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



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COMMUNICATION

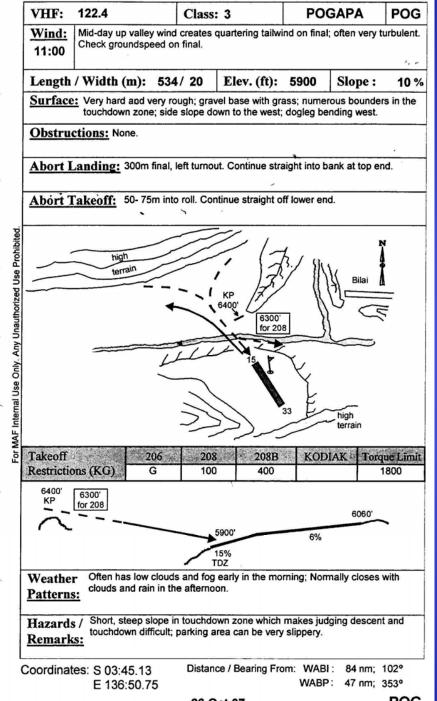
- Language proficiency
 - Air to Air
 - Varying levels of ability
 - deviation from standard phraseology
 - Air to Ground
 - Indonesian as second language
 - Local jargon
 - Local knowledge
 - Ground station maintenance

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LACK OF INFORMATION

- Local weather
 - ref. communication issues
- Local area

Airstrip layout



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: DO One. Make several circuits around the valley at 5300 Airstrip **Evaluation:** Approach DO Two. Do empty or lightly loaded. Do one at correct point: 5300 Abort: DO One. Touchdown end overrun rough and steep. Check approach and Walk Airstrin: departure path with inclinometer. Note rock wall at helipad at upper end. Normal T/O N/A All takeoffs and landings are Max Performance; see item 6 below. and Landing: 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. DO One. landing. Substitute by simulating a slippery strip condition. Soft Field Make slow -5k approach and use aerodynamic braking during the initial Technique: portion of landing roll followed by light braking. Max Perf. DO Three. -5k on approach. Terrain and desire to keep end of strip in Technique: 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. DO One. Updraft/Tailwind Landing Technique with +5kt. Surface must Technique: 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 Self Checkout Min (Hrs.): not approved demonstrated performance. 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

Nav information not accurate

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ENVIRONMENT

- Runway dimensions
- Runway markings
- Crowd control
- Airstrip maintenance
 - Cooperation with locals
 - Accountability for airstrip environment

ENVIRONMENT: before



ENVIRONMENT: after



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- Mission pressure
 - self
 - peers
 - management
 - customer
 - Company culture: Who is PIC?

- Fatigue
 - Accountability in Duty Time observance
- Training
 - Realistic and recurring training environment
 - Train the way you fly, Fly the way you train.

TRAINING: ABORTS

- Objective performance criteria
- Landing aborts
- Takeoff aborts

Company Culture:

Celebrate conservative decision making

Celebrate Aborts

THANK YOU