

## Analisis Probabilitas Runway Excursion Akibat Faktor Fasilitas di Runway Strip = Analysis of the Probability of Runway Excursion Due to Facility Factors in Runway Strip

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### Abstrak

Indonesia memiliki tingkat kecelakaan pesawat yang jauh lebih tinggi dari rata-rata tingkat global. Jenis kecelakaan pesawat yang paling sering terjadi di Indonesia adalah runway excursion. Runway excursion dapat dipicu oleh faktor manusia, faktor lingkungan, dan faktor fasilitas. Selain faktor tersebut, fase peristiwa serta waktu peristiwa juga berpengaruh terhadap kejadian runway excursion. Penelitian ini bertujuan untuk mengidentifikasi aspek-aspek yang tergolong faktor fasilitas di runway strip dan menganalisis probabilitas terjadinya runway excursion akibat faktor fasilitas di runway strip berdasarkan fase peristiwa dan waktu peristiwa. Data penelitian dihimpun dari laporan investigasi KNKT dan data sertifikasi bandar udara yang mempunyai pengecualian (exemption) runway strip. Hasil dari penelitian ini adalah terdapat tiga kategori aspek yang tergolong fasilitas di runway strip sebagai penyebab maupun memperparah runway excursion yaitu kontaminan di runway, kondisi runway strip, dan visual aids. Dengan menggunakan probability density function, didapatkan bahwa probabilitas terjadinya runway excursion akibat faktor fasilitas di runway strip di fase peristiwa landing maupun take off pada waktu daylight (06.00-18.00) lebih besar daripada waktu night (18.00-06.00).

.....Indonesia has a plane crash rate that is much higher than the global average. The most common type of plane crash in Indonesia is runway excursion. Runway excursions can be triggered by human factors, environmental factors, and facility factors. In addition to these factors, the phase of the event and the time of the event also affect the runway excursion. This study aims to identify aspects that are classified as facility factors on the runway strip and analyze the probability of a runway excursion due to facility factors on the runway strip based on the phase of the event and the time of the event. The research data is collected from KNKT investigation reports and airport certification data that have runway strip exemptions. The results of this study are that there are three categories of aspects that are classified as facilities on the runway strip as a cause or aggravating runway excursion, namely contaminants on the runway, runway strip conditions, and visual aids. By using the probability density function, it is found that the probability of a runway excursion due to facilities on the runway strip during the landing and take-off phases during daylight (06.00-18.00) is greater than at night (18.00-06.00).