



**THE NEEDS OF COMMUTER AND NORMAL AIRCRAFT CATEGORY SIMULATORS
TRAINING FACILITIES FOR AIRCRAFT OPERATION
IN THE PAPUA AND WEST PAPUA**

presented by:
Yati Nurhayati

Background

1

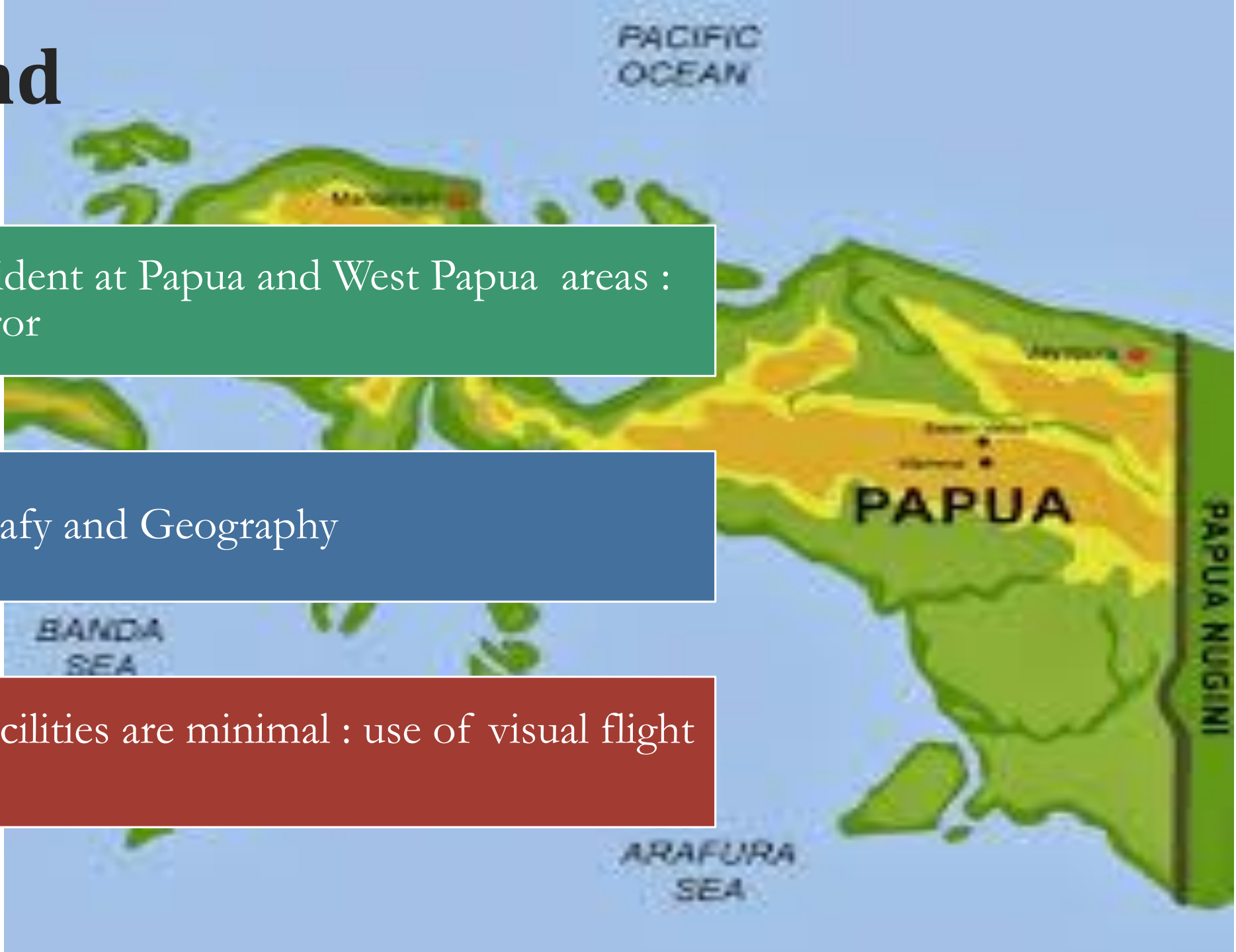
Flight accident at Papua and West Papua areas :
Human error

2

Tofografy and Geography

3

Airport facilities are minimal : use of visual flight



Formulation of the problem



**pilot
competency**

**flying
experience**

Flight
safety

Research purposes

The purpose of this study is to determine the needs of commuter and normal category aircraft simulator training facilities to prepare pilots with rating of the aircraft operating in the areas of Papua and West Papua.



qualitative

research

PhD education activities union journals
planning knowledge language study process researchers online well observation social
context especially participants may researcher also
know tradition traditions one personal need field point interviewing data
Lichtman understand
USE

R E S E A R C H
M E T H O D O L O G Y

1

Descriptive research is research that describes and paints the state of the object of research at present as it is based on facts

2

Descriptive research aims to define a situation or phenomenon as it is

DATA COLLECTION RESULTS

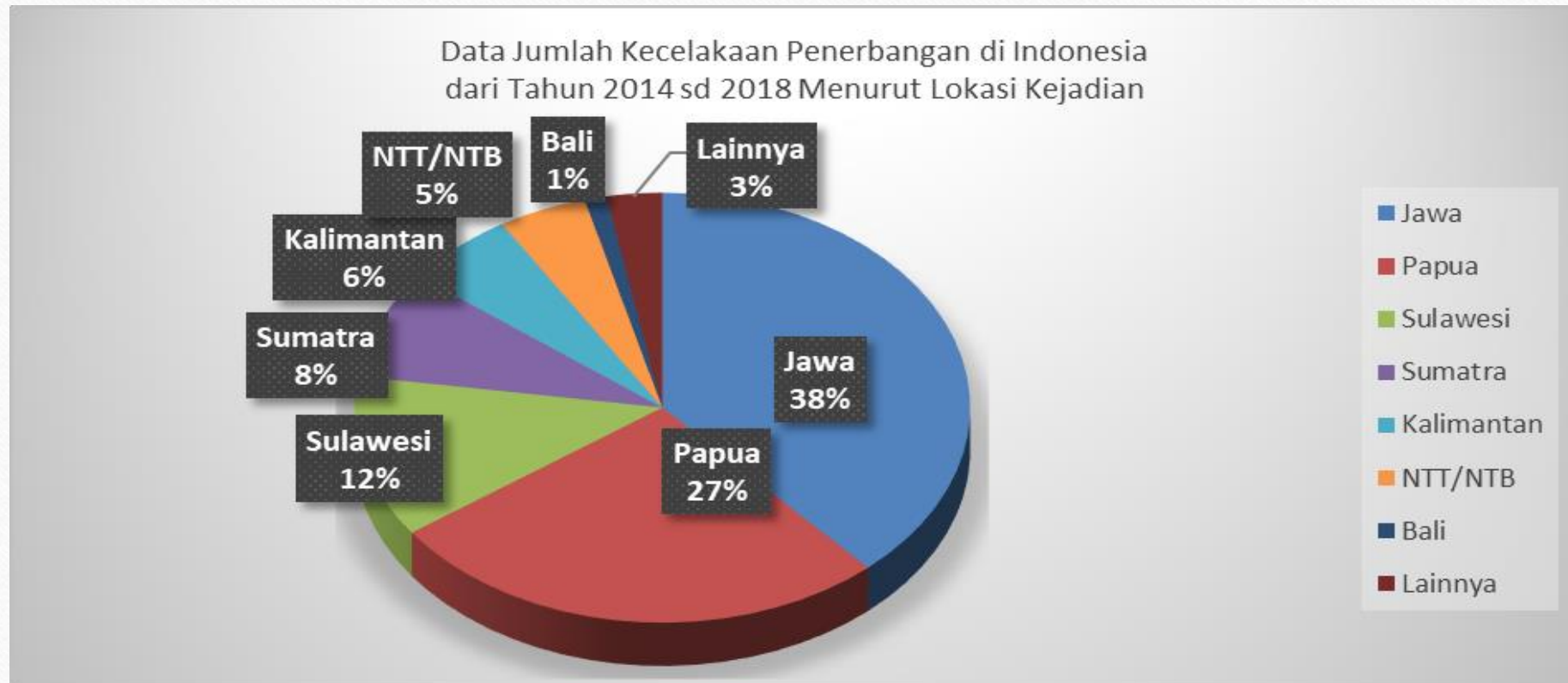
- The number of airports on the island of Papua is around 117 airports located throughout Papua Island (International, Domestic, Pioneer and Airstrip)
- 31.88% airports almost one third of the airports in Indonesia.
- This is due to the fact that Papua Island with its geographical location and the contour of the region is predominantly mountainous. Transportation by air is very important and can be a top choice.

Airlines operating in the areas of Papua and Papua Barat are under OC 91 and AOC 135

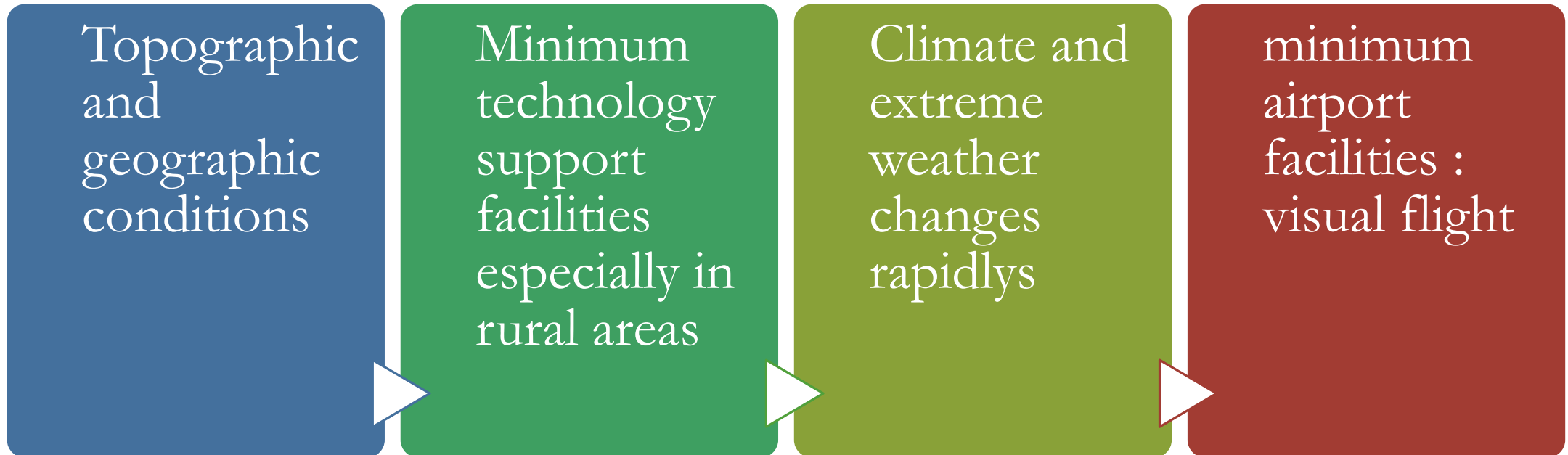
No	airlines	number of aircraft	Number of Pilot
1.	PT. Marta Buana Abadi (Dimonim Air)	4 Unit	33
2.	PT. Trigana Air	1 Unit	4
3.	PT. AMA	6 Unit	19
4.	<i>Mission Aviation Fellowship (MAF)</i>	6 Unit	15
5.	Yayasan Jasa Aviiasi Indonesia (YAJASI)	2 Unit	8
6.	Yayasan Pelayanan Penerbangan Tariku (YPPT)	2 Unit	-
7.	Spirit Avia Sentosa	1 Unit	-
8.	PT. Alda Trans Papua	3 Unit	-
9.	Adentist Aviation Indonesia	1 Unit	-
10.	Yayasan Misi Masyarakat Pedalaman (YMMP)	1 Unit	-
11.	Yayasan Helivida Indonesia	1 Unit	-

Discussion

1. High flight accidents in the areas of Papua and Papua Barat



2. Flight problems in the areas of Papua and Papua Barat



3. The competence of pilots to flight the areas of Papua and Papua Barat

Pilot needs that are in accordance with the qualifications in Indonesia especially to fly in the area of Papua and West Papua for the normal and commuter aircraft category as follows:

- Understand the areas of Papua and Papua Barat both in terms of topography, geography and facilities at the airport or airstrip.
- Have adequate flight experience
- Has implemented a mountain flight training

4. The need of simulator aircraft facilities for pilot training

To meet the requirements for the number of flight hours there are two choices, namely through a simulator or real flight with an airplane that is desired for rating

No	Simulator	Real Flight
1.	Pilots are ready and familiar with training in emergency situations	Pilots are not ready and unfamiliar with training in emergencies
2.	If an accident that is not desired by the pilot or simulator used is safe	In the event of an accident, the pilot or aircraft used will suffer huge losses, even in situations where the pilot can die and the aircraft is damaged
3.	Risk of accidents and smaller simulator damage	The risk of accidents and damage to aircraft is greater
4.	Costs incurred are more economical and efficient	Costs incurred are flight operating costs so that it is more expensive

continued.....

Seeing the comparison of the use of simulators both in terms of safety and costs that must be issued by pilots or airlines to meet the requirements of the number of flight hours the use of simulators is far more economical and safer



5. Aircraft simulator facilities in the areas of Papua and Papua Barat

- At present there are only one (1) unit of aircraft simulator facilities in Papua and Papua, namely the Yayasan Jasa Aviasi Indonesia (YAJASI). YAJASI uses a simulator with type PC-6T. By using the PC-6T type simulator training facility, the YAJASI improved the qualifications of pilots for route familiarization, and also route check.
- Meanwhile aircraft operating in the Papua and West Papua regions are PC-6, Cessna 208B, DHC-6-300 (Twin Otter), PAC 750XL, and 100.
- The types of aircraft flying in the area of Papua and West Papua generally do not have these simulator facilities.

Conclusion

- The number of airports including registered airports in Papua is around 117 airports located throughout Papua Island (International, Domestic, Pioneer and Air Base) or 31.88%, nearly one third of the airports in Indonesia and Papua Island occupy a number of accidents. the highest flight in Indonesia over the past 5 years, this should be a common concern to be able to reduce flight accidents, one of which is by increasing human resources pilot through traning simulators;
- Aircraft flying in the Papua and West Papua regions for normal and commuter categories, namely airlines under Air Operator Certificate (AOC) 135, 121 and OC 91, while the number of aircraft simulator equipment in the Papua and West Papua regions is 1 (one) unit that is owned by Yayasan Jasa Aviasi (YAJASI) using simulator equipment with type PC-6T so that the need for additional aircraft simulator equipment



Recommendation



The need for the addition of equipment in the form of aircraft simulators for the Papua and West Papua regions given the number of aircraft simulator equipment currently available is only one (1) that is owned by the Aviation Services Foundation (YAJASI) using simulator equipment with PC-6T type and also attempted and additional types of simulator equipment are recommended such as the DHC-6 (Twin Otter) simulator and the Cessna 208 (Gran Caravan) simulator.

thank
thank you!