

**Immediate Recommendation**  
**Aircraft Accident Investigation of a Sukhoi RRJ-95B aircraft**  
**Registered 97004 operated by Sukhoi Civil Aircraft Company**  
**at Mount Salak, West Java on 9 May 2012**

Nomor : KNKT / 001 / 5 / VI / REK.KU / 2012

**1. History of Flight**

On 9 May 2012, at 07:00 UTC, a Sukhoi RRJ-95B aircraft, registered 97004 being operated by Sukhoi Civil Aircraft Company departed from Halim Perdanakusuma Airport (HLP/WIHH), Jakarta for a demonstration flight to its prospective customers. The submitted flight plan was an IFR flight from Halim Airport to Pelabuhan Ratu area then return to Halim Airport. This flight was under radar service.

About 30 minutes later, the air traffic controller lost contact with the aircraft. The aircraft wreckage was found on a near-vertical mountainside on the eastern side of Mount Salak, West Java location 06° 42' 34" S and 106° 44' 07" E at an elevation about 6,100 feet.

All 45 occupants consist of Nationalities: 35 Indonesian, 8 crew Russian, 1 USA, 1 France were fatally injured. The investigation is continuing.

**2. Wreckage Information**

After 22 days of search and rescue operation, the joint team found some instruments and items from the accident site as follows:

- APU ECU,
- HF Power Amplifier,
- HF Transceiver,
- HF Emergency Radio Communication,
- ELT 406 Transmitter,
- ACRA Control,
- RCP (Remote Control Panel) for MPS-31C,
- Cockpit Voice Recorder (CVR),
- DME Unit,
- Harddisk,
- FOM Aeroflot,
- Parachute,
- CAI-CA (Collection of Aeronavigation Information),
- Some metal parts from the aircraft fuselage,
- Flight Data Recorder (FDR)

**3. Flight Crew Records**

Both flight crews held a valid test pilot license issued by the Russian Federation.

#### 4. Aircraft Certificate

The Sukhoi Civil Aircraft Company advised that the tail number 97004 was certified by the Ministry of Industry and Trade of Russian Federation and is in condition for safe operation under conditions that the aircraft is maintained and operated in accordance with the limitations specified in the Flight Manual, Maintenance Manual, Log Books and other documents relating to aircrafts.

#### 5. Aircraft Operating Limitations

The Civil Aircraft RRJ-95B tail number 97004, due to applicable Russian regulations:

- was not appropriate for commercial operation, i.e. transportation of passengers by fare;
- was not the property of commercial operation airline.

#### 6. Passengers Manifest and Aircraft Documents

The investigation could not find any copy of the passenger manifest and aircraft documents. The passenger manifest as the only copy of the passenger manifest and aircraft documents were kept and carried on board by supporting staff which was also a passenger on the Sukhoi RRJ-95B tail number 97004 flight.

#### 7. Recommendation

During the course of investigation, the National Transportation Safety Committee issued recommendations to address safety issues identified, as follows:

##### 7.1. The Indonesian Directorate General of Civil Aviation

- To ensure that all aircraft used for a demonstration flight operated under IFR should be conducted with respect to a published minimum safe flight altitude.
- To ensure a copy of the crew and passenger manifest be available in the Ground handling and Operation Service office prior to flight.

##### 7.2. The Sukhoi Civil Aircraft Company, Russian Federation

- To review the current procedures for the preparation and conduct of a demonstration flight and, if needed, introduce appropriate amendments.
- To arrange additional training for flight crews who will conduct demonstration flights, especially in mountainous regions.
- To ensure a copy of the crew and passenger manifest be available in the Ground handling and Operation Service office prior to flight.

Jakarta, 22 June 2012



NATIONAL TRANSPORTATION  
SAFETY COMMITTEE

Chairman

A handwritten signature in black ink, appearing to read 'Tatang Kurniadi'.

TATANG KURNIADI