



**WORKING PAPER**

**ASSEMBLY — 38TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 30: Aviation Safety – Implementation Support**

**SUSTAINABILITY OF STATE OVERSIGHT CAPABILITY**

(Presented by Indonesia)

**EXECUTIVE SUMMARY**

The increase of civil aviation activities in State means that the frequency of inspection activities will be increased as related to the level of safety that must be ensured. The increase of activities would lead to an increase of the number of inspectors that must be provided by the State, as well as training and oversight costs. The increasing number of inspectors raises the issue of lack of resources and know-how in preparing an adequate budget related to personnel, given that the inspectors are required to have related competencies and adequate experience. As regards the financial resources, States have to prepare inspection budgets well in advance.

**Action:** The Assembly is invited to request the Council and the Secretary General to convene a suitable regional enabler safety forum (RASG or COSCAP) to discuss standards, guidelines or best practices regarding attracting, retaining and funding of aviation safety oversight inspectors, preparation of safety oversight budget for inspectors, number of inspectors and certain related activities.

<i>Strategic Objectives:</i>	This working paper relates to the Safety Strategic Objective.
<i>Financial implications:</i>	No financial implication.
<i>References:</i>	Global Aviation Safety Plan

**1. INTRODUCTION**

1.1 Air transportation in Indonesia increased significantly in recent years. According to data from the Ministry of Transportation, in the period from 2009 to 2012 aircraft movements have increased by an average of 11.34% and air transport passengers have increased 21.08%, whereas for the production of flight hours from 2007 to 2012, it has increased by an average of 40.62% per year. This increase made it necessary to improve safety oversight in order to achieve an overall Acceptable Level of Safety (ALOS).

1.2 As mentioned in the Global Aviation Safety Plan document, the uniform implementation of ICAO Standards and Recommended Practices is a fundamental tenet of the *Convention on International Civil Aviation* (the Chicago Convention) and forms the foundation of a safe global aviation system. Efforts to attain greater standardization must nonetheless recognize that ICAO Member States face varying safety issues and have disparate human, technical and financial resources at their disposal to manage safety.

1.3 The increasing number of aircraft in Indonesia induces the government to build more supporting infrastructure, such as increasing airport capacity and building additional air navigation facilities. Besides, the government also works to foster Human Resources Development (HRD) by improving educational capacity and certify new training institutions (see the related information paper of Indonesia on Agenda Item 38).

1.4 Moreover, the Government of Indonesia has established Air Nav Indonesia as the single air navigation service provider in order to be more focused, efficient and safe in managing the airspace, where the increase of traffic requires greater effort in maintaining safety. The government provides oversight of Air Nav Indonesia to ensure safety and continues to support the new provider in their operational activities, which are carried out on a cost-recovery basis and are non-profit oriented.

1.5 The Airworthiness Inspectors in Indonesia consisted of 168 staff in 2009, which increased to 201 today. The Inspector's requirements are based on necessity in the operational field. The ratio of the inspectors number is normally related to the number of aircraft. It is a difficult task to be carried out, especially to meet the inspectors with the specific competencies. DGCA of Indonesia have policy to hire an expert which specific competencies to fulfill shortage of the inspectors number requirements. The problem faced with increasing the number of inspectors it will be related to the frequency of inspection associated with financial to be prepared.

1.6 The correlation between aviation safety and the number of inspectors is also an important aspect in fulfilling the ALOS, on which each State takes a different approach. The approach prepared by each State should ensure achieving ALOS within the existing budget and according to their own policies.

1.7 A regional safety forum, such as the Regional Aviation Safety Group (RASG) or the COSCAP should discuss the steps and sharing experience of States in conducting their safety oversight activities in order to achieve ALOS.

## 2. DISCUSSION

2.1 The increase of civil aviation traffic requires the government to increase the number of inspectors number to carry out adequate aviation safety oversight. This is sometimes difficult to achieve, as the inspectors are required to have the appropriate experience and competence. The adjustment of the number of inspectors should be in line with the increase of civil aviation activities and cannot necessarily be reversed any time if the activity decreases. It forces each government to take certain measures that must be the immediate but in line with a long-term policy based on the trend of the global economy.

2.2 The GASP calls for all States to have implemented effective safety oversight capabilities by the year 2017. This requires all Member States to have the resources as well as the legal, regulatory and organizational structures necessary to fulfil their fundamental safety oversight obligations. These are required to ensure the issuance and oversight of approvals, authorizations and certification of aviation service providers, as well as personnel licensing, in accordance with relevant ICAO SARPs.

2.3 Any budget difficulties should be solved by the State in advance. In this case, the budget provision should include salary, training and inspection schedules. Salaries for inspectors should ideally approach that of equivalent professionals of the operators to attract and retain staff. The State has various options to ensure funding in preparing the budget, through contributions of civil aviation activities such as use of air navigation services or fuel. The absence of an international standard, guideline or best practice for attracting, retaining and funding of aviation safety oversight inspectors may cause some member States difficulties of implementation, and may lead to implementation of different approaches.

### 3. CONCLUSION

3.1 While each State should develop its safety oversight capabilities and implement State Safety Programmes individually, States require a considerable effort to meet the agreed level of safety (ALOS). GASP contains recommendations related to the global objective, and provides a strategy for the implementation of these safety initiatives. However, in order to have implementation guidance for policies and funding of safety oversight inspectors and for financial sources that enable adequate funding, it would be useful to discuss these matters at a safety forum such as the Regional Aviation Safety Group (RASG) or at COSCAP.

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