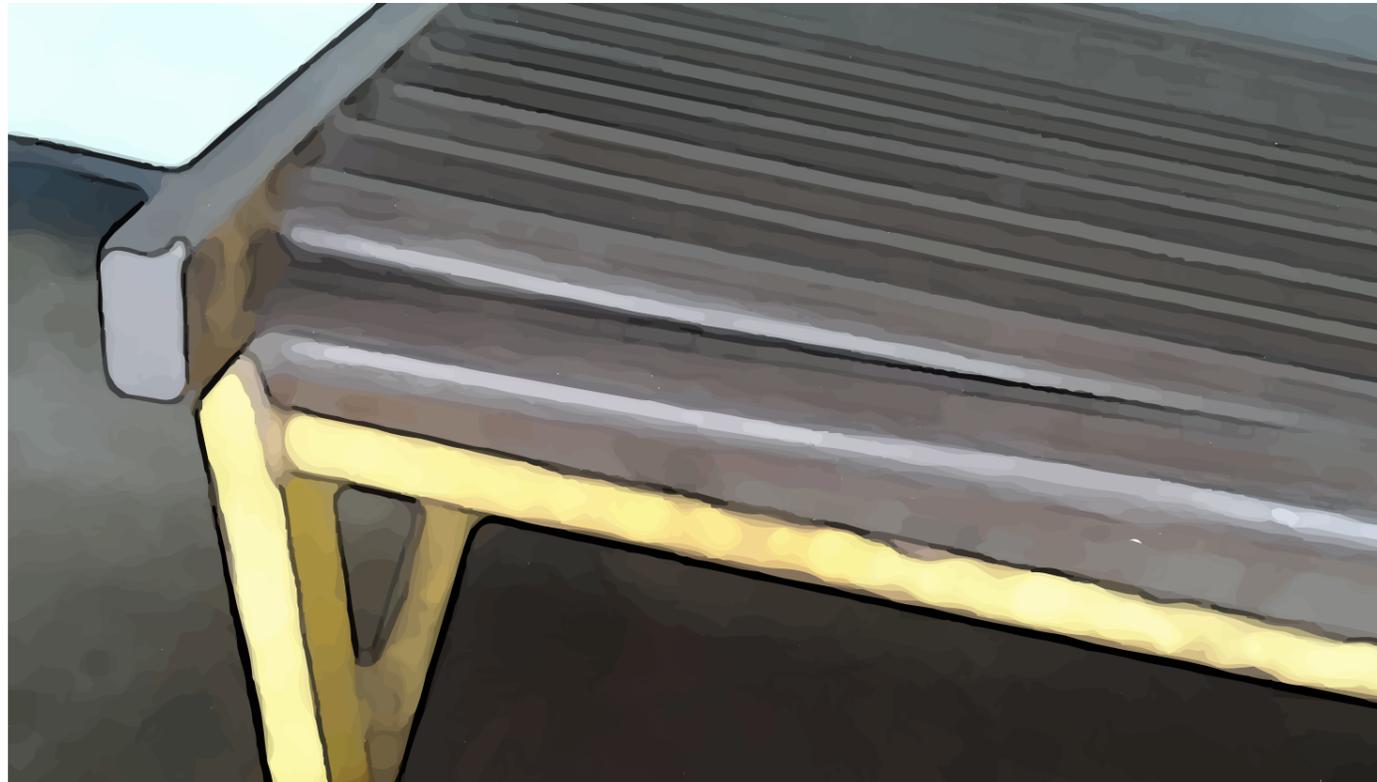
23. PAPI Lights are hard to distinguish

Following the VOR DME RWY 13 with AP1 engaged has the PAPI lights 3 whites and 1 red (both pilot confirm and agree) at around 1300ft, PIC disconnect the AP and adjust the profile to try to capture PAPI profile. At first time the sink rate was VS -1300ft and with a strong tailwind, later on it became 4 whites, PF try to put V/S 1000 fpm, and was unable to recapture correct PAPI profile. PIC decided the make Missed

Approach at below minimum (with FO calling out 4 whites sighted visually but CAPT called out 3 whites) and capt decided to Go Around, Missed approach path to XXX point and second approach VOR DME rwy 13 was uneventful and landed safely. The PAPI lights are hard to distinguish between white vs red colors.

VISION COMMENT

It is important for aviation personnel to report the airport lighting condition to the airport operator if they found any abnormal condition. Based on that, the airport operator take immediate action to inspect the condition and conduct mitigation.

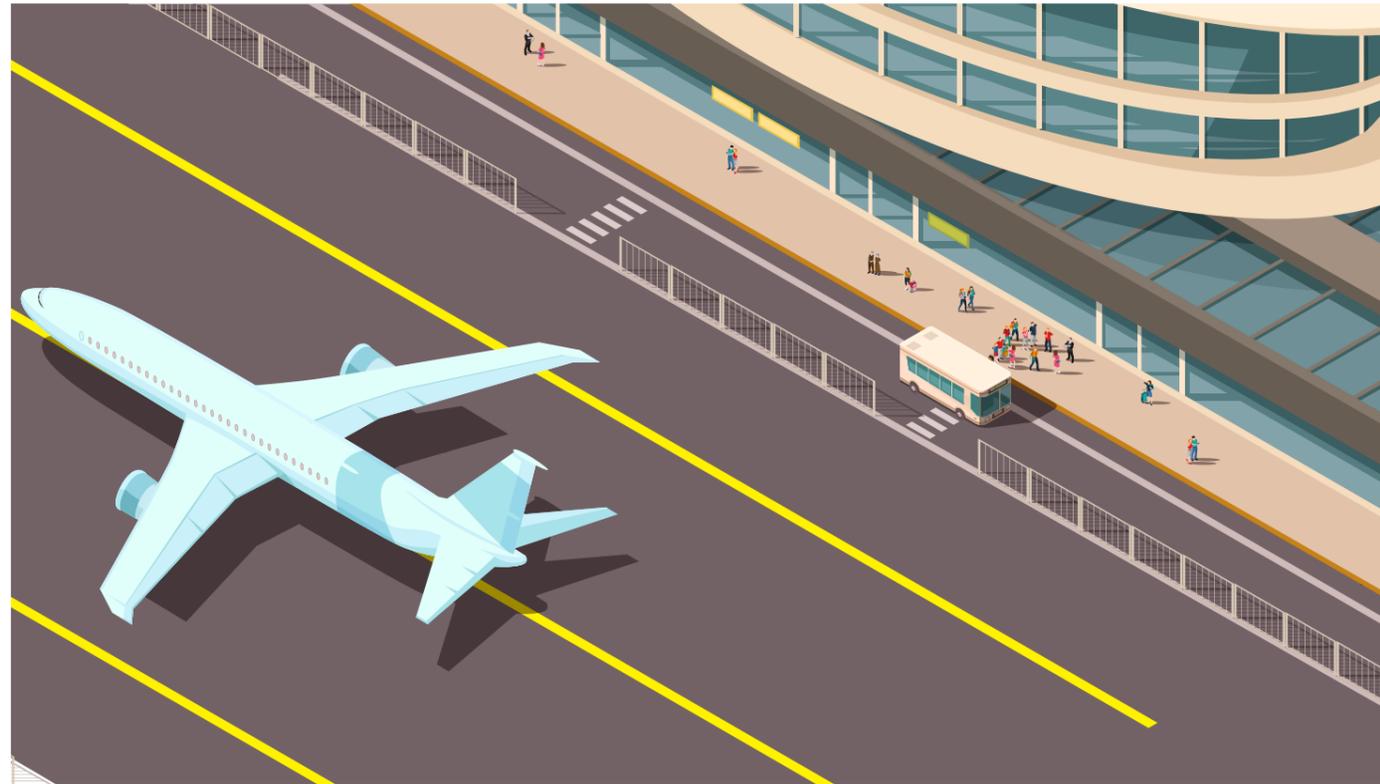


24. Rolling area breakdown 1b is apart / detached

A reporter found the rolling breakdown area in a loose state / apart from the conveyor 1. In case it fell down during the unloading process, it may cause injury to the duty staff.

VISION COMMENT

It is important for aviation personnel to make a report directly to the airport operator if they found any abnormal condition. Based on that, the airport operator take immediate action to fix the problem and to conduct inspection more intensively.

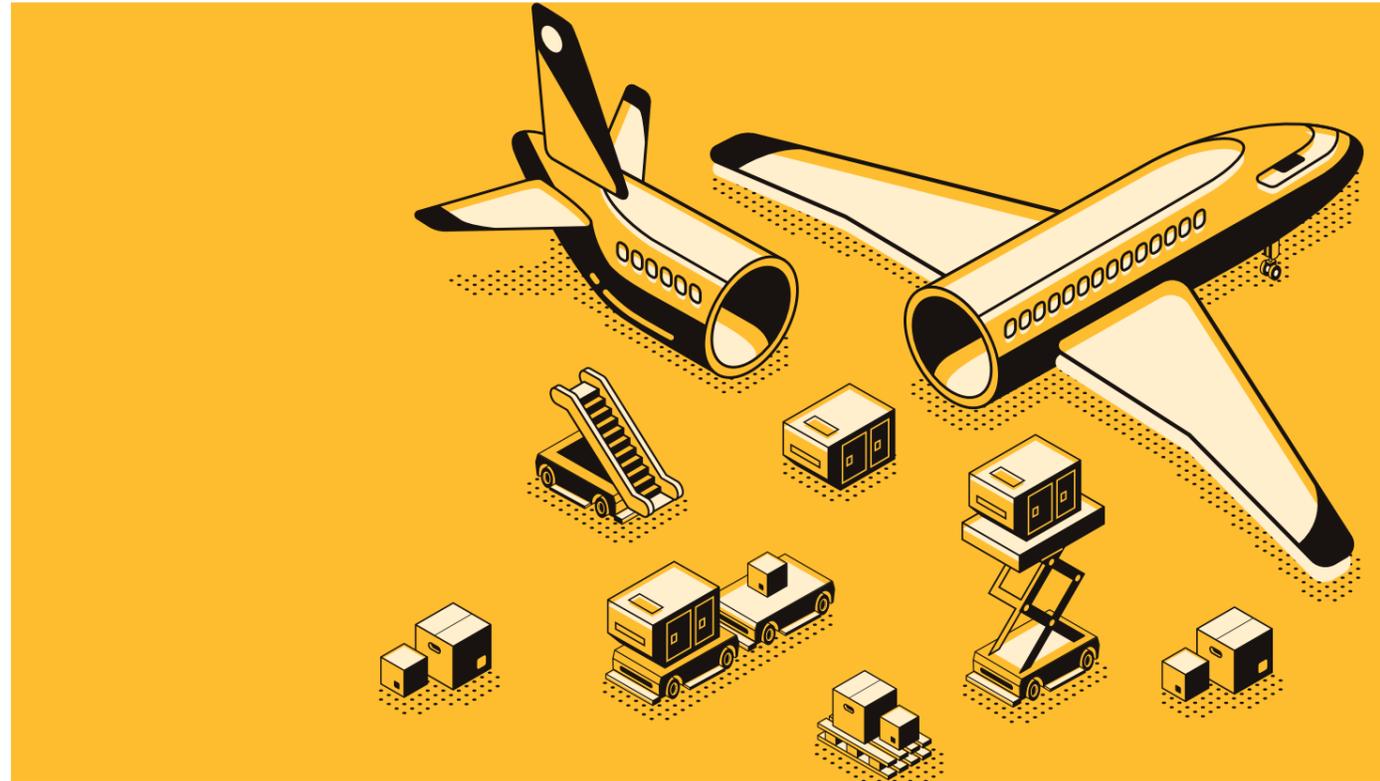


25. Taxiway Surface Issue

On taxiway NP2, holding short of holding point “N1”(about 50m), a/c was unable to continue taxi (when we cleared for line up RWY 10) even when thrust increase set at 40% N1

VISION COMMENT

It is important for aviation personnel to report the runway condition to the airport operator if they found any abnormal condition. Based on that, it is essential for the airport operator to increase the awareness when receiving these kind of reports and take immediate action to fix the problem.



26. Baggage left behind in cargo compartment

During pre-flight, a personnel found baggage in right forward cargo compartment. After asking the FOO and cargo loader, they conclude that the baggage was left behind. It should be unloaded on last flight yesterday.

VISION COMMENT

Thank you for reporting. In order to ensure the aircraft weight accuracy before a flight, it is necessary for the ground handling to check whether all luggages already unloaded after or before a flight.



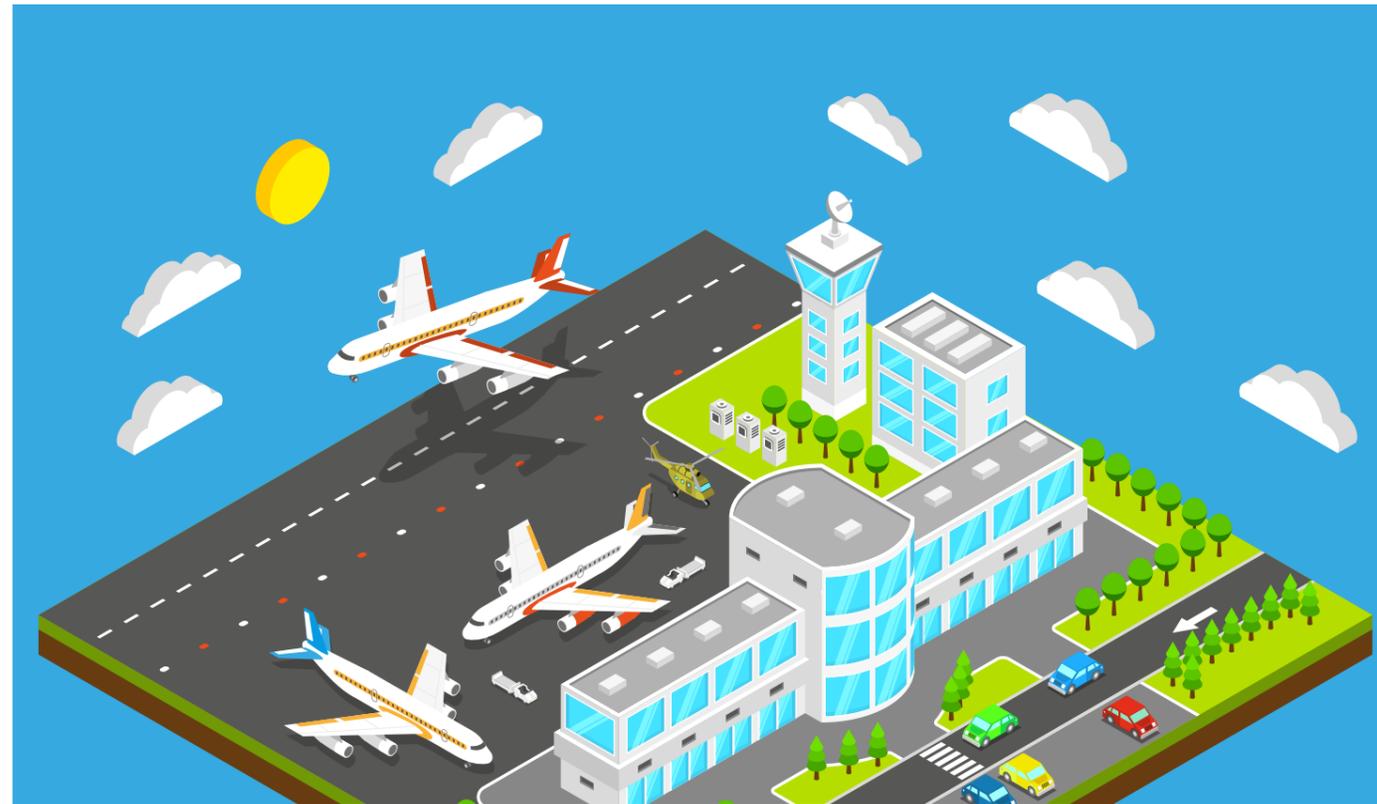
27. Tow Tractor couldn't push the aircraft during push back start

Our flight on Sunday 29th Oct 2018, ETD 23:45lt (16:45z) as info by FOO. Dispatch briefing and boarding process was normal. We Closed the door at 23:45 and request for push back and start from park B8 XXX Airport. After we got clearance from tower, PIC made communication with ground crew for start push back the aircraft. At this time the aircraft couldn't push back, the

ground crew tell us to check parking brake and they also check all wheel chock and brake valve. everything was normal condition (parking brake, brake valve and no chock). The YYY tow tractor try to push the aircraft for second time but the aircraft couldn't move. then the Engineer try to change tow tractor with our Tractor (ZZZ's tractor). on 00:15 lt (17:15z) the aircraft push back with ZZZ's tractor. After complete push back we started the engines and taxi out with normal condition.

VISION COMMENT

In order to keep the vehicle in good condition, it is necessary for the ground handling operator to conduct proper maintenance to any vehicle for handling an aircraft and check the condition before starting the work.



28. Issue of runway, taxiway, and apron

We would like to report regarding marking on runway, taxiway, and apron

1. No centerline marking on runway XXX due to new runway overlay.
2. When taxi in on NP1 to join NC4 to apron G, there was no taxiway edge light and difficult to find the correct taxiway centerline.
3. Parking stand F31 has sharp turn to enter the stand from

taxiway NCY. Its line was blurry like its been erased and has paralel line with a better distinct line, cause ambiguity in determining which one is correct. Kindly assist us to deliver this information to airport. Thank you.

VISION COMMENT

It is very important for a pilot to inform any issue in the moving area of airport directly to the airport operator. Also, in order to resolve the matter, we recommend that it is essential for the airport operator to confirm to the reporter if necessary and take appropriate action immediately



29. Found a hollow in the service road near the parking lot

I found a hollow in the service road near the parking lot. The hole can cause damage to the ground equipment if it is hit / passed through the hole.

VISION COMMENT

It is important for aviation personnel to inform the airside area condition to the airport operator directly when they found any abnormal condition. Based on that, the airport operator take immediate action to fix the problem and to conduct inspection more

intensively.



30. Limiting Roads Oblique Looks Not Strong

The sloping road divider looks not strong, it can be dangerous if the passenger holds it when boarding at the airport

VISION COMMENT

It is important for aviation personnel to report the airport facilities to the airport operator directly when they found any abnormal condition. Based on that, the airport operator take immediate action to fix the problem and to conduct inspection more intensively.



31. No PAPI Light on runway

VISION COMMENT

It is essential that the airport operator take immediate action and mitigation



32 Passenger Stairs Cannot Be Installed Because Vehicles Are Obstructed

Aircraft park at gate XXX airport but the stair can not be attached due to blocked by vehicle as on the attachement picture

VISION COMMENT

It is important for aviation personnel to obey the regulation of airside parking area. In this case, the reporter should directly report to the airport operator. Based on that, the airport operator take immediate action to fix the problem. It is also essential for the airport operator to ensure

the surveillance is conducted properly in accordance with related procedure.



“ INFORMATION FROM VISION



GO
REPORT!

Please report your valuable experience and share it to aviation community.

We will collect information on actual or potential safety deficiencies that may not be captured by the mandatory reporting system from you.

We will also share it to you for aviation safety

We appreciate your report and we will never punish a reporter by using the information

< Contact us >

Website: <http://ssp.hubud.dephub.go.id/aplikasi/voluntary/vision>

Email: vision_ssp@dephub.go.id



RESPONSE VOLUME II

