Overview of Pani Base Camp Traffic Movement at Gorontalo Airspace

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Abstract-Flight plan is specific information related to a flight that will be destination. Flight plan contains information that covers the entire route of the intended flight. So the flight plan is mandatory on every flight. However, this is not in line with what happened to Perum LPPNPI KCP Gorontalo when it found traffic movements from Pani Base Camp owned by PT Gorontalo Sejahtera Mining. In addition, both parties also do not have a coordination agreement (LOCA) related to the movement of traffic from Pani Base Camp. In this research, the author uses a qualitative descriptive method to describe the problems that occur at Perum LPPNPI KCP Gorontalo based on data collected in the form of phenomena or events that occur. The purpose of this research is to achieve efficiency, effectiveness, and flight safety at Perum LPPNPI KCP Gorontalo.

Keywords—flight plan, coordination, LOCA, traffic (key words)

I. INTRODUCTION

Djalaluddin Airport is an airport located in Gorontalo Province as well as the main gateway for air transportation in the province. Djalaluddin Airport is directly managed by UPBU Gorontalo under the Directorate General of Civil Aviation [1]. While flight navigation services at Djalaluddin airport are managed by Perum LPPNPI Gorontalo Sub-Branch. Perum LPPNPI Gorontalo Sub-Branch serves combine services TWR and APP to aircraft under its responsibility to ensure safety, regularity, smooth flight traffic and prevent collisions [2].

Flight plan is certain information relating to the flight or part of the flight that an aircraft is headed for [3]. Every aircraft that will conduct a flight is required to submit a flight plan to the relevant ATS (Air Traffic Services) unit before operating. ICAO states that flight plans must be submitted by (1) every flight to be provided with ATC services, (2) every IFR flight within designated airspace, (3) every flight within, to, or along a designated route if required by the competent ATS authority to facilitate the provision of flight information, alerts, (4) also if required by the authorized ATS authority to facilitate coordination with the military units concerned or with air traffic service units in adjacent States to avoid the possible need for interception for identification purposes, and (5) any flight crossing an international border[4]. However, there are cases where an aircraft flies without submitting a flight plan.

The following is an example of a case that occurred on October 12, 2022 where the APP/TWR unit of Perum LPPNPI KCP Gorontalo found an unexpected helicopter movement coming from Pani Base Camp owned by PT Gorontalo Sejahtera Mining. The APP/TWR unit of Perum LPPNPI KCP Gorontalo did not receive a flight plan from PT Gorontalo Sejahtera Mining as the operator of the flight. In addition, Perum LPPNPI KCP Gorontalo and PT Gorontalo Sejahtera Mining do not have a coordination agreement letter regarding the procedure for traffic movement from Pani Base Camp so that the coordination flow is not established between the two parties.

The Ministry of Civil Aviation in the national regulation confirms that air traffic service units must have a letter of coordination agreement (LOCA) with flight operators operating in their area of responsibility to ensure that the exchange of information between the two parties regarding operating flights can be established quickly and in accordance with agreed procedures[5].

![Fig 1. Pani Base Camp](image1.jpg)

![Fig 2. Pani Base Camp position of “GTL” VOR/DME](image2.jpg)
Pani Base Camp is located at coordinates 0° 31' 48.75" N 122° 00' 06.68" E, radial 262.51 NM from "GTL" VOR/DME, Pohuwatu Regency, Gorontalo Province. Pani Base Camp is the location where the Pani Gold project is run and managed by PT Gorontalo Sejahtera Mining in collaboration with PT Pani Bersama Jaya (PBJ), PT Pani Bersama Tambang, PT Puncak Emas Gorontalo, and PT Puncak Emas Tani Sejahtera [8].

The author also suggests a meeting between Perum LPPNPI KCP Gorontalo and PT Gorontalo Sejahtera Mining to discuss the creation of a coordination agreement (LOCA) related to traffic movement procedures from Pani Base Camp in order to ensure the exchange of information between the two parties related to aircraft position reporting and aircraft operations can be established quickly and precisely according to agreed procedures.

IV. CONCLUSION

Aviation regulations emphasize that every flight is required to send a flight plan to the ATS unit. However, this was not the case at Perum LPPNPI KCP Gorontalo when there was helicopter traffic from Pani Base Camp owned by PT Gorontalo Sejahtera Mining that did not send a flight plan, causing potential danger to traffic in the Gorontalo ATS unit's area of responsibility. In addition, both parties also do not have LOCA so there is no exchange of information related to the traffic movement.

To overcome these problems, Perum LPPNPI needs to conduct counseling to PT Gorontalo Sejahtera Mining regarding flight plans in aircraft operations. In addition, both parties need to hold a meeting to create an LOCA that contains coordination procedures related to traffic movements from Pani Base Camp in order to achieve efficiency, effectiveness, and flight safety at Perum LPPNPI KCP Gorontalo.

REFERENCES