



## Analysis of the causes and prevention of runway excursions

Ratih Sekartadji, I Dewa Made Alit Karyawan

### Abstract

The incidence of flight accidents 96% occurred on the runway. Where, 80% of accidents due to excursions result in death. Excursion is the improper exit of the aircraft from the runway. The plane got out because it couldn't stop after it reached the end of the runway. Data for the last 16 years, in Indonesia there have been 3 accidents due to excursions which claimed many lives and materials. So it is necessary to study with the aim of knowing the dominant factors that cause excursions and finding recommendations for handling them. This paper is a literature review. The analysis uses secondary data taken from several articles in journals and other sources. Based on the discussion of the results of the data analysis, it was found the dominant factors that caused the excursion. Furthermore, based on the impact, a discussion was conducted with several references to obtain recommendations for appropriate treatment. The study results show that the dominant factor causing the excursion is the runway which is wet or inundated by water, in addition to the condition of the aircraft components. The recommendation to reduce incidence is to make good drainage, so that there is no stagnant water on the runway surface. In addition, inspection of aircraft components must be carried out carefully and strictly so that they can function properly.

### Keywords

Runway excursions; flight accidents; drainage factors; aircraft condition

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Home > Archives > **Vol 2 (2021)**

## Vol 2 (2021)

### Proceedings International Conference on Science and Technology (ICST)

#### Table of Contents

##### Articles

<a href="#">Non-destructive testing (NDT) in industry 4.0: A brief review</a> Ali Sophian	<a href="#">PDF</a> 1-9
<a href="#">The differences of satisfaction between national health insurance and general patients in public hospital, Wangaya Denpasar</a> Made Karma Maha Wirajaya, Putu Ayu Laksmi, Ni Nyoman Dwi Sutrisnawati	<a href="#">PDF</a> 10-19
<a href="#">Communal wastewater treatment plant design with up-flow anaerobic filter processing technology in Rumak Village, Kediri Sub-district, West Lombok</a> Gagassage Nanaluh De Side, Lalu Auliya Aqraboelittaqwa	<a href="#">PDF</a> 20-27
<a href="#">Cyclic voltammetry of LSCF-cathodes formed using combustion method with sucrose as propellant</a> Mohd Hafiz Yaakob, Lee Sin Ang, Zaidi Ab Ghani, Noor Hafizah Uyup, Nor Hafizah Che Ismail	<a href="#">PDF</a> 28-35
<a href="#">Combination of automatic microneedling therapy with human dermal fibroblast conditioned media (hDF-CM) for atrophic acne scars</a> Dedianto Hidajat, Niti Wedayani	<a href="#">PDF</a> 36-47
<a href="#">Government intervention in reducing the disparity of grain and rice prices in the domestic market of West Lombok Regency</a> Suparmin Suparmin	<a href="#">PDF</a> 48-55
<a href="#">Mechanical characterization of powder metallurgy products with aluminum waste materials using multi stage pressing method</a> I Made Mara, IGAK Chatur Adhi W, Made Wijana, I Made Nuarsa, AA Alit Triadi	<a href="#">PDF</a> 56-62
<a href="#">Experimental study on the effect of variations in the mass of the waste exhaust valve ballast and the distance of the waste exhaust valve on the performance of the ram hydraulic pump</a> Angky Puspawan, Agus Suandi, Yovan Witanto, Agus Nuramal, Nurul Iman Supardi, Emilio Oktori, Ariska Afriansah	<a href="#">PDF</a> 63-71
<a href="#">Conversion of bamboo waste from chopstick industry to activated charcoal</a> J. Pramana Gentur Sutapa, Theo Rezky Arie Ramba	<a href="#">PDF</a> 72-87
<a href="#">Performance comparison of ant colony system and firefly algorithm for traveling salesman problem</a> Cipta Ramadhani, Muhamad Irwan, Muhamad Syamsu Iqbal	<a href="#">PDF</a> 88-93
<a href="#">The developed online mathematics learning tools in the phase of one to one evaluation for probability topic in vocational high school</a> Syalendra Putra, Saleh Haji	<a href="#">PDF</a> 94-101
<a href="#">Towards sustainable rural communities: Utilizing the terroir approach in agro ecology</a> Fitrio Ashardiono	<a href="#">PDF</a> 102-109
<a href="#">Suitability of ultra-high performance fibre reinforced concrete (UHPFRC) for cast-in-situ applications</a> A.M.T. Hassan, G.H. Mahmud, S.W. Jones	<a href="#">PDF</a> 110-114
<a href="#">The role of porang flour and oyster mushroom in providing quality vegetarian meatball</a> Zainuri Zainuri, Yeni Sulastri, Dian Novita Sari Kurniawati, Dewa Nyoman Adi Paramartha	<a href="#">PDF</a> 115-120
<a href="#">As a synergy of the Pemenang-Gili Indah cruise protection system, the passenger cognitive chart for accidents</a> Ida Ayu Oka Suwati Sideman	<a href="#">PDF</a> 121-128
<a href="#">Growth and yield response of shallots applied with growth regulators benzyl amino purine (GR BAP) and liquid bioactivator of trichoderma harzianum fungus</a> I Made Sudantha, I G.P. Muliarta Aryana, Suwardji Suwardji, Irfan Jayadi, I Made Anggayuda Pramadya	<a href="#">PDF</a> 129-140
<a href="#">Design of wireless data transmission tool using XBee</a> Noveri Lysbetti Marpaung, Edy Ervianto, Rahyul Amri, Nurhalim Nurhalim, Dedy Nurahmadin	<a href="#">PDF</a> 141-147
<a href="#">Utilization of YouTube application in lectures to improve pedagogic competency of PGSD UNIB students in the period of covid-19 pandemic</a> Neza Agusdianita, Hasnawati Hasnawati, Nani Yuliantini, Panut Setiono, Dwi Anggraini, Yuda Septian Kurniawan	<a href="#">PDF</a> 148-155
<a href="#">Analysis of the causes and prevention of runway excursions</a> Ratih Sekartadji, I Dewa Made Alit Karyawan	<a href="#">PDF</a> 156-166
<a href="#">Optimization production capacity by improving transfer chute to control material flow and prevent belt conveyor off centerline in mining plant</a> Sabri Bahrin, Mohd Shahrizan Yusoff, Azmi Hassan, Mohamad Sazali Said	<a href="#">PDF</a> 167-177

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- [By Author](#)
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- [For Readers](#)
- [For Authors](#)
- [For Librarians](#)

<a href="#">The production of biochar by pyrolysis from <i>Jatropha Curcas</i> L. husk: Optimization via response surface methodology</a>	<a href="#">PDF</a> 178-186
Zaidi Bin Ab Ghani, Lee Sin Ang, Mohd Hafiz Yaakob, Nor Hafizah Che Ismail, Noor Hafizah Uyup, Izmal Nurhaqem Mohamed Khamil	
<a href="#">Preparation of activated carbon from wood bark by using H<sub>3</sub>PO<sub>4</sub></a>	<a href="#">PDF</a> 187-195
Zaidi Bin Ab Ghani, Lee Sin Ang, Mohd Hafiz Yaakob, Nor Hafizah Che Ismail, Noor Hafizah Uyup, Siti Hadijah Abdul Halim	
<a href="#">Digital image processing using Matlab and imageJ</a>	<a href="#">PDF</a> 196-202
Eduwin Saputra, M. Lutfi Firdaus	
<a href="#">The ability of elementary school teachers to algebra: The impact of the implementation of the horizontal-vertical mathematical approach in State Elementary School 67 in Bengkulu City. (Community Service Activities)</a>	<a href="#">PDF</a> 203-210
Saleh Haji, Hari Sumardi, Yumiati Yumiati	
<a href="#">Analysis of benzodiazepine metabolite in the urine of Wisma Anggrek Resident, Mutiara Sukma Psychiatric Hospital, West Nusa Tenggara</a>	<a href="#">PDF</a> 211-214
Lale Budi Kusuma Dewi, Yunan Jiwintarum, Ida Bagus Rai Wiadnya, I Komang Sudarsana	
<a href="#">Antidiabetic activity of <i>Phaseolus vulgaris</i> L. extract on the diabetic rat : Fasting blood glucose levels and insulin expression in pancreatic <math>\beta</math> cells</a>	<a href="#">PDF</a> 215-221
Nurhidayati Nurhidayati, Novrita Padauleng, Herpan Syafii Harahap, Yayuk Andayani, Dyke Gita Wirasistya, Anak Agung Ayu Niti Wedayani, Rizka Vidya Lestari, Putu Suwita Sari	
<a href="#">Application of induction heating in the biodiesel production process using oscillatory flow reactor</a>	<a href="#">PDF</a> 222-230
Suryanto Suryanto, Jumadi Tangko	
<a href="#">Nanomaterial-based colorimetric sensors for melamine and polymers analysis : A review</a>	<a href="#">PDF</a> 231-251
Rima Mayesmy Harahap, M. Lutfi Firdaus	
<a href="#">Classification of location landslides areas with direct measurement and remote sensing in Central Lombok</a>	<a href="#">PDF</a> 252-256
M.S. Yadnya, I.W. Sudiarta, W. Wedashwara	
<a href="#">Modelling ultra high performance fibre reinforced concrete UHPFRC slabs using concrete damage plasticity model</a>	<a href="#">PDF</a> 257-263
G.H. Mahmud, A.M.T. Hassan, S.W. Jones	
<a href="#">Digital transformation: building human capital and personal branding as opportunities for competitive advantage</a>	<a href="#">PDF</a> 264-272
Ni LuhPutu Surya Astitiani, Ni Made Widnyani	
<a href="#">Tsunami inundation maps in Mataram City based on tsunami modeling</a>	<a href="#">PDF</a> 273-278
Ricko Kardoso, Agastya Ardha Chandra Dewi	
<a href="#">The overview of antibiotic prophylaxis usage in The Surgical Department of General Hospital of West Nusa Tenggara Province within 2018</a>	<a href="#">PDF</a> 279-286
Dewi Septianingsih, Candra E. Puspitasari, Dewi Suryani	
<a href="#">The generative traits and genetic parameters of soybean under drought stress at various growth phases</a>	<a href="#">PDF</a> 287-297
Kisman Kisman, A.F. Hemon, S.M. Dewi	
<a href="#">How zoom dominate market share on video conferencing platform</a>	<a href="#">PDF</a> 298-309
Ida Bagus Ketut Widiartha	
<a href="#">Residual effects of herbicides on the growth and yield of shallot that are planted as a following crop after maize planting</a>	<a href="#">PDF</a> 310-321
M. Taufik Fauzi, I Ketut Ngawit	
<a href="#">Literature review accuracy code of neoplasm diagnosis based on icd-10</a>	<a href="#">PDF</a> 322-327
Oktamianiza Oktamianiza, Deni Maisa Putra, Rahmadani Rahmadani	
<a href="#">Analysis of patient's satisfaction on national health insurance (BPJS-K) towards health services at Mataram University Hospital</a>	<a href="#">PDF</a> 328-339
Putu Sri Sundari Rijasa, Wahyu Sulistya Affarah, Hamsu Kadriyan	
<a href="#">Communication radio utilization as data transmitter of earthquake victim's condition in evacuation point</a>	<a href="#">PDF</a> 340-346
Reno Siska Syaflina, Zaini Zaini	
<a href="#">Performance evaluation of Amarsvati Condominium Hotel building structure using pushover analysis based on Indonesia Newest Seismic Code</a>	<a href="#">PDF</a> 347-356
Jamalullael Jamalullael, Suparjo Suparjo, Ni Nyoman Kencanawati	
<a href="#">Developing inquiry-based lesson plan on work and energy</a>	<a href="#">PDF</a> 357-362
Endang Susilawati, Agustinasari Agustinasari	
<a href="#">True drip irrigation performance on discharge variation and distance of lateral pipes</a>	<a href="#">PDF</a> 363-371
I Dewa Gede Jaya Negara, Lalu Wirahman W., Humairo Saidah, Ni Ketut Widhiasti	
<a href="#">Implementation of blended learning in elementary schools</a>	<a href="#">PDF</a> 372-376
Desak Made Anggraeni, Ferdinandus Bele Sole	
<a href="#">Identification of 13th July 2019 Sumbawa earthquake source using double difference method</a>	<a href="#">PDF</a> 377-384
Rian Mahendra Taruna, Danis Istiqomah Irianti, Ardhianto Septiadhi, Anggitya Pratiwi	
<a href="#">Effect of polypropylene fibers on unrestrained early age shrinkage of concrete and long-term performance subjected to fire</a>	<a href="#">PDF</a> 385-395
Suryawan Murtiadi, Akmaluddin Akmaluddin, Ni Nyoman Kencanawati	
<a href="#">Numerical modelling of double shear timber connection using wood dowel fastener with adhesive coated</a>	<a href="#">PDF</a> 396-401
Rahmad Hidayat, Buan Anshari, Aryani Rofaida, Pathurahman Pathurahman, Suparjo Suparjo	
<a href="#">Adsorption energy of amide-kaolinite systems using supramolecular method: A study on the basis set effect</a>	<a href="#">PDF</a> 402-412
Zaidi Ab Ghani, Norlin Shuhaime, Zalina Zainal Abidin, Mohd Hafiz Yaakob, Lee Sin Ang	
<a href="#">New atrial fibrillation in patient with suspect pulmonary embolism due to COVID-19</a>	<a href="#">PDF</a> 413-418
Yusra Pintaningrum, Tiara Kusuma, Rina Lestari	
<a href="#">Miscellaneous of direct normal solar irradiation on Rinjani Mountain: it's impact on local climate</a>	<a href="#">PDF</a> 419-431
Mahrup Mahrup, M. Ma'shum, I. Yasin, Fahrudin Fahrudin	
<a href="#">Ecotourism suitability in the use zone of Teluk Bumbang Conservation Area</a>	<a href="#">PDF</a> 432-443
Sitti Hilyana, Tasrif Kartawijaya, Nurliah Nurliah, Soraya Gigentika, Hernawati Hernawati	
<a href="#">Analysis of the relationship between comfort level of Schoology assisted learning on the understanding physics concepts</a>	<a href="#">PDF</a> 444-453
Rakhmatul Ummah, Dwi Sulisworo, Nurulhuda Abd Rahman	

<a href="#">Evaluation of the BPJS primary care (P-Care) application on health services in primary health care: systematic review</a>	<a href="#">PDF</a>
Maede Karma Maha Wirajaya, Vitalia Fina Carla Rettobjaan	454-459
<a href="#">Parasitoid of fall armyworm larvae, spodoptera frugiperda (Lepidoptera: Noctuidae) on mize at Lombok Island</a>	<a href="#">PDF</a>
Bambang Supeno, Tarmizi Tarmizi, Hery Haryanto, Ni Made Laksmi Ernawati	460-466
<a href="#">Analysis of satisfaction in user gojek application: systematic review</a>	<a href="#">PDF</a>
Vitalia Fina Carla Rettobjaan, Maede Karma Maha Wirajaya	467-474
<a href="#">Assessment of factors influencing adoption of devops practices in public sector and their impact on organizational culture</a>	<a href="#">PDF</a>
Mohammed Mubarkoot	475-483
<a href="#">Growth and yield of peanuts (Arachis hypogaeaL.) on intercropping with sorghum (Sorghum bicolor L.)</a>	<a href="#">PDF</a>
Akhmad Zubaidi, Syastika Yuniarti, Kisman Kisman, Dwi Ratna Anugrahwati	484-488
<a href="#">Effects of ginger and Sumbawa honey drinks on cough frequency in children with respiratory tract infection</a>	<a href="#">PDF</a>
Ari Khusuma, Arini Pradita Roselyn, Annisa Agata	489-492
<a href="#">Overview of removal of urban litter in Malaysia: Debris trapper</a>	<a href="#">PDF</a>
M.A.Z Mohd Remy Rozainy, A.W Khairi, S. Hamzah, J. Ikhsan	493-500
<a href="#">The effectiveness of online practicum in agriculture during the pandemic in Syiah Kuala University</a>	<a href="#">PDF</a>
Nasyatul Ula, Muhammad Ramadhani, Syifa Sabrina, Vira Afriliyandha	501-511
<a href="#">Development of homemade hybrid-RT-LAMP Lateral Flow Assay as an alternative kit for detection of SARS-CoV-2 under certain conditions</a>	<a href="#">PDF</a>
Sulaiman N Depamede, Made Sriasih	512-518
<a href="#">Sago business development scenario in North Luwu Regency, South Sulawesi</a>	<a href="#">PDF</a>
Makkarennu Makkarennu, Muh Alif Caesar Ghifari, Supratman Supratman	519-533
<a href="#">Level of application of health protocols for agricultural students Syiah Kuala University</a>	<a href="#">PDF</a>
Istamara Firda, Ira Wahyuni, Afta Pratiwi Br Barus, Jasaf Wanida	534-539
<a href="#">Electric and magnetic fields around the tower due to lightning-strikeusing lightning current simulation</a>	<a href="#">PDF</a>
Ni Made Seniari, I Made Ginarsa, Ida Bagus Fery Citarsa, Supriyatna Supriyatna, Ida Ayu Sri Adnyani	540-551
<a href="#">Performance of micro grid system with an automatic transfer switch for photovoltaic and small wind turbines: a case study at the laboratory of renewable energy, the University of Mataram</a>	<a href="#">PDF</a>
Abdul Natsir, Sultan Sultan, Infa Andrian	552-561
<a href="#">Leucaena (L. leucocephala) – an environmentally friendly solution to the low cattle productivity in the dry land</a>	<a href="#">PDF</a>
Dahlanuddin Dahlanuddin	562-566
<a href="#">The effect of the thermal processing on the changes of physical and mechanical behaviour of peat soil in West Donggala, Central Sulawesi</a>	<a href="#">PDF</a>
Sukiman Nurdin, Stephanus Aleksander, Astri Rahayu, Sriyati Ramadhani, Irdhiani Irdhiani	567-579
<a href="#">Bicycle lanes development plan in Mataram city</a>	<a href="#">PDF</a>
Baiq Musfiatin, Buan Anshari, I Dewa Made Alit Karyawan	580-588
<a href="#">Teaching material development educational statistics with SPSS</a>	<a href="#">PDF</a>
Batdal Niati, Annajmi Annajmi	589-597
<a href="#">Yield performance of irrigated aerobic red rice intercropped with peanut under long-term application of organic wastes</a>	<a href="#">PDF</a>
Ni Wayan Dwiani Dulur, Wayan Wangiyana, Nihla Farida, I Gusti Made Kusnarta	598-605
<a href="#">Compression behaviour on axial and lateral forces of pipe composite epoxy with jute fibres reinforced</a>	<a href="#">PDF</a>
I.D.G Ary Subagia, K. Adi Atmika, I.G.A. N. Putranata	606-613
<a href="#">Marketing strategy of roti X product during the Covid-19 pandemic</a>	<a href="#">PDF</a>
Dharma Widada, Masayu Widiastuti	614-621
<a href="#">A simple model of the influence of gender on the driving behavior of students motorcycle riders on traffic violations and accidents in a Mataram city using a structural equation model</a>	<a href="#">PDF</a>
I Wayan Suteja, I A O Suwati Sideman, I Dewa Made Alit Karyawan, I Gede Putu Warka	622-632
<a href="#">Review of Lembar sea port performance based on aspect of port performance indicator's</a>	<a href="#">PDF</a>
I Wayan Suteja, I A O Suwati Sideman, I Gede Putu Warka	633-637
<a href="#">Application of hybrid solar dryer for supporting community business on the new normal era</a>	<a href="#">PDF</a>
Rahmat Sabani, Sukmawaty Sukmawaty, Murad Murad, Ansar Ansar, Amuddin Amuddin	638-648
<a href="#">Design of facial expreshion using convolutional neural network</a>	<a href="#">PDF</a>
Muhammad Sya'roni Mujahidin, Misbahuddin Misbahuddin, Toufani Rizal Alfarisi	649-652
<a href="#">Physical characteristic of mangosteen (Garcinia mangostana L.)</a>	<a href="#">PDF</a>
Rosyid Ridho	653-658
<a href="#">The effect of using LEDs (Light-Emitting Diodes) as lighting systems in greenhouse on Lettuce (Lactusa Sativa L.)</a>	<a href="#">PDF</a>
Rosyid Ridho	659-672
<a href="#">Colorimetric analysisof citric acid using silver nanoparticles (AgNPs)</a>	<a href="#">PDF</a>
Wangi Pusva Kartini, M. Lutfi Firdaus	673-678
<a href="#">Numerical modelling of double shear timber connection using bamboo dowel fastener with adhesive coated</a>	<a href="#">PDF</a>
Wini Lestari, Buan Anshari, Jauhar Fajrin, Pathurahman Pathurahman, Suparjo Suparjo	679-684
<a href="#">Untapped bioenergy resources around us: Case studies of West Sumatra</a>	<a href="#">PDF</a>
Fadjar Goembira	685-689
<a href="#">Analysis of Katon weir water availability to planting patterns and regional water supply systems of Katon irrigation, Janapria sub district, Central Lombok</a>	<a href="#">PDF</a>
Salehudin Salehudin, L. Wirahman W, Rohani Rohani, Hasyim Hasyim	690-697
<a href="#">Poverty data modelling in West Nusa Tenggara Province using panel data regression analysis</a>	<a href="#">PDF</a>
Shilvia Aodia, Nurul Fitriyani, Marwan Marwan	698-708
<a href="#">Impact of cold-immersion time to the preservation of galah bamboo (Gigantochloaatter (Hassk.) Kurz ex Munro) in extract of gadung (Dioscoreahispida Dennst.) tuber</a>	<a href="#">PDF</a>
Febriana Tri Wulandari, Radjali Amin	709-718

[Survey on knowledge, attitude, and behavior related to the covid-19 pandemic in West Nusa Tenggara](#)

Wahyu Sulistya Affarah, Putu Suwita Sari, Pujiarohman Pujiarohman, Joko Jumadi, Ruli Ardiansyah, Khairus Febrian Fitrahady

[PDF](#)  
719-725

[The role of family planning field officers in the implementation of family planning program during the covid- 19 period in Monjok Subdistrict Selaparang Mataram City](#)

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[PDF](#)  
726-733

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## Analysis of the causes and prevention of runway excursions

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**Abstract.** The incidence of flight accidents 96% occurred on the runway. Where, 80% of accidents due to excursions result in death. Excursion is the improper exit of the aircraft from the runway. The plane got out because it couldn't stop after it reached the end of the runway. Data for the last 16 years, in Indonesia there have been 3 accidents due to excursions which claimed many lives and materials. So it is necessary to study with the aim of knowing the dominant factors that cause excursions and finding recommendations for handling them. This paper is a literature review. The analysis uses secondary data taken from several articles in journals and other sources. Based on the discussion of the results of the data analysis, it was found the dominant factors that caused the excursion. Furthermore, based on the impact, a discussion was conducted with several references to obtain recommendations for appropriate treatment. The study results show that the dominant factor causing the excursion is the runway which is wet or inundated by water, in addition to the condition of the aircraft components. The recommendation to reduce incidence is to make good drainage, so that there is no stagnant water on the runway surface. In addition, inspection of aircraft components must be carried out carefully and strictly so that they can function properly.

**Keywords:** Runway excursions; flight accidents; drainage factors; aircraft condition

### 1. Introduction

According to the Flight Safety Foundation, 96% of accidents between 1995 and 2007 occurred on runways. And 80% of these accidents are excursions that result in death. Runway excursions are a common type of landing accident. This situation occurs when the aircraft leaves the runway either by turning sideways or by crossing the end of the runway [1]. So that the aircraft leaves the runway inappropriately. The aircraft got out because it couldn't stop after it reached the end of the runway.

The excursion (overrun) is influenced by weather, aquaplaning and the adequacy of the runway length. Aquaplaning due to standing water on the runway is dangerous for landing. Therefore, various studies have been carried out to determine drainage capacity in relation to rainfall and runway

characteristics, such as texture depth and runway geometry. The water level that exceeds the depth of the surface texture is an indication of standing water on the runway. This can reduce the friction ability of the wheels with the runway[1].

There are many accidents due to excursions. In the past 16 years, there have been at least 13 times worldwide. Three of them are in Indonesia. In this regard, this study aims to determine the dominant factors that influence excursions and find recommendations for their treatment.

## 2. Method

This paper is the result of a literature review. The analysis uses secondary data taken from several sources, both articles in journals and other related publications. The dominant factors that influence the excursion are determined from the discussion based on the analysis results from these references. Based on the impact, a discussion was conducted to obtain recommendations for appropriate treatment. Figure 1 the approach taken to obtain the study objectives.

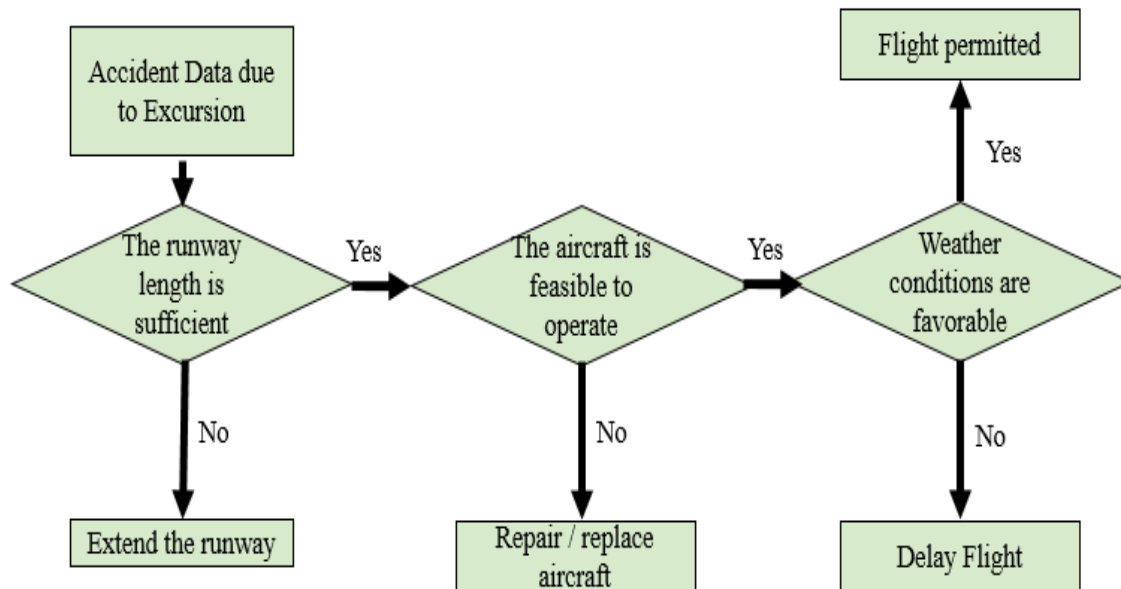


Figure 1. Flowchart of the study approach

The approach in this study is carried out through data collection, data analysis and discussion to determine the dominant factors that affect excursions and find treatment solutions as recommendations.

### 2.1. Required data

The data used for analysis purposes are secondary data, namely:

- a) Accident data, including event, year, location, and description
- b) Data on the causes of accidents can be taken from the accident description data

### 2.2. The analysis data

The analysis carried out is:

- a) The percentage of accidents



- b) Analysis of casualties and losses due to accidents
- c) Analysis of the causes of accidents due to excursion

### 2.3. Discussion on the results of the analysis

The discussion is to find out:

- a) The dominant factors affecting the excursion and
- b) Recommendations for handling.

## 3. Results

The incidence of accidents on the runway starting from 2004, resulting in death, aircraft destruction, or changes or improvements to aviation safety [2], is shown in Table 1.

Table 1. Incidents of accidents on the runway from 2004 to 2020 [2]

No	Even, year and loaction	Description
1	Lion Air Flight 583 (2004) Adisumarmo International Airport, Surakarta, Indones ia	While landing in wet weather, the McDonnell Douglas MD-82 overran the runway due to hydroplaning and poor aircraft braking performance. After leaving the runway, the aircraft struck an embankment and split into two sections. 25 of the 153 people on board were killed.
2	Southwest Airlines Flight 1248 (2005) Midway International Airport, Chicago, Illinois, U.S.	A Boeing 737-700 overran the runway while landing in a snowstorm and crashed into automobile traffic, killing one person on the ground.
3	Air France Flight 358 (2005) Toronto Pearson International Airport, Toronto, Canada	An Airbus A340 overran the end of the runway and came to rest in a ravine. 43 people were injured, and the aircraft was destroyed by a post-crash fire.
4	S7 Airlines Flight 778 (2006) Irkutsk International Airport, Irkutsk, Russia	The Airbus A310 overshot the runway and struck a concrete barrier at high speed, causing the aircraft to break apart and igniting a massive fire. 125 of the 203 occupants were killed.
5	Garuda Indonesia Flight 200 (2007) Adisutjipto International Airport, Yogyakarta, Indon esia	During landing, the Boeing 737-400 departed the runway, crashed into a rice field and burst into flames. Of the 140 occupants, 21 were killed.
6	TAM Airlines Flight 3054 (2007) São Paulo–Congonhas Airport, São Paulo, Brazil	An Airbus A320 overran the runway while landing in rain, and crashed into a warehouse. All 187 people on board, and 13 people on the ground, were killed.
7	Sriwijaya Air Flight 62 (2008)	The Boeing 737-200 overran the runway due to a hydraulics malfunction of the aircraft and crashed into a house. There

	Sultan Thaha Airport, Jambi	were no fatalities out of the 130 passengers and crew on board the aircraft, but one person inside the house was killed. The aircraft received substantial damage and was written off. <sup>[9]</sup>
8	American Airlines Flight 331 (2009) Norman Manley International Airport, Kingston, Jamaica	A Boeing 737-800 landing in rain and a tailwind touched down more than 4,000 feet from the start of the runway. Unable to stop in the remaining distance, it broke apart on rocks near the shoreline. No one was killed, but 85 people were injured and the plane was destroyed.
9	Air India Express Flight 812 (2010) Mangalore International Airport, Mangalore, India	The Boeing 737-800 overshot the end of the runway, went through a 300 feet (91 m) sand arrestor bed meant as excursion protection, then slid down a steep hillside. 158 of the 166 occupants were killed.
10	Caribbean Airlines Flight 523 (2011) CheddiJagan International Airport, Georgetown, Guyana	A Boeing 737-800 overran the runway while attempting to land in rainy weather. All occupants survived, but the aircraft was irreparably damaged and seven people were injured.
11	Pegasus Airlines Flight 8622 (2018) Trabzon Airport, Trabzon, Turkey	A Boeing 737-800 ran off the left side of the runway during landing and slid down a cliff, stopping short of the water. No one was killed, but the aircraft was destroyed.
12	Pegasus Airlines Flight 2193 (2020) SabihaGökçen International Airport, Istanbul, Turkey	A Boeing 737-800 overran the runway while landing in heavy rain and high winds, and broke into several pieces. 3 of the 183 people aboard were killed.
13	Air India Express Flight 1344 (2020) Calicut International Airport, Kerala, India	A Boeing 737-800 overran the tabletop runway, skidding off the end of the runway and crashing into a gorge. The aircraft was carrying 190 people including 6 crew members. A total of 20 people, including both pilots, were killed in the crash.

Based on Table 1, it can be seen that the accidents that occur on the runway are mostly caused by excursions (overran). Data in the last 16 years [1], in Indonesia there have been 3 accidents due to excursions, out of around 13 incidents around the world. In accidents due to excursions, there were many fatalities.

#### 4. Analysis Data

##### 4.1. Excursion Accidents

Analysis of the data in Table 1, results in the composition of the number of incidents within and outside Indonesia, as well as the causes of their occurrence, as shown in Figure 2.

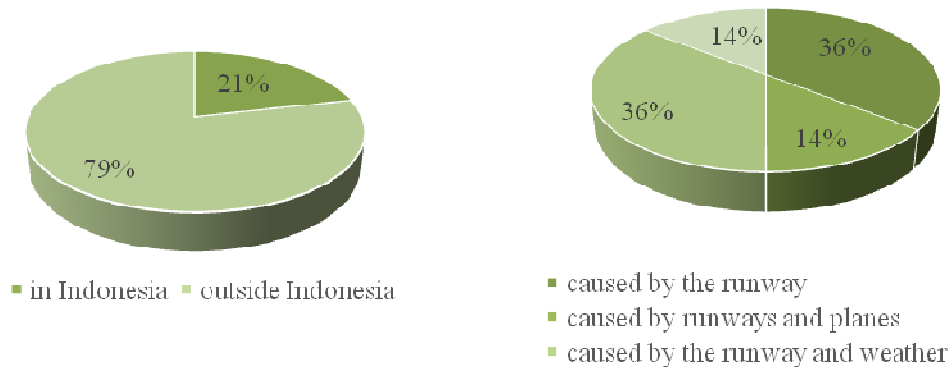


Figure 2. Number of Excursions from 2004 to 2020

#### 4.2. Casualties and losses due to the incident

Table 2 shows the casualties and losses incurred by each incident at an airport in Indonesia. Meanwhile, Table 3 shows the victims and losses caused by each incident at an airport outside Indonesia.

Table 2. Victims and losses due to excursions in Indonesia

Type of aircraft, Airline Name and Flight Number	Accident victim	Accident loss
McDonnell Douglas MD-82 Lion Air Flight 583	25 were killed out of the 153 people on board.	The plane split into two parts. The front of the plane was torn apart [3]
Boeing 737-400 Garuda Indonesia Flight 200	21 were killed, out of the 140 on board	The plane caught fire.
Boeing 737-200 Sriwijaya Air Flight 62	There were no fatalities from the 130 passengers and crew. One person in the house died	The plane was badly damaged

Table 3. Victims and losses due to excursions at outside Indonesia

Type of aircraft, Airline Name and Flight Number	Accident victim	Accident loss
Boeing 737-700 Southwest Airlines Flight 1248	killing one person on the ground.	loss report not found
Airbus A340 Air France Flight 358	43 people were injured, and the.	aircraft was destroyed by a post-crash fire
Airbus A310 S7 Airlines Flight 778	125 of the 203 occupants were killed.	loss report not found
Airbus A320 TAM Airlines Flight 3054	All 187 people on board, and 13 people on the ground, were killed.	loss report not found
Boeing 737-800 American Airlines Flight 331	No one was killed, but 85 people were injured and the plane was destroyed.	loss report not found

Boeing 737-800 Air India Express Flight 812	158 of the 166 occupants were killed.	loss report not found
Boeing 737-800 Caribbean Airlines Flight 523	All occupants survived, but seven people were injured.	the aircraft was irreparably damaged
Boeing 737-800 Pegasus Airlines Flight 8622 (2018)	No one was killed	aircraft was destroyed
Boeing 737-800 Pegasus Airlines Flight 2193	3 of the 183 people aboard were killed.	loss report not found
Boeing 737-800 Air India Express Flight 1344	The aircraft was carrying 190 people including 6 crew members. A total of 20 people, including both pilots, were killed in the crash.	loss report not found

#### 4.3 Causes of Excursion

Table 4 shows the location of the incident in Indonesia and the predicted causes. Meanwhile, Table 5 shows the causes of excursion accidents outside Indonesia.

Table 4. Causes of excursion in Indonesia

Type of aircraft, Airline Name and Flight Number	Airport and Year of occurrence	Cause
McDonnell Douglas MD-82 Lion Air Flight 583	Adisumarmo International Airport, Surakarta, Indonesia 2004	Landing in wet weather. There was hydroplaning on the runway. Poor aircraft braking performance. After leaving the runway, hit the embankment.
Boeing 737-400 Garuda Indonesia Flight 200	Adisutjipto International Airport, Yogyakarta, Indonesia 2007	On landing, it left the runway, hit rice fields and caught fire.
Boeing 737-200 Sriwijaya Air Flight 62	Sultan Thaha Airport, Jambi 2008	Past the runway. Due to aircraft hydraulics damage. Hit a house.

Table 5. Causes of excursion outside Indonesia

Type of aircraft, Airline Name and Flight Number	Airport and Year of occurrence	Cause
Boeing 737-700 Southwest Airlines Flight 1248	Midway International Airport, Chicago, Illinois, U.S. 2005	overran the runway while landing in a snowstorm and crashed into automobile traffic,
Airbus A340 Air France Flight 358	Toronto Pearson International Airport, Toronto, Canada 2005	overran the end of the runway and came to rest in a ravine.
Airbus A310S7 Airlines Flight 778	Irkutsk International Airport, Irkutsk, Russia 2006	The overshot the runway and struck a concrete barrier at high speed, causing the aircraft to break

Airbus A320TAM Airlines Flight 3054	São Paulo-Congonhas Airport, São Paulo, Brazil2007	apart and igniting a massive fire. overran the runway while landing in rain, and crashed into a warehouse.
Boeing 737-800American Airlines Flight 331	Norman Manley International Airport, Kingston, Jamaica2009	A landing in rain and a tailwind touched down more than 4,000 feet from the start of the runway. Unable to stop in the remaining distance, it broke apart on rocks near the shoreline.
Boeing 737-800Air India Express Flight 812	Mangalore International Airport, Mangalore, India 2010	The overshoot the end of the runway, went through a 300 feet (91 m) sand arrestor bed meant as excursion protection, then slid down a steep hillside.
Boeing 737-800Caribbean Airlines Flight 523	CheddiJagan International Airport, Georgetown, Guyana 2011	A overran the runway while attempting to land in rainy weather.

Table 5. Causes of excursion outside Indonesia (continued)

Type of aircraft, Airline Name and Flight Number	Airport and Year of occurrence	Cause
Boeing 737-800Pegasus Airlines Flight 8622 (2018)	Trabzon Airport, Trabzon, Turkey 2018	A ran off the left side of the runway during landing and slid down a cliff, stopping short of the water.
Boeing 737-800Pegasus Airlines Flight 2193	SabihaGökçen International Airport, Istanbul, Turkey 2020	A overran the runway while landing in heavy rain and high winds, and broke into several pieces.
Boeing 737-800 Air India Express Flight 1344	Calicut International Airport, Kerala, India 2020	overran the tabletop runway, skidding off the end of the runway and crashing into a gorge.

## 5. Discussion

The discussion is limited based on the causal factors in Table 4. In this case, there are things that must be met for aircraft landing activities. This is the adequacy of the runway length, the operational feasibility of the aircraft and the puddle on the runway when it rains, due to suboptimal drainage. As for the location of the incident, it is limited to 3 airports in Indonesia, namely: Adisumarmo International Airport, Adisutjipto International Airport and Sultan Thaha Airport.

### 5.1. Adequacy of runway length

Requirement of Runway Length minimal was stated as Airplane Reference Field Length (ARFL) standard. ARFL is a drink runway that the aircraft needs to take off, at the time of maximum take off

weight, sea level elevation, standard atmospheric conditions, conditions without blowing wind, runway without slope [4].

Table 6. Requirement of runway length

Type of aircraft, Airline Name and Flight Number	Airport and Year of occurrence	Runway length
McDonnell Douglas MD-82 Lion Air Flight 583	Adisumarmo International Airport, Surakarta, Indonesia 2004	2150 m
Boeing 737-400 Garuda Indonesia Flight 200	Adisutjipto International Airport, Yogyakarta, Indonesia 2007	2200 m
Boeing 737-200 Sriwijaya Air Flight 62	Sultan Thaha Airport, Jambi 2008	2220 m

The runway length required to serve the landings of type B 737-400 aircraft requires a minimum of 2,100 m[5]. The Airbus A330-200 requires a runway length of 2,753 m and the A330-300 requires 3100 m[6].

Data for 2004 when the incident was not found, then the assumption of the minimum runway length at the time of the accident was 2150 meters. This refers to the AdiSoemarmo runway data for 1987, which was planned to be extended 350 meters to 2150 meters. With the target of serving wide-body aircraft of various types of Boeing or Airbus A320 [7]. Until 2018 it is 2,600 meters long, at that time it is planned to be 3,000 meters [8].

The runway length of Adisucipto Airport at the time of the incident was 2200 meters. It was still in the planning stages of extending the runway by 300 meters (980 feet) to the east, bringing it to 2,500 meters (8,200 feet) [9].

The length of the runway at the time of the incident at Sultan Thaha Jambi Airport, based on 2007 data, was 2220 meters. Runway width of 30 meters. Managed by PT AngkasaPura II, the largest aircraft served is the A320 [10]. The plane that crashed was a Boeing 737-200, meeting the requirements for landing.

Based on the results of the discussion, all airport runways have a sufficient length for the aircraft to carry out the landing process. However, inadequate aircraft conditions or unfavorable weather can result in accidents. For example, Adisumarmo Airport has a sufficient runway length, but the braking system is poor, resulting in overrun. Likewise, the Adisutjipto Airport. Except for Sultan Thaha Airport, runway length is not the cause.

## 5.2. Aircraft operational feasibility

Minimizes risk and ensures aircraft airworthiness so that it is easy to maneuver, including the braking system. Table 7 shows the events caused by aircraft conditions [11].

Tabel 7. Aircraft condition

Type of aircraft, Airline Name and Flight Number	Airport and Year of occurrence	Aircraft Condition
McDonnell Douglas MD-82 Lion Air Flight 583	Adisumarmo International Airport, Surakarta, Indonesia 2004	The aircraft is not suitable for operation. Poor aircraft braking performance.
Boeing 737-400	Adisutjipto International	There was damage to the aircraft

Garuda Indonesia Flight 200	Airport, Yogyakarta, Indonesia 2007	
Boeing 737-200 Sriwijaya Air Flight 62	Sultan Thaha Airport, Jambi 2008	The aircraft is not suitable for operation, there is damage to the aircraft hydraulics.

### 5.3. Aquaplaning on the runway

Weather can be an obstacle in the plane landing process. Fog can reduce visibility, while rain causes the runway to flood water. Especially when the drainage is not smooth. This can result in aquaplaning symptoms. Table 8 and Table 9 show the problems associated with puddle water.

Tabel 8. Runway drainage conditions

Type of aircraft, Airline Name and Flight Number	Airport and Year of occurrence	Kondisidrainase
McDonnell Douglas MD-82 Lion Air Flight 583	Adisumarmo International Airport, Surakarta, Indonesia 2004	There was hydroplaning on the runway, an indication that the surface water was not flowing smoothly due to inadequate drainage
Boeing 737-400 Garuda Indonesia Flight 200	Adisutjipto International Airport, Yogyakarta, Indonesia 2007	Drainage is not the cause
Boeing 737-200 Sriwijaya Air Flight 62	Sultan Thaha Airport, Jambi 2008	Drainage is not the cause

Tabel 9. Weather conditions

Type of aircraft, Airline Name and Flight Number	Airport and Year of occurrence	Cuaca
McDonnell Douglas MD-82 Lion Air Flight 583	Adisumarmo International Airport, Surakarta, Indonesia 2004	The runway is wet from rain
Boeing 737-400 Garuda Indonesia Flight 200	Adisutjipto International Airport, Yogyakarta, Indonesia 2007	Weather is not the cause
Boeing 737-200 Sriwijaya Air Flight 62	Sultan Thaha Airport, Jambi 2008	Weather is not the cause

### 5.4. Prevention of excursion

Table 10 shows the causes of excursions at 3 airports in Indonesia, namely: 1) Landing in rainy conditions, when there is a pool of water on the runway that causes hydroplaning (aquaplaning); 2) The condition of the aircraft is not optimal for operation, such as poor aircraft braking performance or due to aircraft hydraulics damage.

Based on these causative factors, precautions that can be taken are: 1) extending the runway so that it is safe when it rains; 2) all aircraft navigation and control systems must be in proper condition

and functioning properly; 3) runway drainage functions to channel water so that it does not flood the runway surface when it rains. The precautions taken as recommendations are shown in **Table 10**.

Table 10. Causes of excursion in Indonesia

Airport and Year of occurrence	Cause	Prevention
Adisumarmo International Airport, Surakarta, Indonesia 2004	Landing in wet weather. There was hydroplaning on the runway. Poor aircraft braking performance.	Stabilization of the runway surface and drainage, overwriting Hydroplaning is caused by uneven runway surface conditions and inadequate drainage. Certainty of aircraft operational feasibility
Adisutjipto International Airport, Yogyakarta, Indonesia 2007	On landing, it left the runway, hit rice fields and caught fire.	Ensuring the adequacy of the runway length and the aircraft's feasibility, considering that the dry runway overran is caused by the sufficient length of the runway and the condition of the aircraft
Sultan Thaha Airport, Jambi 2008	past the runway. due to aircraft hydraulics damage. hit a house.	Certainty of aircraft feasibility, given that the overran on the runway with sufficient runway length is caused by the condition of the aircraft

## 6. Conclusion

Based on the discussion conducted on the results of the analysis, the conclusions are:

- The dominant factor causing the excursion is the runway which is wet or inundated by water,
- The condition of the aircraft components.
- The recommendation to reduce incidence is:
  - to make good drainage, so that there is no stagnant water on the runway surface.
  - inspection of aircraft components must be carried out carefully and strictly so that they can function properly.

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