

PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA
NOMOR : SKEP/241/II/2008

TENTANG

ADVISORY CIRCULAR (AC) 120-CSEA 006
PEDOMAN BAGI OPERATOR PESAWAT UDARA UNTUK MEMBENTUK
DEPARTEMEN KESELAMATAN PENERBANGAN

DENGAN RAHMAT TUHAN YANG MAHA ESA

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

- Menimbang : a. bahwa sesuai dengan Keputusan Menteri Perhubungan, Nomor Km 22 Tahun 2002 tentang Persyaratan-persyaratan Sertifikasi dan Operasi bagi Perusahaan Angkutan Udara yang melakukan Penerbangan Dalam Negeri, Internasional dan Angkutan Udara Niaga Tidak Berjadwal, telah diatur kewajiban operator pesawat udara;
- b. bahwa berdasarkan pertimbangan sebagaimana dimaksud dalam huruf a, maka perlu ditetapkan Advisory Circular (AC) 120-CSEA 006 mengenai Pedoman Bagi Operator Pesawat Udara untuk membentuk Departemen Keselamatan Penerbangan, dengan Peraturan Direktur Jenderal Perhubungan Udara;
- Mengingat : 1. Undang-undang Nomor 15 Tahun 1992 tentang Penerbangan (Lembaran Negara Tahun 1992 Nomor 53, Tambahan Lembaran Negara Nomor 3481);
2. Peraturan Pemerintah Nomor 3 Tahun 2001 tentang Keamanan dan Keselamatan Penerbangan (Lembaran Negara Tahun 2001 Nomor 9, Tambahan Lembaran Negara Nomor 4075);
3. Peraturan Presiden Nomor 9 Tahun 2005 tentang Kedudukan, Tugas, Fungsi, Kewenangan, Susunan Organisasi dan Tata Kerja Kementerian Negara Republik Indonesia sebagaimana telah diubah terakhir dengan Peraturan Presiden Nomor 94 Tahun 2006;
4. Peraturan Presiden Nomor 10 Tahun 2005 tentang Unit Organisasi dan Tugas Eselon I Kementerian Negara Republik Indonesia sebagaimana telah diubah terakhir dengan Peraturan Presiden Nomor 17 Tahun 2007;
5. Keputusan Menteri Perhubungan Nomor T.11./2/4-U Tahun 1960 tentang Peraturan-Peraturan Keselamatan Penerbangan Sipil (CASR) sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor KM 4 Tahun 2006;
6. Peraturan Menteri Perhubungan Nomor KM 43 Tahun 2005 tentang Organisasi dan Tata Kerja Departemen Perhubungan, sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor KM 37 Tahun 2006;

MEMUTUSKAN :

Menetapkan : PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG ADVISORY CIRCULAR (AC) 120-CSEA 006 MENGENAI PEDOMAN BAGI OPERATOR PESAWAT UDARA UNTUK MEMBENTUK DEPARTEMEN KESELAMATAN PENERBANGAN.

Pasal 1

Advisory Circular (AC) 120-CSEA 006 mengenai Pedoman Bagi Operator Pesawat Udara untuk membentuk Departemen Keselamatan Penerbangan, sebagaimana tercantum dalam Lampiran Peraturan ini.

Pasal 2

Peraturan ini mulai berlaku pada tanggal ditetapkan.

Ditetapkan di : Jakarta

Pada tanggal : 21 Februari 2008

DIREKTUR JENDERAL PERHUBUNGAN UDARA

ttd

BUDHI M SUYITNO
NIP. 120 088 924

SALINAN Peraturan ini disampaikan kepada :

1. Sekretaris Jenderal Departemen Perhubungan;
2. Inspektur Jenderal Departemen Perhubungan;
3. Sekretaris Direktorat Jenderal Perhubungan Udara;
4. Para Direktur di lingkungan Ditjen Hubud.

Salinan Sesuai dengan aslinya

KEPALA BAGIAN HUKUM
SESDITJEN HUBUD


RUDI RICHARDO
NIP. 120 154 783

MEMUTUSKAN :

Menetapkan : PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG ADVISORY CIRCULAR (AC) 120-CSEA 006 MENGENAI PEDOMAN BAGI OPERATOR PESAWAT UDARA UNTUK MEMBENTUK DEPARTEMEN KESELAMATAN PENERBANGAN.

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Pasal 2

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RrSKEP-ac 120-92/LIS/JAN08

FOREWORD

1. PURPOSE

This Advisory Circular provides guidance for air carriers for the development of an effective safety department. Guidance is also provided on the functions, qualifications, and responsibilities of a Director of Safety (CASO).

2. REFERENCES

This Advisory Circular contains advisory material only and should be used in accordance with the applicable regulations.

3. CANCELLATION

None

4. REVISIONS

Revisions of this Advisory Circular will be approved by the Director General of Civil Aviation.

DIRECTOR GENERAL OF CIVIL AVIATION,

TTD

BUDHI M. SUYITNO

NIP. : 120 088 924

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Kepala Bagian Hukum
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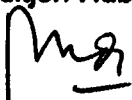
DIRECTOR GENERAL OF CIVIL AVIATION,

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U-7
DIRECTOR GENERAL OF CIVIL AVIATION,



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1. PURPOSE

This Advisory Circular provides guidance for air carriers for the development of an effective safety department. Guidance is also provided on the functions, qualifications, and responsibilities of a Director of Safety (CASO).

2. APPLICABILITY

Air Operators should review their Flight Safety Departments to ensure that:

- The established safety department is appropriate to the size and scope of operations and that it addresses the broad range of risks involved in commercial aviation, including but not limited to, flight operations, maintenance and ground safety.
- That air operator manual(s) include the duties, responsibilities, and authority of the Director of Safety (CASO).
- The qualifications of an individual serving as a full time Director of Safety (CASO) are similar to those outlined above.

2. BACKGROUND

- a. Air operators should have a safety department that addresses the broad range of risks involved in commercial aviation, including flight operations, maintenance, and ground safety. Since operators vary in size and scope of operations, when determining the size and complexity of a safety department, it is appropriate to consider such criteria as the kind of operations involved, the number and type of airplanes used, and the areas of operations.
- b. Any safety program should be designed to prevent personal injury and property losses. Thus the primary objectives of a safety program should be to motivate safe actions through the establishment of a positive corporate safety culture; identifying hazards to safe operations; working with other company departments to develop and implement safety interventions; monitoring intervention strategies to validate effectiveness; and communicating the results of safety efforts throughout the company.
- c. The DGCA encourages certificate holders to identify and correct instances of non-compliance with company procedures and DGCA regulations, using internal safety audits as a tool for continuously monitoring and evaluating practices and procedures. The DGCA believes that the implementation of a comprehensive and effective safety department will benefit both the certificate holder and the flying public.

- d. To ensure an effective flight safety programme it is essential that each certificate holder has a focal point for safety activities, such as a Director of Safety (CASO). This person would be responsible for keeping the certificate holder's senior management fully informed about the safety status of the certificate holder's entire operation. The DGCA believes that an independent, full time safety position is important, for large operations. However, the DGCA recognizes that in smaller operations, the Director of Safety (CASO) function might be an additional function of a current manager.

3. DIRECTOR OF SAFETY (CASO)

a. . . . Functions:

- (1) To enable the Director of Safety (CASO) to implement and manage the company flight safety programme, the post-holder must have access to all departments at all levels. The primary responsibility of the DOS is to ensure the highest level of safety in the company flight operations.

- (2) The Director of Safety (CASO) is normally responsible to the CEO for:
 - Providing information and advice on flight safety matters to the CEO.
 - Ensuring that a Flight Safety Handbook / Manual is prepared which describes the airline's safety policy & procedures, and that all employees comply with the same.
 - Establishing a reporting system which provides for a timely and free flow of safety-related information.
 - Maintaining the air safety occurrence database
 - Monitoring corrective actions and flight safety trends
 - Co-ordinating the DGCA's Mandatory Occurrence Reporting requirements.
 - Soliciting and processing safety improvement suggestions
 - Developing and maintaining a safety awareness programme
 - Liaising with the heads of all departments company-wide on flight safety matters
 - Acting as Chairman of the Company Flight Safety Committee.
 - Disseminating flight safety-related information company-wide
 - Liaising with manufacturers' flight safety departments, government regulatory bodies and other flight safety organisations world-wide
 - Assisting with the investigation of accidents and incidents
 - Carrying out safety audits and inspections

- Maintaining familiarity with all aspects of the Company's activities and its personnel
- Reviewing and updating of the company emergency response plan
- Planning and controlling the Flight Safety budget
- Managing or having oversight of the FDA Programme
- Publishing the Company flight safety magazine
- Participation in corporate strategic planning

(3) The Director of Safety (CASO) should be established as a full time position.

b. Qualifications:

(1) The suggested minimum attributes and qualifications required for a Director of Safety (CASO) are:

- A broad aviation/technical education
- A sound knowledge of commercial operations, in particular flight operations procedures and activities
- Experience as a flight crew member or engineer
- The ability for clear expression in writing
- Good presentation and interpersonal skills
- Computer literacy
- The ability to communicate at all levels, both inside and outside the Company
- Organisational ability
- To be capable of working alone (at times under pressure)
- Good analytical skills
- To exhibit leadership
- Be worthy of commanding respect among peers and management officials

(2) Training

- The Director of Safety (CASO) would be expected to become familiar with all operational aspects of the organisation, its activities and personnel. This will be achieved in part by in-house induction training. However, such knowledge is best acquired by self-education and research.
- External training should at least cover the management of a flight safety programme and basic accident investigation and crisis management.