

Responsible entity	<i>Indonesia AIB</i>	File number	<i>KNKT.19.12.30.04</i>
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Occurrence

Headline

Headline	<i>SINCID; KNKT.19.12.30.04; Cessna C208B; PK-BVN; MED; About 32 Nm North of Dili, Indonesia; 5 December 2019</i>
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Occurrence filing information

File number	<i>KNKT.19.12.30.04</i>	Responsible entity	<i>Indonesia AIB</i>
Occurrence status	<i>Closed</i>		
Occurrence moderator	<i>Henry Poerborianto</i>		
Detection phase	<i>En-Route</i>	Aviation sector	<i>Flight Operations</i>

Occurrence validation

Validation status	<i>Yes</i>	Validation date	<i>3/30/2023</i>
Authority occ. closure			

When

Local date	<i>12/5/2019</i>	UTC date	<i>12/5/2019</i>
Local time	<i>12:41 PM</i>	UTC time	<i>4:41 AM</i>

Where

State/area of occ	<i>Asia Indonesia</i>	Location of occurrence	<i>About 32 Nm North of Dili</i>
		Latitude of occurrence	<i>8:05:06 South</i>
		Longitude of occurrence	<i>125:30:48 East</i>

Severity

Highest damage	<i>None</i>	Damage not to a/c	<i>None</i>
Injury level	<i>None</i>	Object damaged	<i>None</i>
Third party damage	<i>No</i>		

Classification

Occurrence class	<i>Serious incident</i>
Occurrence categories	<i>MED: Medical</i>

Risk grade	<i>High (Red)</i>	Applicability SES perf
Risk confidence	<i>High</i>	

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ATM relation

ATM contribution	<i>None</i>	Effect on ATM service	<i>No effect</i>
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Injury totals

	Fatal	Serious	Minor	None	Unknown	Total
Total on ground	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>		<i>0</i>
Total on aircraft	<i>0</i>	<i>0</i>	<i>0</i>	<i>14</i>		<i>14</i>
Grand total	<i>0</i>	<i>0</i>	<i>0</i>	<i>14</i>		<i>14</i>

Reports

Report properties

1- KNKT.19.12.30.04

Factual information

Reporting entity	<i>Indonesia AIB</i>	Reporting form type	<i>ICAO Final Report</i>
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File Nr	<i>KNKT.19.12.30.04</i>	Report status	<i>Closed</i>
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Report source	<i>Accident/Incident investigation</i>	Reporting date	
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Parties informed	<i>State of Registry State of Operator State of Occurrence ANSP Operator Safety Investigation Authority</i>	Report version	
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Reporter's language	<i>English</i>	Export control	
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Reporter's description

Other report inform.

Analysis

Analysis / follow up

Risk mitig. action

Risk classification

Risk methodology

Risk assessment

Conclusions

Tracking sheet numb

Narrative

Narrative

Narrative language *English*

On 5 December 2019, a Cessna C208B aircraft registered PK-BVN was operated by PT. ASI Pudjiastuti Aviation (Susi Air) on a schedule passenger flight from John Becker Airport (WATQ), Kisar to El Tari International Airport (WATT), Kupang. On board the aircraft was a crew of two consisting of a Pilot in Command (PIC) and a Second in Command (SIC) accompanied by 12 passengers. The flight was conducted during Visual Meteorological Conditions (VMC) by day.

During the preflight check for the aircraft, there was no record or report of any aircraft system malfunction. The SIC was aware that supplemental oxygen was not available in the aircraft. The supplemental oxygen was not required for unpressurized aircraft flying on cruising altitude at or below 10,000 feet.

At 0359 UTC or 1159 LT, the aircraft departed from Kisar with flight number SQS6161, the PIC acted as pilot monitoring (PM) and the SIC as pilot flying (PF). About 15 minutes after departure, the aircraft reached the cruising altitude of 10,000 feet.

During cruising, both pilots discussed regarding a certain health issue, thereafter, the SIC started to feel anxious and difficult to breath. The SIC's condition deteriorated when he recalled that there was no supplemental oxygen in the aircraft, and his breathing became shorter. The PIC was aware of the SIC's condition then requested to the air traffic controller (ATC) to descend the aircraft. The air traffic controller responded the pilot to standby the descend.

The SIC began to feel dizzy and thereafter started to experience a tunneled vision whereafter he experienced a black out vision and according to the PIC, the SIC experienced loss of consciousness for approximately 20 seconds. The PIC declared MAYDAY and requested to divert to Presidente Nicolau Lobato International Airport (WPDL), Dili, Timor Leste. The decision to divert was based on consideration that the flight to Dili was shorter than continued the flight to Kupang.

The PIC advised the air traffic controller that the SIC has experience a heart attack and requested ambulance to be standby for their arrival. The air traffic control acknowledged and approved the pilot request. The PIC diverted to Dili and started descending. The SIC regained the consciousness and drank water. Afterwards, the SIC was aware that the aircraft was on descend and he was able to take deep breaths and felt better.

At 0457 UTC, the aircraft landed at Dili and the SIC was taken to the hospital by road which was near the airport for medical treatment.

There was no injury to person and no damage to the aircraft in this occurrence.

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Events and factors

Events and factors

1. Medical/Incapacitation - Flight Crew related event, during Cruise

Potential factors and safety issues

Not established (The unmanaged emotional stress which led to hyperventilation while flying in less air density environment might have made the SIC became incapacitation.)

Co-pilot , Hyperventilation ,

Ambient air pressure , Insufficient/insufficient details

Weather

General weather conditions

Weather relevant	<i>No</i>	Weather conditions
Visibility		<i>Light conditions</i>

Aircraft

Aircraft identification

Manufacturer/model	<i>CESSNA 208 B</i>	State of registry	<i>Indonesia</i>
		Aircraft registration	<i>PK-BVN</i>
Year built	<i>2010</i>	Call sign	<i>SQS6161</i>
Serial number	<i>208B2214</i>	Flight number	<i>SQS6161</i>

Aircraft description

Aircraft category	<i>Fixed Wing Aeroplane Large Aeroplane Large Aeroplane</i>	Wake turb. category	<i>Light</i>
		GNSS installed	<i>Yes</i>
		EFIS	<i>No</i>
Type of Exempt A/c	<i>Not Applicable</i>	Landing gear type	<i>Tricycle Tricycle, fixed</i>
Propulsion type	<i>Turboprop</i>		
Number of engines	<i>1</i>	Maximum t/o mass	<i>3900 kg</i>
Mass group	<i>2 251 - 5 700 kg</i>		

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Aircraft status

Total cycles a/c	<i>13773</i>	Maintenance docs	<i>Current</i>
Aircraft total time	<i>10806 Hour(s)</i>	Airworthiness cert.	<i>Valid</i>

Aircraft operation

Operator	<i>Indonesia Asi Pudjiastuti Aviation, Pt</i>	Operation type	<i>Commercial Air Transport Passenger Airline</i>
Operator type	<i>Corporate/executive</i>		
ICAO information	<i>None</i>	Flight status (STS)	
Schedule type	<i>Scheduled</i>		
Ops range	<i>Domestic</i>		

Consequences

Aircraft damage	<i>None</i>	Recovery status	
A/C out of service			
Cost of repair		Loss of revenue	

Persons on board and medical info

Injury status of persons on board

	Fatal	Serious	Minor	None	Unknown	Total
Pilot				<i>1</i>		<i>1</i>
Co-pilot				<i>1</i>		<i>1</i>
Cabin crew				<i>0</i>		<i>0</i>
Other flight crew				<i>0</i>		<i>0</i>
Crew Total				<i>2</i>		<i>2</i>
Passengers				<i>12</i>		<i>12</i>
Other on Aircraft				<i>0</i>		<i>0</i>
Unknown				<i>0</i>		<i>0</i>
Total				<i>14</i>		<i>14</i>

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Autopsy

Persons autopsied	<i>None</i>
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Incapacitation

Person incapacitated	Severity of incap	Reason for incapacity
<i>Flight crew member</i>	<i>Temporary</i>	<i>Hypoxia</i>

History of flight

Person at controls

Person at controls	<i>Co-pilot</i>
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Itinerary

Last departure point	<i>Indonesia WATQ : Kisar</i>	Flight phase	<i>En route</i>
		Duration of flight	<i>42 Minute(s)</i>
Planned destination	<i>Indonesia WATT (KOE) : El Tari</i>	Occ. on ground	<i>No</i>

Flight plan

Filed flight rules	<i>Visual flight rules (VFR)</i>	Current flight rules	<i>VFR</i>
Filed traffic type		Current traffic type	
Flight plan type	<i>RPL</i>	SSR code	
		SSR mode	

Flight crew Member

Flight crew member

Age	<i>27 Year(s)</i>	Category	<i>Pilot-in-command</i>
Gender	<i>Male</i>		

Flight crew experience

	Last 24 hours	Last 90 days	Total
This aircraft type			<i>1870 Hour(s)</i>
All types			<i>2170 Hour(s)</i>

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Licenses

1 - Commercial pilot

License type	<i>Aeroplane pilots Commercial pilot</i>	Validity	<i>Valid, no waivers</i>
		Ratings	<i>Held required rating</i>
License issued by	<i>Other</i>	Instrument rating	<i>Yes</i>
Date of license		Instructor rating	<i>Yes</i>

Member

Flight crew member

Age	<i>23 Year(s)</i>	Category	<i>Co-pilot</i>
Gender	<i>Male</i>		

Flight crew experience

	Last 24 hours	Last 90 days	Total
This aircraft type			<i>153 Hour(s)</i>
All types			<i>599 Hour(s)</i>

Licenses

1 - Commercial pilot

License type	<i>Aeroplane pilots Commercial pilot</i>	Validity	<i>Valid, no waivers</i>
		Ratings	<i>Held required rating</i>
License issued by	<i>Other</i>	Instrument rating	
Date of license	<i>1/28/2019</i>	Instructor rating	

Recommendations

Safety Recommendations

Area of concern	<i>QMS/SMS/SSP;Medical / Human Factors</i>
Recommendations	<i>QMS/SMS/SSP Personnel - Medical / Human Factors</i>

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Recommendation Data Link	Eccairs	Responsib	Last	Descriptio	Inserted	Organizati	Repositor
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Investigation

Investigation information

Investig report ID	<i>KNKT.19.12.30.04</i>	Final Report	
Investigating entity	<i>AIB</i>	Date published	<i>3/30/2023</i>
Investigation scope	<i>Full (Annex 13) type investigation</i>	Original language	<i>English</i>
Invest. delegated	<i>No</i>	Other language(s)	

Management

System data

Date entered			
Date report created	<i>3/29/2023 8:58:36 AM</i>	Report last modified	<i>3/30/2023 12:21:55 PM</i>

Modifications

Modifications	Modification date	Modification made by	Modification note
	<i>3/29/2023 8:58:36 AM</i>	<i>KNKTREPOSITORY\HENRY</i>	
	<i>3/29/2023 10:11:32 AM</i>	<i>KNKTREPOSITORY\HENRY</i>	
	<i>3/30/2023 12:21:06 PM</i>	<i>KNKTREPOSITORY\HENRY</i>	

Database History

DB History	Database access date	Database access by	Database access type
	<i>3/29/2023 10:12 AM</i>	<i>KNKTREPOSITORY\HENRY</i>	<i>Inserted</i>
	<i>3/30/2023 12:21 PM</i>	<i>KNKTREPOSITORY\HENRY</i>	<i>Locked</i>
	<i>3/30/2023 12:23 PM</i>	<i>KNKTREPOSITORY\HENRY</i>	<i>Updated</i>