MINISTRY OF TRANSPORTATION REPUBLIC OF INDONESIA

DIRECTORATE GENERAL OF CIVIL AVIATION

RESPONSE

SAFETY BULLETIN

ISSUE 04 | FEBRUARY 2023

RESPONSE

Safety Bulletin

RESPONSE Safety Bulletin provide information on actual or potential safety deficiencies based on Mandatory Occurrence Report (MOR) and Voluntary Reporting System (VRS), including safety overview in Indonesia. The Bulletin aims to share the information as a form of safety promotion to the aviation community and fulfils an important element of SSP's reporting responsibilities to the wider aviation community

SCAN ME

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IMPROVEMENT FOR TOMORROW SKY

MEMBANGUN LANGIT UNTUK ESOK YANG LEBIH CERAH

RESPONSE
Safety Bulletin #04

DGCA INDONESIA
SAFETY POLICY

DGCA INDONESIA

SAFETY POLICY

The Ministry of Transportation Republic of Indonesia c.q. Directorate General of Civil Aviation is committed to establishing, implementing maintaining and continuously improving strategies and processes to ensure that all of our activities take place under a balanced allocation of organizational resources, aimed at achieving the highest practicable level of safety performance and meeting national and international standard.

Our commitment is to:

1. Set rules and regulations that are in line with the Standards, Recommended Practices and Procedures of the ICAO;
2. Encourage the adoption of a data-driven and performance-based approach to safety regulation where appropriate;
3. Identify safety trends within the aviation industry and adopt a risk-based approach to industry surveillance activities to address areas of greater safety concern or need;
4. Monitor and measure the safety performance of our aviation system continuously through the DGCA's aggregate safety performance indicators as well as service providers' safety performance indicators;
5. Actively collaborate and consult with the aviation sector, including the public, to identify and address safety matters and continuously enhance aviation safety;
6. Promote good safety practices and a positive safety culture within the aviation industry based on sound safety management principles;
7. Encourage safety information collection, analysis, sharing and exchange amongst all relevant industry organizations and service providers, with the intent that such information is to be used for safety management purposes only;
8. Allocate sufficient financial and human resources for effective safety management implementation including State Safety Programme; and
9. Equip staff with the proper skills and expertise to discharge their safety management responsibilities competently.

Accountable Executive

M. Kristi Endah Murni
(Director General of Civil Aviation)

KEBIJAKAN KESELAMATAN PENERBANGAN
DIREKTORAT JENDERAL PERHUBUNGAN UDARA

Direktorat Jenderal Perhubungan Udara, Kementerian Perhubungan berkomitmen untuk mencapai kinerja keselamatan penerbangan yang berkelanjutan guna memenuhi standar nasional dan internasional.

Komitmen Direktorat Jenderal Perhubungan Udara adalah :

1. Menetapkan aturan dan regulasi yang sesuai dengan standar dan prosedur yang telah direkomendasikan ICAO;
2. Melakukan pendekatan regulasi keselamatan penerbangan berbasis data dan kinerja;
3. Mengidentifikasi tren keselamatan penerbangan yang berbasis risiko pada area yang menjadi perhatian khusus;
4. Memantau indikator kinerja keselamatan penerbangan secara terus menerus termasuk penyedia jasa melalui indikator kinerja keselamatan penerbangan yang telah ditetapkan oleh Direktorat Jenderal Perhubungan Udara;
5. Secara aktif bekerjasama dan berkonsultasi dengan pemangku kepentingan penerbangan, termasuk masyarakat, guna mengidentifikasi dan mengatasi masalah keselamatan penerbangan;
6. Mempromosikan praktik dan budaya keselamatan dalam industri penerbangan berdasarkan prinsip-prinsip manajemen keselamatan penerbangan yang baik;
7. Mendorong pengumpulan data informasi keselamatan penerbangan, melakukan analisis, serta tukar menukar data tersebut diantara stakeholders penerbangan sipil guna menjaga keselamatan penerbangan;
8. Menyiapkan anggaran dan sumber daya manusia yang memadai guna efektifitas pelaksanaan manajemen keselamatan penerbangan, termasuk program keselamatan penerbangan nasional;
9. Menyiapkan staf yang memiliki keterampilan dan keahlian guna melaksanakan manajemen keselamatan penerbangan berdasarkan kompetensi.

Penanggung Jawab

M. Kristi Endah Murni
(Direktur Jenderal Perhubungan Udara)

NATIONAL AVIATION SAFETY PLAN
2021-2023

Image courtesy of DAAO

NATIONAL AVIATION SAFETY PLAN
2021-2023

Indonesia is committed to enhancing aviation safety and to the resourcing of supporting activities. The purpose of this Indonesia National Aviation Safety Plan (NASP) is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe aviation system contributes to the economic development of Indonesia and its industries. The NASP promotes the effective implementation of Indonesia's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between Indonesia and other States, regions and industry. All stakeholders are encouraged to support and implement the NASP as the strategy for the continuous improvement of aviation safety.

The NASP 2021-2023 is established in alignment with the ICAO Global Aviation Safety Plan (GASP) 2020 to 2022 (Document 10004) and the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2020 to 2022.

The NASP 2021-2023 providing the strategy to enhance aviation safety for a period of 3 years (2021 to 2023). Contains six sections namely : Sec 1. Introduction, Sec 2. The purpose of Indonesia NASP, Sec 3. Indonesia strategic approach to managing aviation safety, Sec 4. The national Operational Safety Risks (OPS) identified for the 2021 to 2023, Sec 5. Other safety issues addressed in the NASP, and Sec 6. A description of how the implementation of the Safety Enhancement Initiatives (SEIs) listed in the NASP is going to be monitored.

The National Aviation Safety Plan is a guideline for all units within the Directorate General of Civil Aviation (DGCA) and aviation service providers in preparing programs to improve aviation safety in the aim of continuously reducing fatalities rates, the risk of fatalities, through the development and implementation of national aviation safety strategies.

Aviation service providers include :

1. Air operator certificate holder;
2. Aerodrome operator;
3. Air navigation service provider;
4. Approved maintenance organization;
5. Pilot school; and
6. Design organization and manufacture of aircraft, engines, and components of the aircraft.

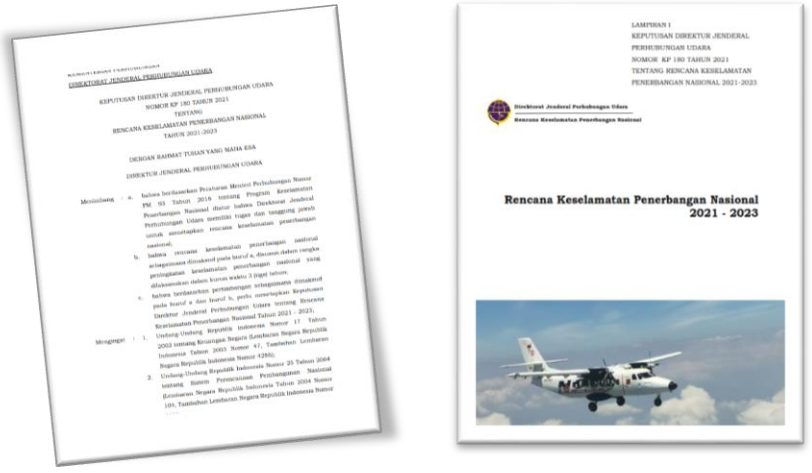


Figure 1. Indonesia National Aviation Safety Plan 2021-2023

NASP 2021-2023 addresses Operational Safety Risks (OPS) identified in ICAO GASP and AP-RASP 2020-2022. NASP 2021-2023 also address organizational challenges and aim to enhance organizational capabilities related to effective safety oversight.

The Directorate General of Civil Aviation (DGCA) Indonesia is responsible for the development, implementation and monitoring of the NASP, in collaboration with the national aviation industry.

The NASP 2021-2023 addresses the following national safety issues:

A. Operational Safety Risks

1.Loss of Control In-flight (LOC-I)

2.Runway Excursion (RE)

3.Runway Incursion (RI)

4.Mid Air Collision (MAC)

5.Control Flight Into Terrain (CFIT)

B. Organizational Challenges

Critical Elements (CEs)

a. CE- 7 : Surveillance Obligations

b. CE-8 : Resolution of Safety Issues

Areas

a. Aircraft Accident and Incident Investigation (AIG)

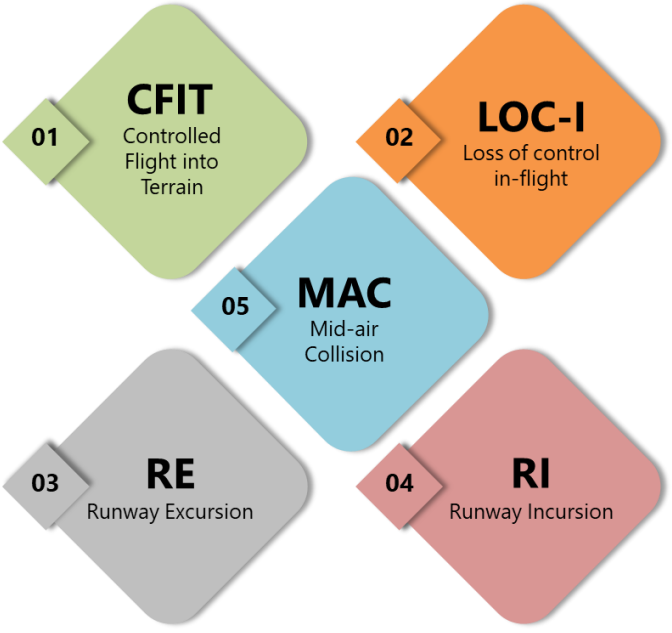


Figure 2. Operational Safety Risk

In order to enhance safety at the national level, the NASP 2021-2023 Indonesia NASP determines the following goals and targets:

Figure 3. NASP Goals and Target

DGCA is responsible for monitoring the implementation of NASP and revisiting the plan to address national needs and align with the latest edition of GASP and AP-RASP. For example, to mitigate contributing factors to the risk of LOC-I accidents and incidents, DGCA develop regulation and standard guidance for Upset Prevention and Recovery Training (UPRT), conduct socialization and training UPRT for regulator and operator in cooperation with International Development of Technology b.v. (IDT) including implementation UPRT in the simulator.

INDONESIA
ALoSP

Image courtesy of DAAO

This picture was taken before COVID-19

DGCA INDONESIA

ALoSP

The ALoSP (Acceptable Level of Safety Performance) expresses the safety levels the State expects of its aviation system. Currently, DGCA Indonesia has established safety performance indicators for each service providers to determine the acceptable level of safety in Indonesia as shown in Figure 4.

Figure 4. DGCA Indonesia Safety Performance Indicators

No	Service Providers	Safety Performance Indicators	Target 2022	Achievement 2022
1	AOC 121	Loss of Separation incidents/ airprox/ airprox/ nearmiss (with Cockpit crew crew involvement) (AOC 121)	≤1.26	0.86
		Runway Excursion (with Cockpit crew crew involvement) (AOC 121)	≤0.27	0.05
2	AOC 135	Runway Excursion (with Cockpit crew crew involvement) (AOC 135)	≤0.37	0.40
		Controlled Flight Into Terrain (CFIT) (with (CFIT) (with Cockpit crew involvement) involvement) (AOC 135)	≤0.23	0.18

Reference : KP. No 46 Year 2020

3	AIRPORT OPERATOR OPERATOR	Runway Incursion (with no ATC involvement)	0.052	0
		Runway Excursion (with no ATC involvement)	0.006	0
		Ground Collision (Aircraft-Aircraft, Aircraft, Aircraft-Vehicle, and Vehicle-Vehicle-Vehicle)	0.071	0.011
		Bird Strike	0.014	0.214
		Damage in the Aircraft due to Foreign Foreign Object Debrish in the runway or runway or taxiway or ramp	0.064	0.039

Reference : KP. No 222 Year 2017

No	Service Providers	Safety Performance Indicators Indicators	Target 2022	Achievement 2022
4	AIR NAVIGATION SERVICE PROVIDER PROVIDER	Airprox Cat.A and Cat. B (with (with ANS contribution)	≤1.35	0.89
		Runway Incursion Cat. A and Cat. and Cat. B (with ANS contribution)	≤0.083	0.080
		ATC Coordination Error between between ATS Unit	≤4.66	0.10
		ATC Readback-Hearback Issue Issue	≤0.35	0.22
		Availability of Aeronautical Telecomunication Facility	≥99%	99.498%
		Safety Occurrence Review	Every occurrences occurrences that have risk	61 of 61 occurrence (100%)
		Occurrence of Air Navigation Navigation Service Operational Operational	Every Quarterly	4 times (Every Quarter)
		Training SMS	2 Class	5 Class
		Safety Communication	Every Quarterly	4 times (Every Quarter)

Reference : PR. No 7 Year 2022

The action taken by the DGCA Indonesia to improve national aviation safety is to conduct the Focus Group Discussions VIII and IX in Papua. The product of the FGD was the issuance of Safety Circular SE No. 7 Year 2022 concerning Improvement of Aviation Safety and 19 commitments of all aviation stakeholders as shown in Figure 5. Beside that, DGCA Indonesia issued Safety Circular SE No. 8 Year 2022 concerning Mandatory Readback for ATC Clearance and Instructions, Safety Circular SE No. 9 Year 2022 concerning Vertical Adjustment for ACAS/TCAS II RA Caused by High Vertical Rates, and Safety Circular SE No. 1 Year 2023 concerning Implementation Procedure New Brake Burn In for Cessna C208 Series.

Furthermore, the DGCA Indonesia is in the process of signing an MoU with the Directorate General of Conservation of Natural Resources and Ecosystem Ministry of Environment and Forestry to deal with bird hazards around the airport, as well as coordinating with the local government for the arrangement of the airport environmental area to prevent wild animals.

Figure 5. 19 commitments of aviation stakeholders

VOLUNTARY REPORTING SYSTEM

Image courtesy of DAAO

This picture was taken before COVID-19

VOLUNTARY
REPORTING SYSTEM

Voluntary Reporting System is a system that enables aviation personnel to report voluntarily on actual or potential safety deficiencies in their areas that would otherwise not be reported through other channels, in order to enhance aviation safety. The collected data will be followed up and analyzed as basis materials for conducting hazard identification.

The objective of the Voluntary Reporting System is to enhance aviation safety through the collection of reports on actual or potential safety deficiencies that would otherwise not be reported through other channels.

Every year DGCA Indonesia publishes RESPONSE Safety Bulletin whose content comes from Voluntary Reports reported by aviation service providers

The reports that have been collected by DGCA Indonesia SSP VRS Portal during 2022 is 406 reports.

> **“Go report your valuable experience and share it to aviation community”**

> **“We will never punish a reporter by using the information”**

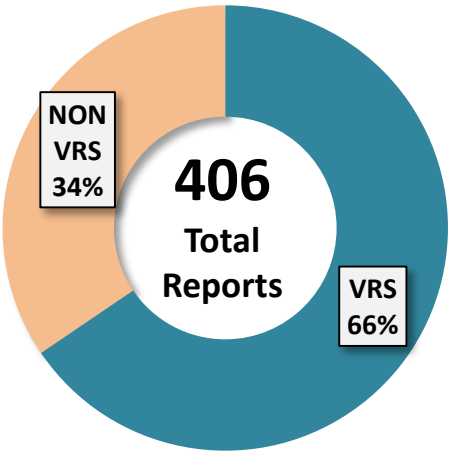


Figure 6. Reported VRS 2022

> "We protect your identity, so please put your identity correctly and keep report"

Based on reports that were collected into the VRS SSP DGCA portal, there were 406 reports. After a screening process of the 406 reports, 34% of reports collected in 2022 were not included in the VRS category according to SI 19-02, as in Figure 6. Reports in the Non-VRS category are due to the unclear identity of the reporter, such as not including their name, telephone number and email address incorrectly, making it difficult to follow up.

From 66 % valid VRS were reported to the SSP Portal in 2022. We present a selection of safety topics which are particularly relevant to 2022. We used the following criteria in selecting these safety topics:

- Analysis of safety occurrences: balance between the number of occurrences reported and the hazard presented.
- Public and media enquiries
- Input from DGCA Subject Matter Experts

The results of the analysis conducted by the SSP DGCA Indonesia team from the Valid VRS reports collected during 2022. We found the highlighted safety topics 2022. For this reason, the DGCA Indonesia SSP team analyze the events reported by the VRS portal that were related to highlighted safety topics in 2022 as in Figure 7.

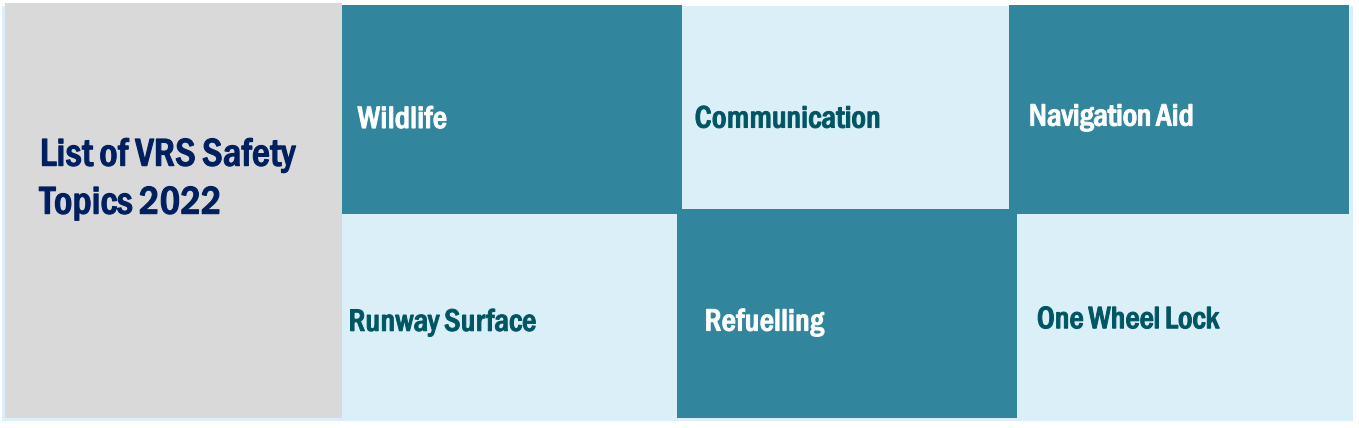


Figure 7. List of VRS Safety Topics 2022

CATEGORY : LARGE AIRCRAFT / ATC

WILDLIFE

Wildlife on the Runway

GGG reported wildlife in the runway intersection taxiway B

VISION comment

it is important to ensure the implementation of Wildlife Hazard Management and having coordination with local government if necessary.

COMMUNICATION

Lack coordination in ATS units

Aircraft : XXX (STA 04:40) Occurrence detail : when we request descend from UUU Unit (UUU KHz), they give us clearance for runway GG, few minutes later they tell us to change the clearance from runway GG to runway FF, both of the pilots (pm and pf) realize and confirm for runway FF. Then later on when we change the frequency to AAA (APP Unit) they instruct us to “descent follow profile and clear for the approach, and I readback “ descent follow profile and contact again establish localizer runway FF”. After landed, tower asked us to confirm who give us the clearance to approach runway FF, and we replied UUU Unit, and when we change the frequency from tower to ground, the ground asked us to call a number (0XX-XXXXXXX). They assume that we are not comply or acknowledge their message by following approach using runway GG, while we are approaching using runway FF. We as a pilot already call them and make a clarification about what happened before between tower and us.

VISION comment

It is important for coordination between ATS units in giving ATC Clearance and determination Runway In Use

CATEGORY : LARGE AIRCRAFT / ATC

COMMUNICATION

Ambulance late arrival to help immediately pax sick upon flight blocked on the gate

During cruise FL360 over VVV VOR there was report from SFA that one of pax need special attention and need O2 and seek for medical, SFA announced via PA found some doctors to help and we decide continue to destination as the situation under control but required Ambulance upon arrival. Top of descend inform ACC Unit that our flight request priority due to medical attention for Pax sick and Request Ambulance upon arrival, APP Unit inform us changed RWY YY due to NOTAM but we insist to use RWY XX and ready speed up landed before 14.00 z than approved for those reason. Approaching aerodrome able to contact IU Operation radio and let them know situation and all request, landed on RWY XX and parking to PPP time on chocked was 14.10 z until disembarked finished Ambulance Car still not available but at time 14.25 z they arrived to take care sick pax. Clarification ground personal knew our request from Prosper Radio ops instead of ATC that was reason why Ambulance late arrival upon our flight blocked on the gate. Please verify communication and coordination from ATC to our OCC (IOCC Function) seem NO INFO which impacted to late arrival Ambulance to help immediately our Pax but regarding Pax sick our crew has carried out OM A 8.3.19.10 very well

VISION comment

- There are emergency procedures in the Standard Operational Procedure (SOP) and Local of Coordination Agreement (LOCA) between Air Navigation Service Provider and Airport Operator.
- It is necessary to carry out periodically emergency simulations between related parties. As well as conducting an evaluation to ensure the effectiveness of the procedure.

CATEGORY : CABIN / MECHANIC / AIRPORT / OTHER

NAVIGATION AID

The differences level of clarity from the frequency of the tower

The sound that comes out of the BBB approach frequency XXX,X sounds loud but unclear because of the clarity level, which causes the message must be repeated. During calibrating flight, another traffic aircraft also found the same complaint, the level of clarity is different from the frequency of the CCC tower at YYY,Y, which has a higher level of sound clarity Which causes potential miscommunication

VISION comment

It is necessary for ATC and technicians to check radio readability before duty.

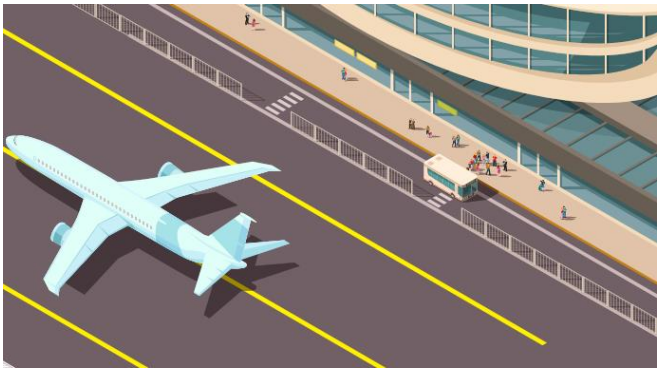
RUNWAY SURFACE

Hole on the runway

There is a hole at the end of threshold runway XX

VISION comment

It is important for air operator if they found any abnormal condition. Based on that, it is essential for the airport operator to increase the awareness when receiving these kinds of reports and take immediate action to fix the problem.



CATEGORY : CABIN / MECHANIC / AIRPORT / OTHER

REFUELLING

Fuel spillage in the apron

The inspection result of the parking stand YY centerline markings showed that the markings had been damaged due to a chemical spill

VISION comment

It is necessary to have procedure or inspections to make sure the aircraft component and refueling tools and equipment are working properly during refueling.

ONE WHEEL LOCK

One wheel lock turn

During the daily inspection of the movement area, it was found that the asphalt was damaged due to the turning of the aircraft wheel (indication of One Wheel Lock) in turning area GG

VISION comment

it is important for flight crew to follow the procedure in the Aeronautical Information Publication (AIP)

MANDATORY
OCCURRENCE REPORT

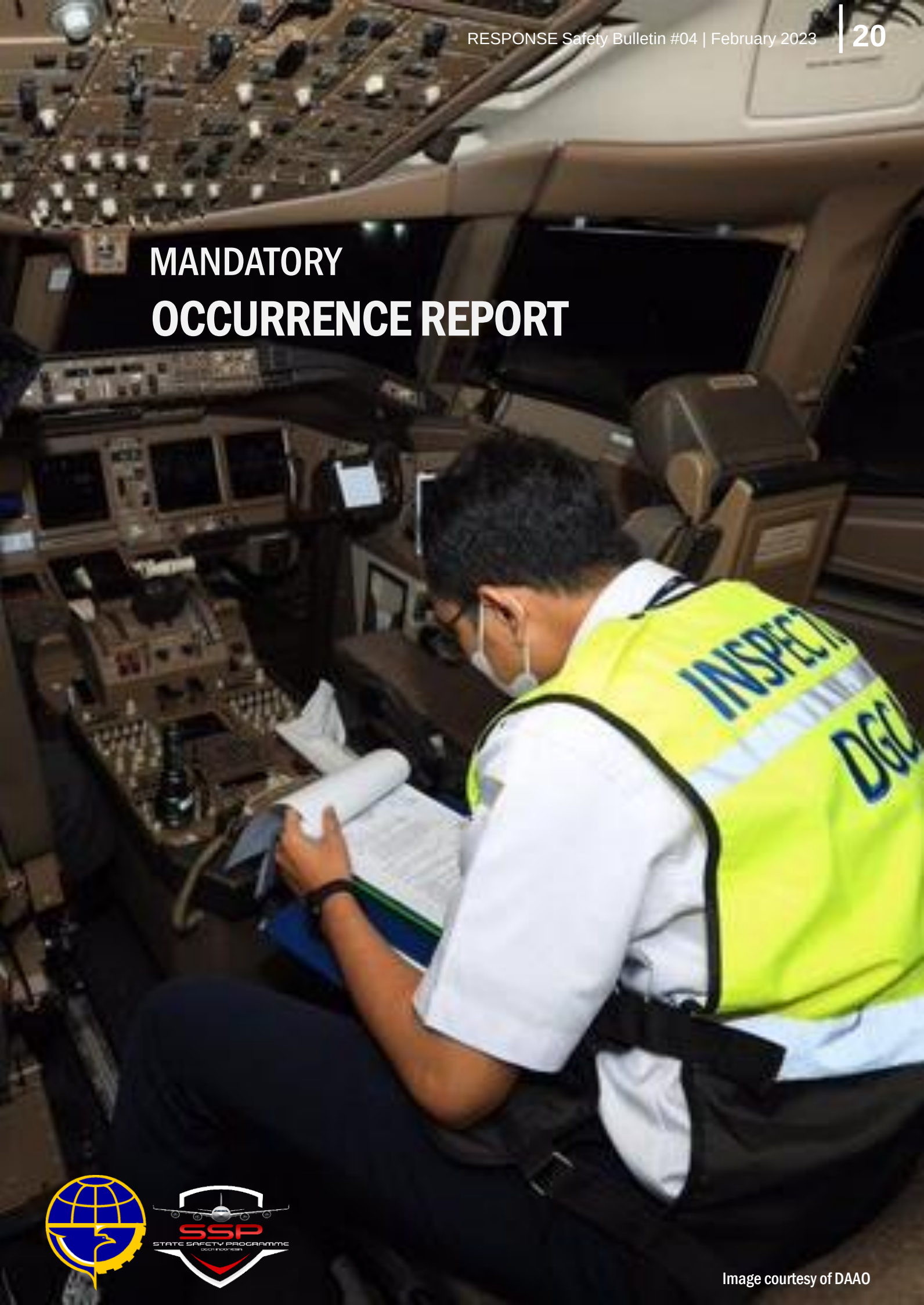


Image courtesy of DAAO

MANDATORY
OCCURRENCE REPORT

Mandatory Occurrence Report (MOR) developed by DGCA and KNKT is to capture all of the valuable information about an occurrence, including: what happened, where, when and to whom the report is addressed.

In addition to that, Mandatory Occurrence Report (MOR) would also be able to capture of some specific hazards which are known to contribute to accidents, so normally occurrence report tend to collect more technical information.

The summary of accidents and serious incidents that occurred in Indonesia and those for aircraft registered in Indonesia involved in Commercial Air Transport (CAT) is shown in the table below :

Aircraft with Maximum Takeoff Weight (MTOW) above 5,700 kilograms			
Year	**Fatal Accidents**	**Non-Fatal Accidents**	**Serious Incidents**
Jan – Dec 2022	-	-	6

Aircraft with Maximum Takeoff Weight (MTOW) below 5,700 kilograms			
Year	**Fatal Accidents**	**Non-Fatal Accidents**	**Serious Incidents**
Jan – Dec 2022	3	6	3

Total Aircraft Accident / Serious Incident Jan – Dec 2022			
Year	**Fatal Accidents**	**Non-Fatal Accidents**	**Serious Incidents**
Jan – Dec 2022	3	6	9

Figure 8. Summary of Accidents and Serious Incidents Jan – Dec 2022

The following 5 national High Risk Categories (HRCs) of occurrences in the context of Indonesia were considered of the utmost priority because of the number of fatalities and risk of fatalities associated with such events. They were identified based on analyses from KNKT data from 2016 to 2021 for Commercial Air Transport (CAT),

accident and serious incident investigation reports for Commercial Air Transport (CAT), safety oversight activities over the past 5 (five) years, as well as on the basis of regional analysis conducted by RASG-APAC and on the operational safety risks described in the GASP. These HRCs are in line with those listed in the ICAO Global Aviation Safety Plan (GASP) 2020 to 2022 (Document 10004) and the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2020 to 2022 :

HRC 1 : Loss of Control In-flight (LOC-I)

HRC 2 : Runway Excursion (RE)

HRC 3 : Runway Incursion (RI)

HRC 4 : Mid Air Collision (MAC)

In addition to the national operational safety risks listed above, the following additional categories of operational safety risks have been identified for Aircraft with Maximum Takeoff Weight (MTOW) below 5,700 kilograms in Papua area:

HRC 5 : Control Flight Into Terrain (CFIT)

The aviation occurrence categories from the CAST/ICAO Common Taxonomy Team (CICTT) were used to assess risk categories in the process of determining national operational safety risks. The CICTT Taxonomy is found on the ICAO website at https://www.icao.int/safety/airnavigation/AIG/Pages/Taxonomy.aspx.

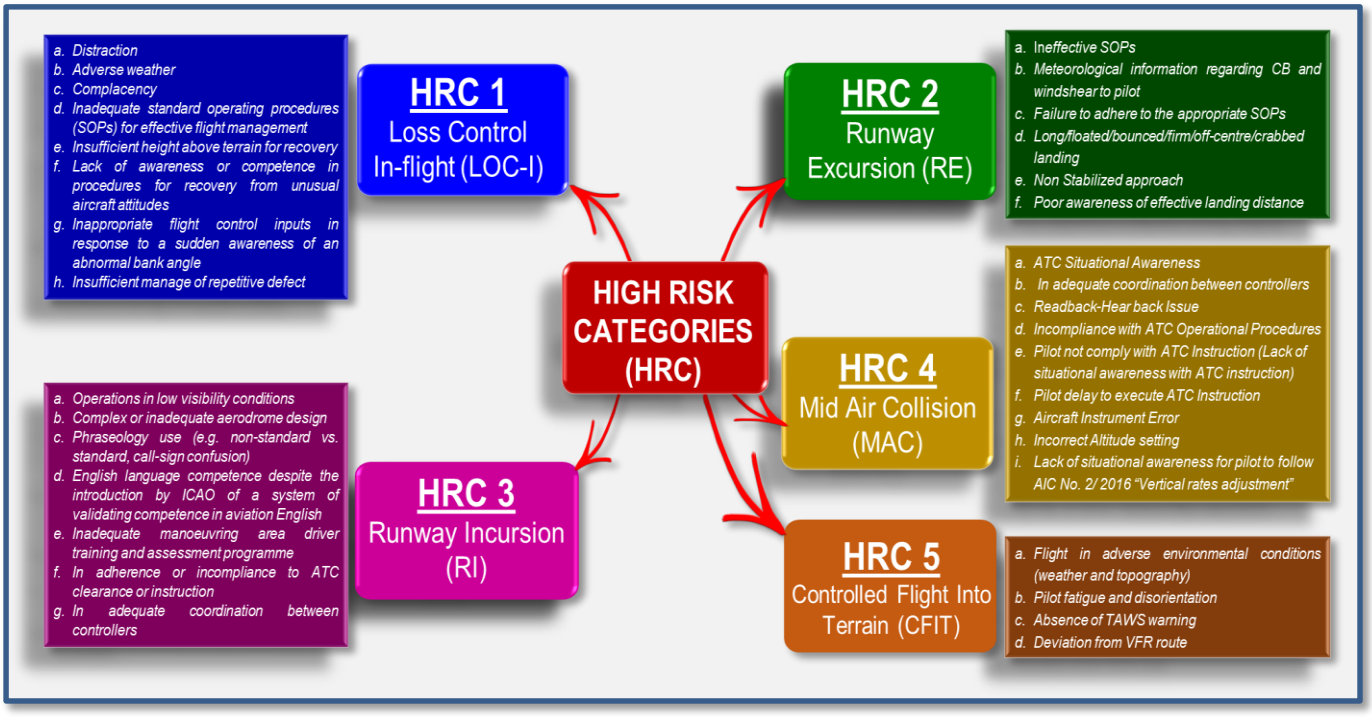


Figure 9. High Risk Categories and Contributing Factor

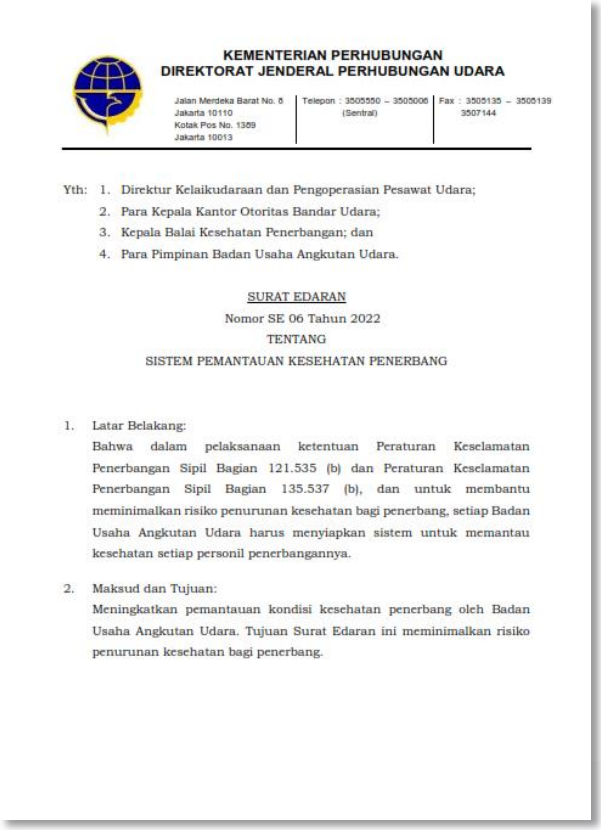
SAFETY CIRCULAR
SE NO. 6 YEAR 2022
(concerning Pilot Health Monitoring System)

SAFETY CIRCULAR
SE NO. 7 YEAR 2022
(concerning Improvement of Aviation Safety)

Image courtesy of DJPU151

SAFETY CIRCULAR
SE NO. 6 YEAR 2022

The aims and objectives of Safety Circular SE No. 6 Year 2022 concerning the Pilot Health Monitoring System is to improve monitoring and analyse of the health condition of pilots by the Air Operator Certificate holder to minimize the health decline risks for pilots by establishing a system or procedure that at least appoint the Company's Health Personnel or Team who are responsible for implementing this system, namely doctors who have safety qualifications in the field of aviation health, nutritionists, sports consultants (personal trainers) and/or create collaborations with other health facilities to inspect, record and analyse of the pilot's health condition routinely and providing recommendations evaluate flight assignments to pilots.



KEMENTERIAN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN UDARA

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Yth: 1. Direktur Kelaikudaraan dan Pengoperasian Pesawat Udara;
2. Para Kepala Kantor Otoritas Bandar Udara;
3. Kepala Balai Kesehatan Penerbangan; dan
4. Para Pimpinan Badan Usaha Angkutan Udara.

SURAT EDARAN
Nomor SE 06 Tahun 2022
TENTANG
SISTEM PEMANTAUAN KESEHATAN PENERBANG

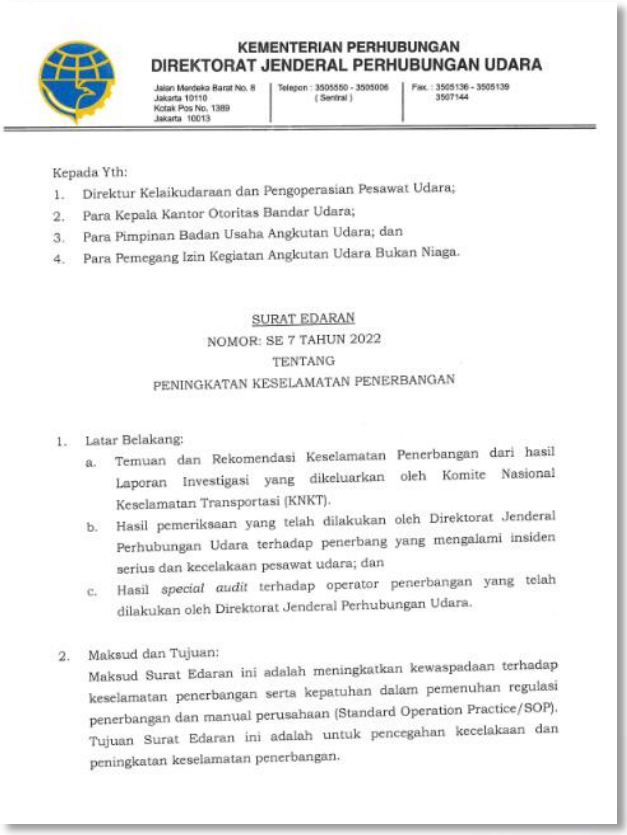
1. Latar Belakang:
Bahwa dalam pelaksanaan ketentuan Peraturan Keselamatan Penerbangan Sipil Bagian 121.535 (b) dan Peraturan Keselamatan Penerbangan Sipil Bagian 135.537 (b), dan untuk membantu meminimalkan risiko penurunan kesehatan bagi penerbang, setiap Badan Usaha Angkutan Udara harus menyiapkan sistem untuk memantau kesehatan setiap personil penerbangannya.

2. Maksud dan Tujuan:
Meningkatkan pemantauan kondisi kesehatan penerbang oleh Badan Usaha Angkutan Udara. Tujuan Surat Edaran ini meminimalkan risiko penurunan kesehatan bagi penerbang.

Figure 10.
Safety Circular SE. 6. Year 2022

SAFETY CIRCULAR
SE NO. 7 YEAR 2022

The aims and objectives of Safety Circular SE No. 7 Year 2022 concerning Improvement of Aviation Safety is to improve awareness of aviation safety and compliance to aviation regulations and company manuals (Standard Operation Procedure) for accident prevention and improvement of aviation safety at least by emphasizing regulation & procedure for VFR weather minima, Unstabilized Approach, overconfidence, training program, CRM, regulatory compliance, emergency procedure, flight documentation, Safety Management System (SMS), Quality Management System (QMS), Terrain Awareness Warning System (TAWS), Cockpit Voice Recorder (CVR), and aircraft maintenance.



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Kepada Yth:
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2. Para Kepala Kantor Otoritas Bandar Udara;
3. Para Pimpinan Badan Usaha Angkutan Udara; dan
4. Para Pemegang Izin Kegiatan Angkutan Udara Bukan Niaga.

SURAT EDARAN
NOMOR: SE 7 TAHUN 2022
TENTANG
PENINGKATAN KESELAMATAN PENERBANGAN

1. Latar Belakang:
   a. Temuan dan Rekomendasi Keselamatan Penerbangan dari hasil Laporan Investigasi yang dikeluarkan oleh Komite Nasional Keselamatan Transportasi (KNKT).
   b. Hasil pemeriksaan yang telah dilakukan oleh Direktorat Jenderal Perhubungan Udara terhadap penerbang yang mengalami insiden serius dan kecelakaan pesawat udara; dan
   c. Hasil *special audit* terhadap operator penerbangan yang telah dilakukan oleh Direktorat Jenderal Perhubungan Udara.

2. Maksud dan Tujuan:
   Maksud Surat Edaran ini adalah meningkatkan kewaspadaan terhadap keselamatan penerbangan serta kepatuhan dalam pemenuhan regulasi penerbangan dan manual perusahaan (Standard Operation Practice/SOP). Tujuan Surat Edaran ini adalah untuk pencegahan kecelakaan dan peningkatan keselamatan penerbangan.

Figure 11.
Safety Circular SE. 7. Year 2022

CASR PART 119, PART 92, & PART 170

OVERVIEW

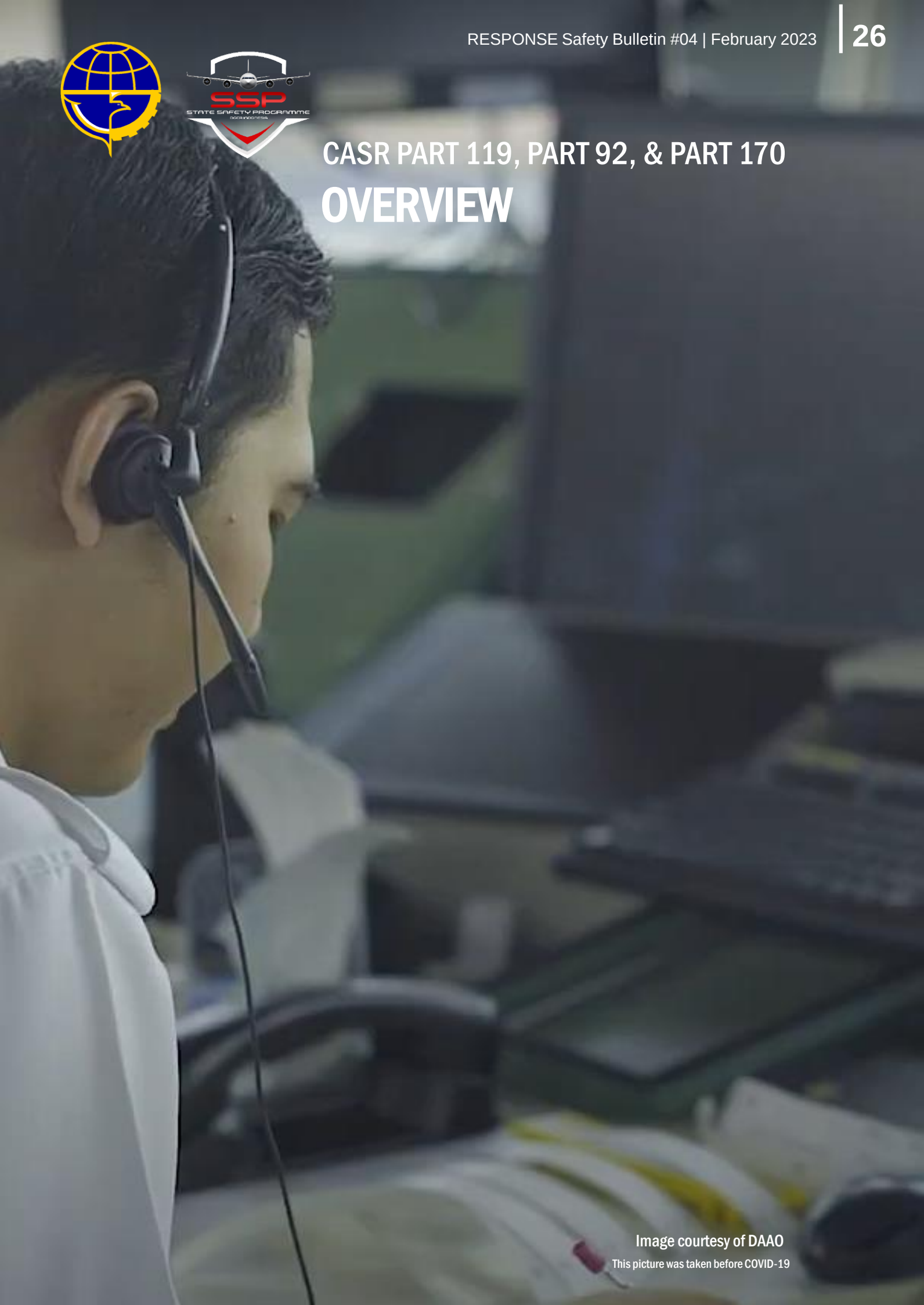


Image courtesy of DAAO

This picture was taken before COVID-19

CASR PART 119
OVERVIEW

Highlights CASR Part 119 On October 12, 2022, the Ministry of Transportation issued CASR Part 119 related to Aircraft Operation Certification for Air Transportation. This regulation was formed as a follow-up to Job Creation Law No. 11 Year 2020, especially in the field of aviation, and in the framework of the harmonization and simplification of applicable aviation regulations.In general, the scope of CASR Part 119 regulates the requirements for aviation organization certification in:

- aircraft operator for commercial air transportation (Air Operator Certificate)
- aircraft operation for non-commercial air transportation (Operating Certificate)
- operation of unmanned aircraft for commercial air transportation for those weighing more than 25 kg and those weighing less than 25 kg (RPAS Operator Certificate).

With the enactment of this CASR Part 119, then CASR Part 121 and CASR Part 135 Subpart A and Subpart B are revoked and declared no longer valid.

The Directorate General of Civil Aviation will make adjustments to AOC and OC in connection with the enactment of CASR Part 119

Highlight CASR Part 119

Figure 12. CASR Part 119

CASR PART 92
OVERVIEW

Background of revision CASR 92 is to comply with ICAO Annex 18 Amendment 12, ICAO Docs related to Dangerous Goods and current National requirements. The revision of CASR 92 has two main concerns: updating the existing regulation and adding some regulations by the International and National requirements.

The updating regulation is related to the definition, the air operator obligation (including the assessment of the Shipper who is allowed to send the dangerous goods, registered Shipper list, and emergency drill), personnel training program, conducting training for the personnel (including the changes of personnel training systems and programs that refer to international provisions (CBTA system) and changes in the procedures for approval of personnel training programs), dangerous goods personnel authorization (changes in the system for granting authority to personnel from a licensing system to an authorization system), the surveillance program related dangerous goods, and the administrative sanction. Meanwhile, the addition of the regulation is related to Designated Postal Operators and Dangerous Good Security.

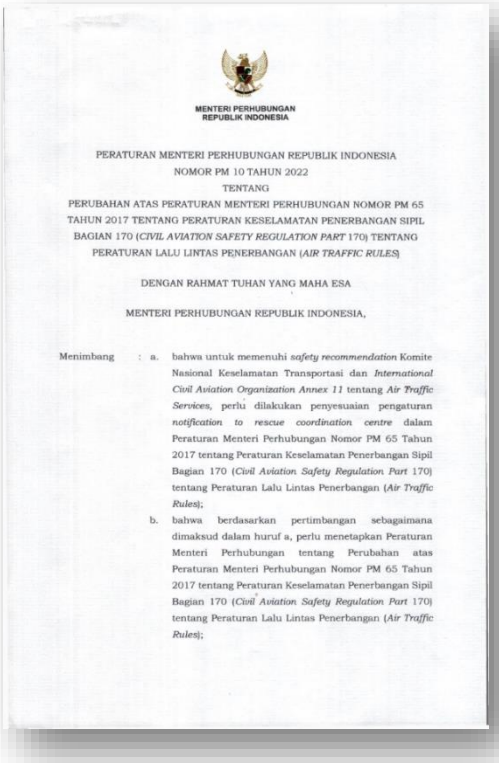
Highlight CASR Part 92

Figure 13. CASR Part 92

CASR PART 170
OVERVIEW

On June 08, 2022, the Ministry of Transportation issued Amendment CASR Part 170 related to Air Traffic Rules regarding requirements Notification to Rescue Coordination Centre (RCC) and Information to Aircraft Operator as a follow-up to the KNKT Safety Recommendation of Sriwijaya Air accident; Boeing 737-500 (PK-CLC); on January 09, 2021, to review the requirements for notification of the rescue coordination center (RCC) in CASR Part 170 to ensure that these requirements comply with the standards in the latest ICAO Annex 11 Air Traffic Services. Because of this, adjustments were made to regulations related to the notification to the Rescue Coordination Centre in CASR Part 170 (PM 65 Year 2017) to PM 10 Year 2022 concerning Amendments to the Minister of Transportation Regulation Number PM 65 Year 2017 concerning Civil Aviation Safety Regulations Part 170 Concerning Air Traffic Rules item 5.2 and 5.5. The socialization of PM 10 of 2022 to relevant stakeholders was carried out on September 13, 2022, at the Swiss Bellin Hotel, Bogor, based on the Letter of the Secretariat General of Civil Aviation Number: UM.207/73/11/SDJ.KUM-2022 dated September 05, 2022.

Highlight CASR Part 170



MENTERI PERHUBUNGAN
REPUBLIK INDONESIA

PERATURAN MENTERI PERHUBUNGAN REPUBLIK INDONESIA
NOMOR PM 10 TAHUN 2022
TENTANG
PERUBAHAN ATAS PERATURAN MENTERI PERHUBUNGAN NOMOR PM 65 TAHUN 2017 TENTANG PERATURAN KESELAMATAN PENERBANGAN SIPIL BAGIAN 170 (*CIVIL AVIATION SAFETY REGULATION PART* 170) TENTANG PERATURAN LALU LINTAS PENERBANGAN (*AIR TRAFFIC RULES*)

DENGAN RAHMAT TUHAN YANG MAHA ESA

MENTERI PERHUBUNGAN REPUBLIK INDONESIA,

Menimbang : a. bahwa untuk memenuhi *safety recommendation* Komite Nasional Keselamatan Transportasi dan *International Civil Aviation Organization Annex 11* tentang *Air Traffic Services*, perlu dilakukan penyesuaian pengaturan *notification to rescue coordination centre* dalam Peraturan Menteri Perhubungan Nomor PM 65 Tahun 2017 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 170 (*Civil Aviation Safety Regulation Part* 170) tentang Peraturan Lalu Lintas Penerbangan (*Air Traffic Rules*);

b. bahwa berdasarkan pertimbangan sebagaimana dimaksud dalam huruf a, perlu menetapkan Peraturan Menteri Perhubungan tentang Perubahan atas Peraturan Menteri Perhubungan Nomor PM 65 Tahun 2017 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 170 (*Civil Aviation Safety Regulation Part* 170) tentang Peraturan Lalu Lintas Penerbangan (*Air Traffic Rules*);

Figure 14. CASR Part 170

SUBJECT MATTER EXPERT

SHARING

Image courtesy of DAAO

SUBJECT MATTER EXPERT

SHARING

"Wildlife Hazard Management Program And Implementation"

By : Capt. Rd Achmad Sadikin , Corporate Safety Director, PT Indonesia AirAsia

As have been highlighted in the RESPONSE Safety Bulletin #3, December 2020, in the Mandatory Occurrence Report review, stated that the Bird-strikes report has contributed 12% of the Top 5 Reported MOR in the year 2020. According to the year 2020 data available, about 50% of the confirmed bird strikes in Indonesia occurred during the take-off phase.

As mandated in DG Decree No. SKEP/42/III/2010 on the Advisory Circular CASR 139-03, Wildlife Hazard Management on or in the vicinity of an aerodrome; Aerodrome Operator shall implement the wildlife hazard management as part of the operating procedure and guidance in the Aerodrome Manual. And at the moment Indonesian Aerodrome Operators have undergoing their WHM implementation program.

In the WHM program, each Aerodrome Operator should have a special Unit to oversee and control the wildlife hazard within and in the vicinity of the aerodrome. Here are duties of the aerodrome operator:

a) To identify as earliest possible the hazards as the presence of birds and other wildlife,

b) To understand the habitat of birds and other wildlife which potentially jeopardize the safety of the flights,

c) To minimize and eliminate the causal factors of the presence of birds and other wildlife, by implementing drainage management, shrubs cleaning, limit the grass height, and waste management,
d) Identification program for bird flock activities within 13 KM radius,
e) Keeping records of birds and wildlife presence observation and monitoring programs,
f) Coordinate and collaborate with related stakeholders on the mitigation and plan of the birds and wildlife hazard program.

Several activities on the collaboration with related stakeholders have been an ongoing process, few highlights might be further discussed and implemented:

1. Wildlife Hazard Management Policy review, which based on the historical WHM implementation constraints and effectiveness data.
2. Regulations and Policies alignment from related Governmental Departments which affect the WHM Policy and implementation.
3. Establishment of a National Task Force / Working Group as a Government partnership on the effectiveness of WHM implementation.
4. Establishment of the Wildlife Hazard BIG-DATA, which may collaborate with the National Innovation Research Agency (BRIN), and The Transportation Research and Development Agency (BKT).
5. Encouragement on the Wildlife strikes reporting by all stakeholders.
6. Regular coordination and information sharing on the wildlife hazards and strikes.

With the openness, effective collaboration and continuous efforts from all stakeholders, we do hoping that the effectiveness of WHMP implementation can be measured and help to reduce the risk of wildlife and bird strikes that causes safety and financial impact to the Air Operator.

SUBJECT MATTER EXPERT

SHARING

"SMS Surveillance in the field of Airworthiness of an AOC and AMO"

By : Sokhib Al Rokhman, Deputy Director of Airworthiness Subdirectorate DAAO, and Head of SSP Office DGCA Indonesia.

It is never easy to perform an internal audit on SMS within an AOC and AMO. Nowadays, most of the employees have a certain theoretical knowledge of Safety, but lack of practice when it is the time for auditing.

Where to start? What are the most relevant questions to ask? And how to be satisfied with the answers given ? Proofs ?... So many items!

This article will give to the internal auditors working for an AOC or an AMO some examples of "tips" on specific domains related to SMS. It does not pretend to cover all the aspects of Safety but to improve the efficiency of internal auditors.

SAFETY POLICY:

Most of the time, the AOC and AMO Safety Policy is displayed as a fully implemented document, assuming that such "work of art" should be contemplated without being questioned. But this point does not stop at the end of the contemplation but needs to be demonstrated that it is really implemented within the organization. The major point is that the auditors shall request for evidence that this policy is properly communicated and known by all the organization. A good point could be that the auditors to anyone randomly: "Do you know the Safety Policy?", and maybe he would be surprised by the answer (or by no answer).

HUMAN FACTORS:

The lack of protection of human beings within an organization, such as:

- Missing PPE,
- Missing safety lines,
- Hazardous working environment,
- Etc…

may give the auditors a clear indication as to the level of safety an organization is willing to afford regarding its own staff!

By the way, this problem solving is far to be enough (and it is understood that it must be done) and will never cover all the scope related to SMS, which is obviously related to Aviation Safety (see Annex 19 of ICAO please!).

An internal auditor must not stop his investigations by only looking at the PPE! Instead, he must search for clues within the 4 pillars of SMS, which are:

- Safety policy and objectives
- Safety risk management
- Safety Promotion
- Safety Assurance

And find out where the human factor principles are taken into consideration.

HAZARDS & RISK MANAGEMENT:

What is a hazard?

Situation or object that could cause or contribute to an aviation incident or accident.

In other words, a hazard is anything with the potential to cause harm, any condition, event, or circumstance which could induce an accident.

What is the Risk?

Predicted likelihood and severity of the consequences or outcomes of a hazard.

For internal auditors it may seemed to be a very long and complex topic to inspect. In fact, not really…

All audited organizations shall be able to show to the auditors a list of identified hazards (potential and/or already occurred). Without this list, the Hazards & Risk Management Process cannot be performed (end of story?).

The organization will show this list to the internal auditors in a form of Hazard Log/Register, or equivalent, and without being perfect, this list must be as complete as possible.

The auditors are not requested to compute risk Assessment & Acceptability, obviously.

The person in charge within the organization (Safety Engineer or equivalent) will be interviewed and must be able to explain to the auditors until they understand.

And all of this is supposed to be recorded (Hazard Log/Register, etc…), so feel free for asking for evidence.

SAFETY CULTURE:

During interviews, the auditors shall ensure that the staff is aware. Some of the items which worth to be asked:

- Do the interviewed persons know about the safety policy?
- Do the interviewed persons behave like they say? Do the words match with the facts…?

How does the auditor know if positive safety culture being applied rather than the old Blame culture?

- There should be examples of investigations that did not result in punishment to an individual if the root cause was the system or management … and again, ask for evidence.

SAFETY MEETINGS:

During SMS trainings, all internal auditors have been heard about Safety Review Board, Safety Action Group, or any other kind of meetings for the same purpose (i.e. Safety).

By the way, when there are meetings… there are Minutes of Meeting!

Consequently, the auditors shall ask for reports, and check their consistency with regards to the applicable standards and procedures.

SAFETY PERFORMANCE INDICATORS:

The audited organization shall be to answer to the following questions:

- How were the SPI defined, based on what?
- In some way they should be driven by the Risks identified so is there a link with the hazard log?

The auditors must clearly understand the meaning of the SPI defined by the organization and ask for the records as far as necessary.

Is there an alert level? How do they know when there is an issue?

There must be a decision-making process; when & what are the decisions made?

SAFETY PROMOTION:

The internal auditors must ask for evidence of:

- Training records
- any document issued for communication purposes, ensuring that the staff is aware.

AIRWORTHINESS:

Finally, while a SMS in an AMO is focusing on airworthiness only, it is obviously not the case for an AOC.

In an AOC, since data and evidence related to SMS are often interrelated, it is recommended that the airworthiness internal auditors as well as the flight operations internal auditors gather their resources to perform joint audits.

SUBJECT MATTER EXPERT

SHARING

"ICAO Universal Safety Oversight Audit - Strengthening State Safety Oversight Capability"

exclusively prepared for SSP Bulletin By : Dony P. Siswantoro, NCMC Indonesia

The International Civil Aviation Organization, a specialized agency of the United Nations, was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. In order to help facilitate and improve civil aviation, ICAO sets a Standard and Recommended Practices (SARPs) aimed at achieving 'the highest practicable degree uniformity in regulation, standards, procedures and organization, as of 19 Annexes compulsory to be adopted by States in their regulations.

ICAO verifies compliance with SARPs through audit programme USOAP (Universal Safety Oversight Audit Programme) and USAP (Universal Security Audit Programme). USOAP is a programme through which ICAO monitors the fulfillment of the safety oversight obligation by States, assessing whether State has effectively and consistently implemented the 8 (eight) critical elements (CEs) of a safety oversight system which enable the State to ensure the implementation of SARPs and its associated procedure and guidance material. USOAP audit use a set of Protocol Questions (PQ) as a standardized tools and organized in 8 (eight) areas ie. LEG, ORG, PEL, OPS, AIR, AIG, ANS, AGA. Safety Oversight is a function performed by a State to ensure that individual and organizations performing an aviation activity comply with safety-related national laws and regulations.

Indonesia has been audited by ICAO since 2007 followed by latest ICAO full scope USOAP-CMA audit in 2014 with lower EI score 43.02% and continued by desktop validation increasing EI score 49.06%. In 2017 ICAO ICVM (ICAO Coordinated Validation Mission) conducted in order to evaluate the implementation of corrective action with satisfactory score EI of 78.85% (adjusted by implementation of USOAP PQ edition 2020), higher than average regional APAC EI of 63,62% and global EI of 69,54%. According to ICVM final report, it is recorded 147 findings to be fulfilled, where by end of 2022 only 74 CAP has been fully implemented. Since the findings indicate lack of safety oversight system, States must endeavor to resolve in a timely manner in order to avoid imposition of State Safety Concern.

Audit findings is to help State in identifying deficiencies that enable to be eliminated, while those PQ determined as satisfactory must also be reviewed regularly by collecting current evidence to ensure sustainability of the system. In addition, rule making process is also important in ensuring the mandatory compliance of national regulations with international standards of ICAO SARPs.

Fundamentally, the maintenance of ICAO USOAP audit is to ensure sustainability of States' safety oversight capability. State must endeavor to maintain safety oversight system by providing adequate resources, establishing law, regulations and tools to perform certification of organization and personnel licensing, conduct of surveillance and manage resolution of safety issue. Collaboration must be made among stake holders, ie. DGCA and Otoritas Bandar Udara, airlines, airport operator, air navigation service provider, KNKT, other ministry and non government organization, in order to achieve sustainable growth of Indonesia aviation system.

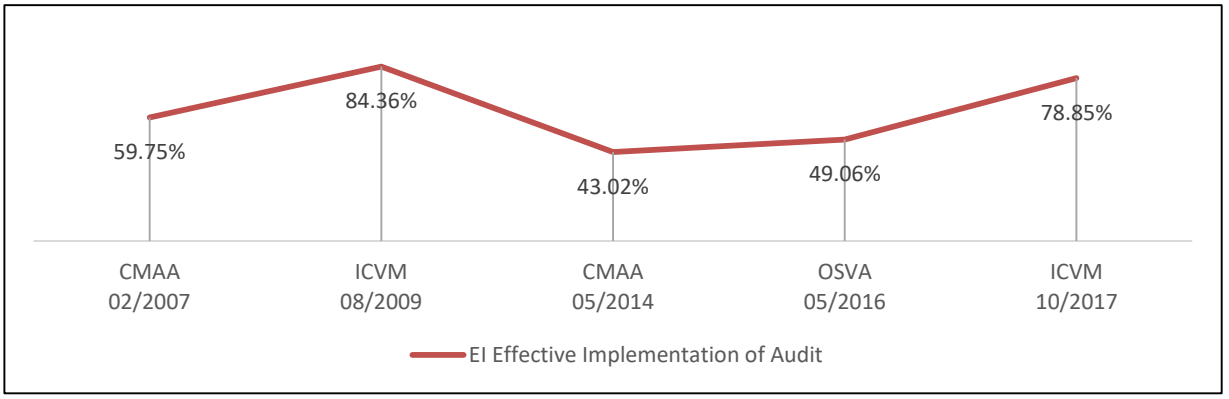


Figure 15. Effective Implementation of Audit Results

STATE SAFETY PROGRAM

MILESTONE

Image courtesy of DAAO

STATE SAFETY PROGRAM

MILESTONE

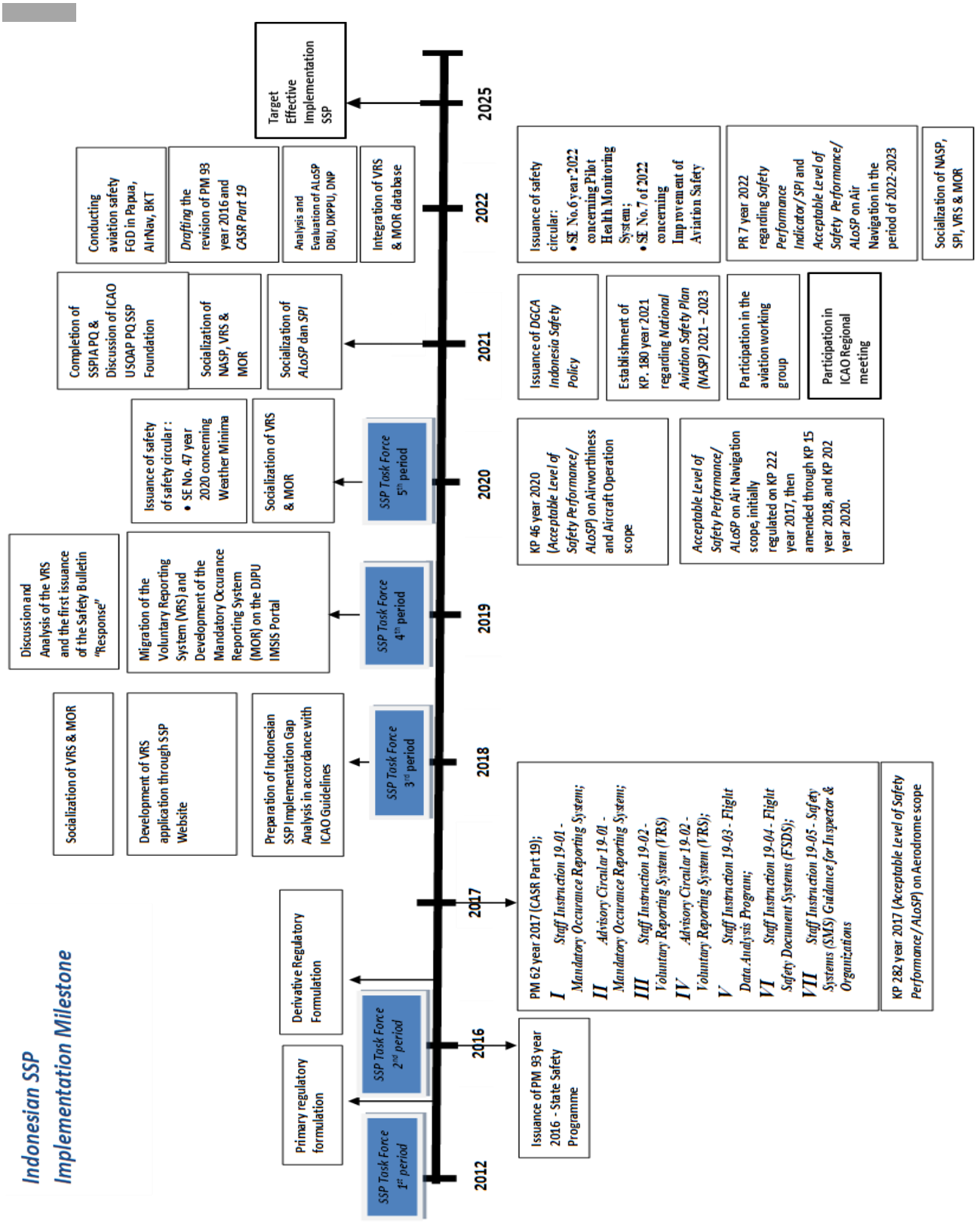


Figure 16. Indonesian SSP Implementation Milestone


FOCUS GROUP DISCUSSION
PENINGKATAN KESELAMATAN PENERBANGAN
DI WILAYAH PAPUA
PAPUA, 5-6 JULI 2022
VIP


RESPONSE
ISSUE 01 | NOVEMBER 2018
BULLETIN
From DGCA's Voluntary Information for Safety Improvement in Aviation System (VISION)
VISION is a voluntary reporting system for improvement of aviation safety in Indonesia. Based of ICAO Standard, we gather information on actual or potential safety deficiencies that may not be captured by te mandatory reporting system. We iso share information which we analyze a voluntary report for aviation safety to aviation community as "Vountary Report Bulletin"


MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION
RESPONSE
BULLETIN
ISSUE 02 | JULY 2019


MINISTRY OF TRANSPORTATION REPUBLIC OF INDONESIA
DIRECTORATE GENERAL OF CIVIL AVIATION
RESPONSE
SAFETY BULLETIN
ISSUE 03| DECEMBER 2020


FOCUS GROUP DISCUSSION
PENINGKATAN KESELAMATAN PENERBANGAN
DI WILAYAH PAPUA
PAPUA, 5-6 JULI 2022
BMKG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IMPROVEMENT FOR TOMORROW SKY
MEMBANGUN LANGIT UNTUK ESOK YANG LEBIH CERAH