

ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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STATE PROFILE
INDONESIA - A STRATEGICALLY-LOCATED ARCHIPELAGO

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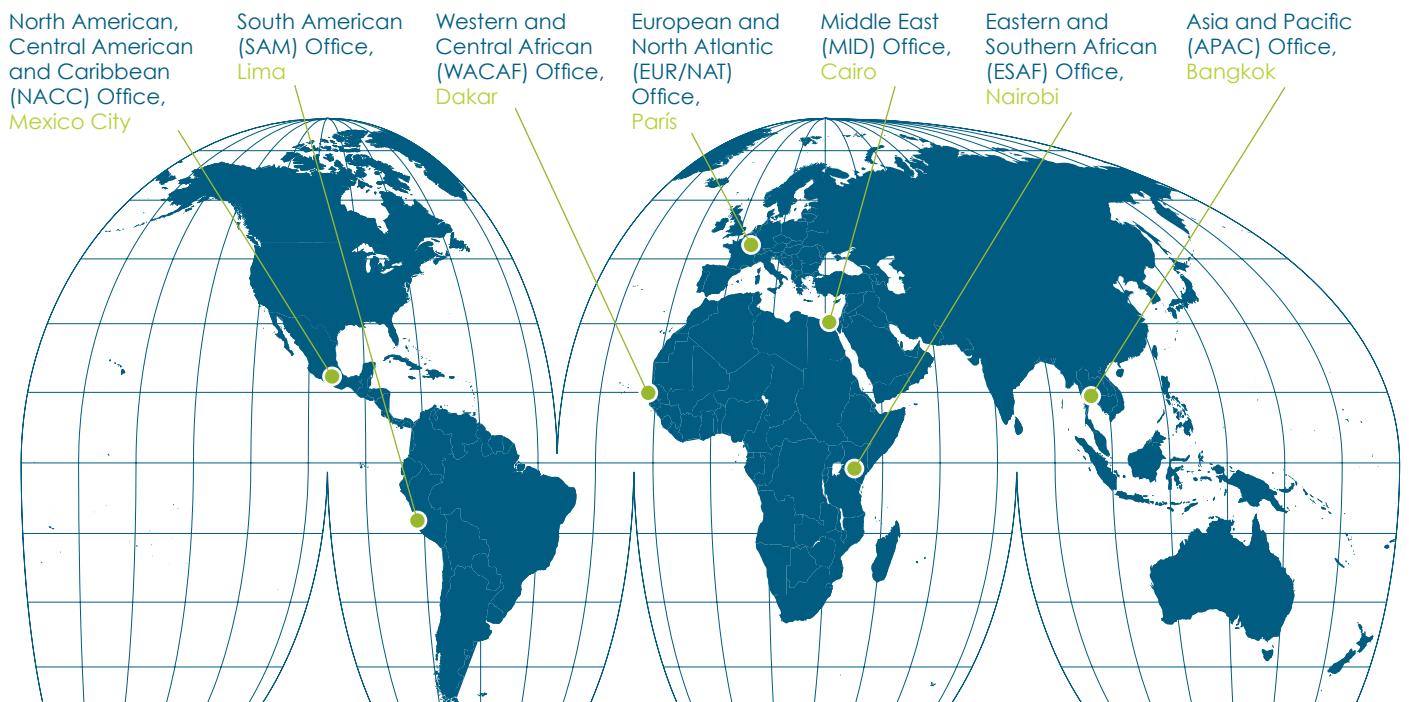
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ICAO's Global Presence




Leadership and Vision in Global Civil Aviation





Raymond Benjamin, *ICAO Secretary General*

ISO INITIATIVES UNDERLINE ICAO'S COMMITMENT TO STAKEHOLDERS

 In order to meet the current and future needs of the international aviation community, and to maintain global air transport as a powerful contributor to economic and social development around the world, ICAO must keep changing and adapting to rapidly evolving circumstances.

It's a significant challenge, one which requires an Organization operating with efficiency, transparency, accountability and a commitment to continuous improvement. These are attributes which our Member States demand and which our partners value.

One way to achieve these objectives is through adherence to ISO standards. ISO (International Organization for Standardization) is the world's largest developer and publisher of International Standards. For ICAO, ISO certification ensures that the needs and expectations of stakeholders are met, that we are proactive in identifying best practices, that processes are closely monitored and that activities are performed and managed in a more structured way.

In the first quarter of 2012, two Sections of ICAO achieved ISO milestones which augur well for the future and set the stage for further positive steps.

Earlier this year, the Continuous Monitoring and Oversight (CMO) Section of ICAO was recertified to the ISO 9001:2008 standard for quality management systems. It is the first Section within ICAO, and one of the very few within the United Nations, to receive such compliance. The CMO Section of ICAO's Air Navigation Bureau manages the overall development, implementation and quality of the Universal Safety Oversight Audit Programme (USOAP) and its transition to the Continuous Monitoring Approach (CMA).

And, most recently, the Procurement Section of ICAO's Technical Co-operation Bureau (featured in this issue) was certified to the ISO 9001:2008 standard. Under the umbrella of the Technical Co-operation Programme, the Procurement

“...I view ISO compliance as an important building block for ICAO.”

Section coordinates and implements more than one hundred technical assistance projects for Member States every year. These projects aim to promote the safe, secure and sustainable development of civil aviation in line with ICAO's Standards and Recommended Practices (SARPs).

As these procurements often become technically complex, close monitoring and quality-focused project definition and administration is vital to their successful implementation and, in this context, ISO compliance makes perfect sense.

Certification to ISO 9001 reinforces ICAO's commitment to further improving the quality and effectiveness of its procurement function to the benefit of Member States and the aviation community.

I am encouraged by these two initiatives because I view ISO compliance as an important building block for ICAO. For the Organization and Member States, it means we are establishing a quality process, along with clearly-defined objectives, and now have measurable targets for continuous improvement. This will ensure that both external and internal customers receive the highest level of service, help foster confidence and collaboration with stakeholders and ultimately strengthen our focus on safety, security; and environmental protection and the sustainable development of air transport. ■

“...ISO certification ensures that the needs and expectations of stakeholders are met, that we are proactive in identifying best practices, that processes are closely monitored and that activities are performed and managed in a more structured way.”



Photo Credit: Vanda D'Alonzo

BUILDING THE BUSINESS OF COOPERATION AND ASSISTANCE

ICAO's Technical Co-operation Bureau
focuses on teamwork, transparency



ICAO JOURNAL: CAN YOU DEFINE THE ROLE OF THE TECHNICAL CO-OPERATION BUREAU?

Iván Galán: There are two distinct roles which TCB takes on: cooperation and assistance. Co-operation is associated with infrastructure, so that would be indirect support to States to develop their aviation facilities and systems, thereby stimulating economic growth. Assistance is about helping States to meet the necessary standards and regulatory requirements such that their airlines can operate to any other country in the world on the basis of the uniform application of the same ICAO standards.


With that mandate in mind, we help countries in three ways. First, we propose experts in the field to assist countries in developing any specific area of need. Secondly, there is training. We coordinate the training of aviation personnel around the world in a number of disciplines. Thirdly, there is our procurement role for services and goods.

ICAO JOURNAL: WHEN MEMBER STATES COME KNOCKING AT YOUR DOOR THESE DAYS, WHAT SERVICES DO THEY NEED?

Iván Galán: In terms of assistance, the main issue now is to help countries respond to an ICAO safety or security oversight audit. We assist them in correcting deficiencies that were identified through an audit with solutions that are adapted to their specific circumstances and needs.

The other type of request stems from the growth of air traffic and projections worldwide. Countries are facing the challenge of trying to cope with the rising number of flights and passengers. Sometimes they need some help to match that demand with enough equipment, enough infrastructure, enough procedures, enough personnel. So, they come to us for assistance or cooperation. That trend has emerged over the past five years. We see more and more countries requiring the services of TCB in order to develop master plans for airports, build airports, buy more passenger bridges for terminal buildings, train more people, etc. New air navigation systems also create a demand for our services. Some countries don't have the capacity to develop necessary procedures and personnel, so we respond to that need also.

Peter Noad: From 1952 to today, ICAO has changed fundamentally from a setter of standards to a measurer of standards. As a result, States need more assistance from us to implement those standards. At the same time, the world is more demanding and compliance with standards has become a necessary condition of doing business. By helping States meet regulatory requirements, we make it easier for them to access the global marketplace.

 For ICAO's Technical Co-operation Bureau, the past is prologue.

Since its establishment in 1952, TCB has implemented civil aviation projects with an accumulated value in excess of US \$2 billion. It has provided assistance to over 115 countries, deploying annually approximately 1,800 international and national experts. But now, as the TCB marks its 60th year, the Bureau is squarely focused on the future.

The ICAO Journal recently spoke with Iván Galán, TCB Director, and Peter Noad, TCB Deputy Director, about the changing role of the Bureau and the challenges which lie ahead in 2012 and beyond.

ICAO: CAN YOU TELL US ABOUT SOME RECENT EXAMPLES OF TCB ASSISTANCE AND COOPERATION?

Iván Galán: One country was able to maintain Category 1 status with the FAA because of a project we implemented with them. We provided them with experts on location while they developed the procedures, trained people and passed the audit from the FAA successfully.

In terms of cooperation, we have been working with another country to develop infrastructure for their main international airport. Because of our project implementation, this country decided to continue working with us on the expansion of the airport for the next 18 years!

Peter Noad: I would add that in terms of training, last year, we trained more than 5,000 people in the world. That's something that has never happened before. It's a record.

TCB TESTIMONIALS

In Praise of Assistance and Co-operation

"[TCB] support was provided through the different experts in the areas of operations, airworthiness and personnel licensing, all of whom spared no effort in working with our technicians and ensuring the ongoing training of our staff which were contributing factors, not only on specific projects, but also in the overall enhancement of the Department of Civil Aviation which has resulted increased levels of civil aviation safety in the region.

It is also fitting to emphasize the valuable assistance... the Bolivian State receives from ICAO through the TCB... in many diverse ways that help to maximize safety and development of our national aviation sector. For these reasons, we are in the process of renewing a contract with the TCB because of the excellent results obtained. Please accept my appreciation and sincere thanks..."

(Excerpt from letter from Office of Director General of Civil Aviation Authority of Plurinational State of Bolivia)

"The International Civil Aviation Organization (ICAO) provided great assistance to the Directorate General of Civil Aviation (DGCA) during the past four years. This assistance became significant on 2nd July 2007 when the President of ICAO, Mr. Roberto Kobeh González, signed the Declaration between the Government of the Republic of Indonesia and ICAO on enhancing aviation safety and security in Bali, Indonesia.

The Management Service Agreement (MSA) between ICAO Technical Co-operation Bureau (TCB) and the Directorate General of Civil Aviation (DGCA) was signed on 19 September 2007 to implement this cooperation.

With the assistance of this project, the DGCA has made the following significant achievements during the past three years to enhance aviation safety and security:

- Issuance of the new Aviation Law Number 1, of 12 January 2009.
- Establishment of the Directorate of Aviation Security within the DGCA.
- Establishment of the National Civil Aviation Security Committee.
- Implementation of the National Security Programme.
- Implementation of the Safety Management System for all aviation service providers.
- Implementation of the National Safety Programme.
- Revision of all Standards and Procedures in accordance with the ICAO SARPs.
- Implementation of the procedure for the Management of ICAO State Letters with the DGCA using a State Letter Focal Point.
- Implementation of a single Air Navigation Service Provider for Indonesia.
- Re-certification of Indonesian airports in accordance with the international standards of ICAO.
- Implementation of the Civil Aviation Strategic Action Plan.
- Assignment of a senior DGCA Official in Montreal to coordinate all activities with ICAO Headquarters.

The above Projects were very successful..."

(Excerpts from letter from Directorate General of Civil Aviation of Indonesia)

ICAO JOURNAL: WHAT'S THE BIGGEST CHALLENGE FACING YOU IN 2012?

Iván Galán: The most important challenge is to ensure there is a high level of coordination among the Bureaus and the Regional Offices, with a quality assurance system in place, so the countries can get the most from ICAO and can solve their problems and issues with respect to compliance with ICAO SARPs in a fast, efficient and economical way.

Such widespread coordination is vital in order to make sure that whatever we implement is really what the States need, that the experts we hire to do the job are among the best in the world and that we procure high quality services and products which exactly meet the needs of countries.

ICAO JOURNAL: WHAT ISSUES OR OBSTACLES DOES TCB FACE?

Iván Galán: There is no question that we have to work hard for States to maintain confidence in the Programme. Confidence was an issue for any number of reasons over the past five years. We are recovering and rebuilding that confidence. It's a big challenge and I think we're on the right track in terms of developing this new way of assisting countries in a comprehensive manner.

Peter Noad: We have also been engaged in a vigorous outreach programme, visiting States and using other communication channels to find out what we can do for our customers rather than sitting, waiting for them to come to us. The bottom line is that we have to show results. We have to talk to the countries and earn their confidence – as we should.

ICAO JOURNAL: ANY OTHER MESSAGES YOU WOULD LIKE TO SHARE?

Iván Galán: At ICAO, we are operating and delivering as one ICAO. The Organization is not just its Headquarters and Regional Offices but, most importantly, its 191 Member States. We are a group of dedicated individuals with a specific mandate: to help those Member States develop their aviation systems according to universally-recognized standards in the areas of safety, security and environmental protection. It is an exciting and demanding mission because it means people working with – and for – people. We can help them to save lives, help them to improve their economies and help them to make the world a better place.

Peter Noad: Another key message has to do with very profound changes within TCB designed to make the Bureau more efficient and transparent in terms of processes. We've been implementing ISO 9001 and one section has been certified. We're going to begin with the second section this year. The aim is to have the whole Bureau certified ISO 9001 by the end of 2014. All of that is to better assist States. The need to transform and modernize processes is very important. It's paramount to the success of what we do. ■


TCB BY THE NUMBERS

The three main components of projects implemented by the Technical Co-operation Bureau (TCB) of ICAO are the recruitment of field experts, training of civil aviation personnel selected by governments and the procurement of project equipment and services. Here's an overview of TCB activities over a calendar year (based on most recent data available):

- 98.5** Percentage of the total Programme funding provided to developing countries which financed their own technical cooperation projects.
- 328** Number of international field experts and consultants recruited by ICAO.
- 1019** Number of serving officials, including international field experts and consultants who were already serving in the field. These experts served as advisers to national civil aviation administrations, instructors at training centres or on the job and as executive personnel, providing governments with operational and administrative services, including safety inspectors, where States lacked these capabilities.
- 770** Number of fellowships awarded for a total duration of 529.8 work months. Fellowships were awarded under in-country and regional technical cooperation projects funded by recipient governments or donors, as well as by sponsoring States under the ICAO Developing Countries Training Programme.
- 4014** Number of civil aviation administration personnel who received in-country training in various fields, from ICAO experts recruited through technical cooperation projects.
- 274** Number of national staff who benefitted from training in new technologies and in the operation of equipment purchased through ICAO.
- 36.8** Value of total field procurement in millions (USD).
- 9001:2008** The number of the ISO Certification Standard for Quality Management Systems which the TCB's Procurement Section achieved in March 2012. This ensures that the procurement of goods and/or services is effected in the best interests of the organizations and/or assisted States and promotes accountability at all levels of the Organization.

(note: all numbers based on 2011 data)

TRAINAIR PLUS GAINS MEMBERS AND MOMENTUM

 TRAINAIR PLUS is gaining momentum as a timely training programme designed to meet evolving industry and States' needs and already counts several distinguished training organizations among its members including the United Arab Emirates' Gulf Centre for Aviation Studies (GCAS) and South Korea's Incheon Airport Aviation Academy (IAAA).

"GCAS and Incheon Academy are the first training organizations to have completed the process of becoming full TRAINAIR PLUS members," said Raymond Benjamin, ICAO Secretary General. "Thanks to this milestone, all TRAINAIR PLUS members now have access to additional high-level, quality training material in the fields of "Air Cargo Acceptance and Handling" (developed by GCAS) and "Aerodrome Inspection" (developed by the IAAA). These are the first two courses developed in accordance with the updated TRAINAIR PLUS methodology."

TRAINAIR PLUS is an ICAO programme that provides support for aviation training centres via technical expertise, resources and quality oversight. The net result is a network of ICAO TRAINAIR PLUS Centres meeting the standards of the programme. In this way, ICAO TRAINAIR PLUS, which was launched in 2010, builds upon the original ICAO TRAINAIR Programme which was established to ensure higher training standards for aviation professionals.

SHARING STANDARDIZED TRAINING PACKAGES

"TRAINAIR was established more than 20 years ago with the goal of improving the safety and efficiency of air transport through high standards of training for aviation personnel on a global basis," said Benjamin. "Given major advances in aviation technology and training methods, however, we realized that we needed to adapt TRAINAIR to the new operating environment. This led to the development of the TRAINAIR PLUS programme."

"TRAINAIR PLUS addresses all fields of civil aviation activities: from basic equipment and systems training supporting new implementation projects, up to graduate level courses for a variety of civil aviation professionals," said Diego Martinez, TRAINAIR Programme Manager. "The value of TRAINAIR, and now TRAINAIR PLUS, is the ability of programme members to produce Standardized Training Packages, or STPs, consistently using a competency-based methodology addressing more effectively aviation jobs and related tasks."

Production of STPs using the same methodology enhances confidence amongst members and facilitates the sharing of training courses.

The international training, resource-sharing system administered by ICAO is one of the key elements of the TRAINAIR PLUS programme. It enables members to share STPs, thereby enhancing the quality and cost-effectiveness of their course development activities, while at the same time, standardizing the instructional approach used by members worldwide. To support the TRAINAIR PLUS initiative, ICAO has published a Training Development Guide, a new document that is designed to play a leading role in the design and development of course materials.

BEST PRACTICES

"The delivery of a specific, standard training course development by ICAO to support the Training Development Guide, and the certification of all course developers, ensures an additional key factor," said Mostafa Hoummady, Chief, Aviation Safety Training Section.

"The TRAINAIR PLUS programme presents a unique opportunity for members to share best practices and experiences, to look at what works and integrate that into a training package that will benefit the entire aviation community," added Benjamin. "This is ICAO's objective and challenge, and I am glad to see that two major training institutions have met that challenge in less than a year since joining the TRAINAIR PLUS network." ■

(ICAO Document 9941, TRAINAIR PLUS - Training Development Guide - Competency-based Training Methodology (TDG) is now available for purchase. Visit www.icao.int/safety/TrainairPlus for more information)

TRAINAIR PLUS AT-A-GLANCE

TRAINAIR PLUS programme objectives:

- streamline and facilitate the implementation and the development of the TRAINAIR methodology used in Standardized Training Packages (STP) courses
- coordinate and supply technical support for STP development courses
- provide quality control throughout the STP development stage
- operate an international STP sharing system and cooperative training network and oversee the certification of endorsed training centres.



DIRECTORATE GENERAL
OF CIVIL AVIATION OF INDONESIA

State Profile - Indonesia

Indonesia: A Strategically Located Archipelago

Spanning 5,253 kilometers from East to West, Indonesia covers up to 1/8 of the earth's equator. A total of 17,508 islands inhabited by over 238 million people. By that number, Indonesia is the 4th largest population in the world with a population growth rate of 1.04% a year. Indonesia also has solid economic growth, estimated at 6% a year, supported by increasing investment by both local and foreign investors.

It is a country strategically located between the Pacific Ocean and Indian Ocean, bridging Asia and Australia. This is Indonesia.



Komodo Island

SAFETY MANAGEMENT SYSTEM

Indonesia has formulated aviation security and safety programs to comply with ICAO recommendations.



Jakarta

GREEN AIRPORTS

Five major airports in Indonesia are categorized as green-airports and more are in the process of being certified.



Bunaken



Jakarta, the capital city of Indonesia, from a bird's eye view.

History of Aviation in Indonesia

KEMAYORAN AIRPORT JAKARTA WAS OFFICIALLY OPENED FOR INTERNATIONAL FLIGHTS ON JULY 8, 1940.

INDONESIA: THE COUNTRY IN BRIEF

The Republic of Indonesia is a modern democratic nation of 238 million people and although it has one official language, Bahasa Indonesia, there are also 742 other languages and dialects that are spoken, belonging to about 300 different ethnic groups that make up the Unitary State of the Republic of Indonesia. The country is well known for its beautiful

scenery, from the numerous beaches to the many mountains.

In the governmental system of Indonesia, the Constitution states that Indonesia is a republic with sovereignty vested in the people to be fully exercised by an elected People's Consultative Assembly which is the highest political institution in the state. The President is both head of the state and chief executive.

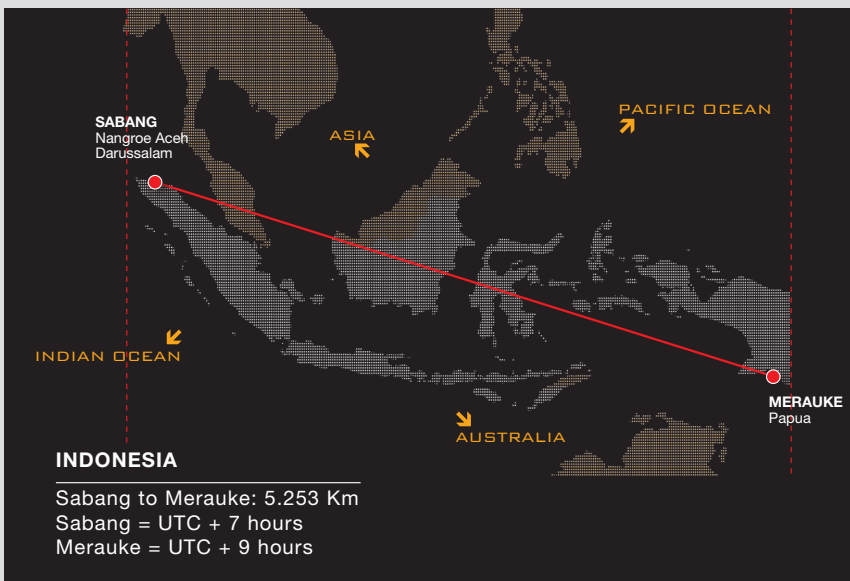
INDONESIA AND ICAO

The Republic of Indonesia has been a member of ICAO since April 27, 1950. Indonesia became a member of the ICAO Council Part III in 1962. During the Council election period from 1965-1968, Indonesia did not stand for election in compliance with the country's foreign policy, withdrawing its membership from the UN. Indonesia then reapplied for membership in 1968. Indonesia is available to host the ICAO Asia-Pacific Flight Procedure Program for the next five years.

It is envisaged that Indonesia will stand for election during the 38th ICAO Assembly, September 28-October 8, 2013. Indonesia has recently reopened the office of the Delegation of Indonesia at ICAO Headquarters in Montreal, Canada that will help Indonesia to improve the safety and security of its aviation industry and strengthen its cooperation with the international body.

DAKOTA OF KEMAYORAN

Before Soekarno-Hatta Airport was officiated on January 1, 1984, Kemayoran had been serving as





Students of Indonesian Civil Aviation institute.

From SEULAWAH to GARUDA



DC-3 Dakota



DC-3 Dakota

Indonesia's principal and only international airport, Kemayoran Airport, was officially opened for international flights on July 8, 1940. The airport was managed by KNILM (Koninklijke Nederlands Indische Luchtvaart Maatschappij), a subsidiary of KLM, the official airline of the Netherlands.

The airport could only handle small airplanes, such as the Dakota (with a capacity of 60 passengers) and only a few could enjoy such luxury. DC-8s of KLM and Japan Airlines flew to Kemayoran in the 1960s and early 1970s, so did Garuda Indonesia's Convair 990s.

In June 1952, in Kemayoran, the Indonesian Aviation Academy was established to provide professional education programs in aviation. Before it was finally renamed the Indonesian Civil Aviation Institute in 2000, the Academy had gone through several changes in names and status. It is

the vision of the Institute to produce recognized graduates

nationally and internationally and to

become the center of excellence with an international standard.



The history of Garuda Indonesia, Indonesia's flag carrier, started when the businessmen and the people of Aceh gathered funds to purchase an aircraft. The collected funds enabled the purchase of a Douglas DC-3 Dakota aircraft which was registered RI-001 under the name of "Seulawah" which means "the Gold Mountain".

Because of the tight flight schedule, the RI-001 aircraft had to undergo its maintenance outside Indonesia and, in 1948, the RI-001 aircraft landed in Calcutta for maintenance. However, while the aircraft was still undergoing maintenance, there was an incident of military action. Even after maintenance, the RI-001 aircraft was unable to return to Indonesia. Finally it was decided that RI-001 aircraft would be leased to the Government of Burma. In January 26, 1949, the RI-001 aircraft flew from Calcutta to Rangoon under the name of "Indonesian Airways".

The name "Garuda" was given by President Soekarno himself which he quoted from a Dutch poem composed by a popular poet of the time, Noto Soeroto. "Ik ben Garuda, Vishnoe's vogel, die zijn vleugels uitslaat hoog bovine uw einladen", which means, "I am Garuda, Vishnoe's bird which spreads its wings high above your archipelago".



DC-10



B737-500



B737-800 NG

In December 1949, a Douglas DC-3 Dakota PK-DPD aircraft, painted with the "Garuda Indonesian Airways" logo, flew from Jakarta to Yogyakarta to pick up President Soekarno. That was the first time the aircraft flew under the name of "Garuda Indonesian Airways".



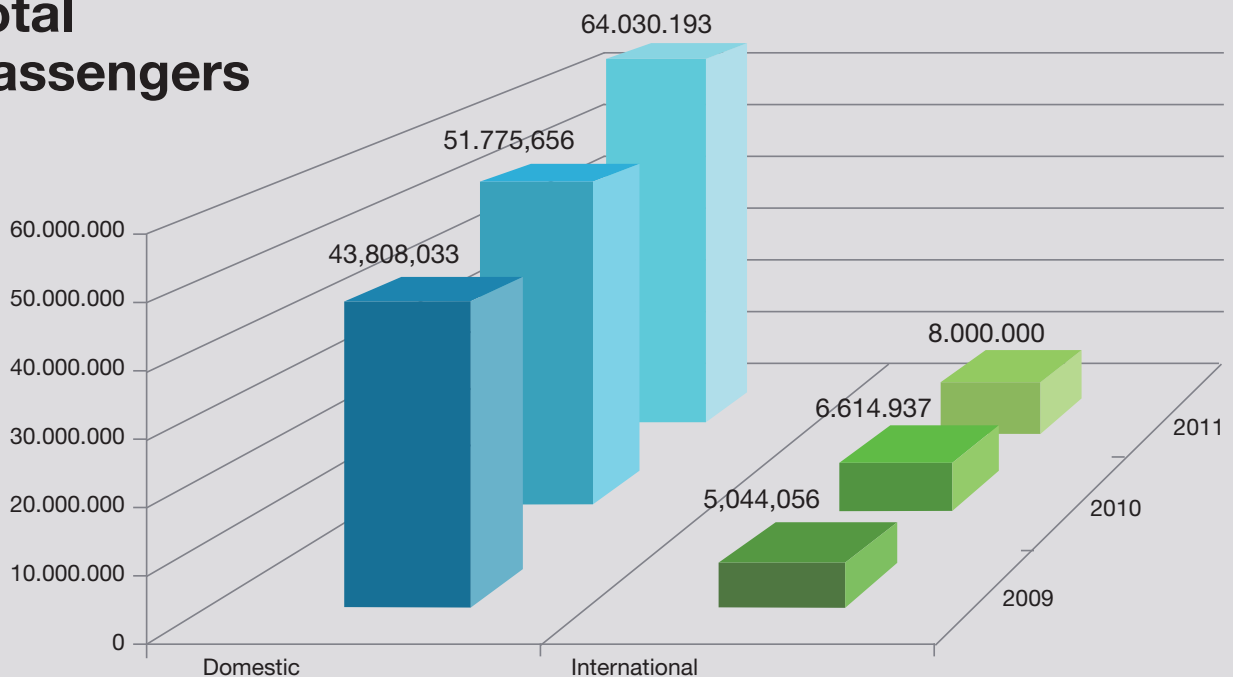
Air Transportation in Indonesia

Today, there are 29 international and 204 domestic airports operating in Indonesia. The Directorate General of Civil Aviation (DGCA) has issued permits for 20 airlines to offer scheduled flights and 43 airlines to offer non-scheduled flights. Garuda Indonesia, Lion Air and Metro Batavia are among those which offer scheduled flights. Airlines offering non-scheduled services include, for example, Trigana Air Services, Pelita Air Services and Deraya.

The DGCA has issued permits for 227 routes connecting 107 cities in Indonesia, served by 20 airlines (17 for passengers and 3 for cargo).

As for international routes, the DGCA has issued permits for 53 routes which connect 12 cities in Indonesia and 23 cities abroad. These routes are served by 10 domestic airlines (8 passenger and 2 cargo airlines).

Total Passengers





We Do It All For You

With our expanding fleet of advanced Airbus A330-series and Boeing 737-800 Next Generation aircraft, Garuda Indonesia continues to transform to better serve you. While all flights now offer Audio and Video on Demand and authentic Indonesian cuisine in all classes, we also provide Fully Reclining Flat-bed seats or Lie-flat seats in Executive Class for Medium & Long-Haul flights as well as Immigration on Board for all inbound passengers on selected Long-Haul flights.

Experience the real Indonesia where our signature inflight service combines with our expanded and revitalized fleet to create the Garuda Indonesia Experience.



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Garuda Indonesia 

In order to provide accessibility to encourage growth and development of Indonesia's remote areas, the Government has been developing pioneer air transport programs which are operated with subsidy mechanisms comprising 131 pioneer routes for the fiscal year 2011 and 132 routes for the fiscal year 2012. The number of aircraft used by domestic airlines is:

- 440 aircraft according to the AOC (Air Operator Certificate) 121
- As many as 225 aircraft according to AOC 135
- As many as 188 aircraft according to OC91

The total number of aircraft in all fleets is 879.

THE GROWTH OF DOMESTIC AND INTERNATIONAL PASSENGERS

On domestic routes, the number of passengers has increased significantly. The data show that during the year 2009 there were 43,808,033 passengers using air transport services while in 2010 the number of domestic passengers was 51,775,656, an increase of 18.19%,

and 59,484,871 passengers were recorded in 2011, an increase of 14.89%.

The number of passengers on international routes also increased. The total number of passengers was 5,004,056 in 2009, and 6,614,937 in 2010, an increase of 32.19% while in 2011 the number of passengers was 7,241,653, an increase of 9.47%.

On domestic routes, in 2009 there were 350,222 tons of cargo transported by national airlines. 749,203 tons were transported in 2010, an increase of 113.92%, while in 2011 the total decreased by 4.14% or 718,177 tons.

On international routes, in 2009, total cargo transported was recorded at 46,485 tons. In 2010 it increased by 71.13% or 79,549 tons, while in 2011 it decreased by 9.41% or 72,060 tons.



Garuda Maintenance Facility

Garuda Garuda Maintenance Facility (GMF) AeroAsia started out in 1949 as the technical department of Garuda Indonesia Airlines in Kemayoran and Halim Perdanakusuma Airport, acting as Garuda Indonesia's sole aircraft maintenance provider. Located at Soekarno-Hatta International Airport complex near Jakarta, the capital of Indonesia, GMF AeroAsia's 1,150,000 m² complex is the biggest in Southeast Asia, boasting several hangars and other facilities. Fully equipped and extensively experienced, GMF AeroAsia's Line Maintenance offers overnight transit services by providing progressive



maintenance services up to full 'A' checks on a large number of aircraft. To date, GMF AeroAsia's Line Maintenance handles an average of 150 aircraft daily and staff is on duty 24 hours a day.

PT Dirgantara Indonesia

PT. Dirgantara Indonesia (DI) is an Indonesian aerospace company involved in aircraft design, development and manufacturing of civilian and military regional commuter aircraft. The company was formerly known as Industri Pesawat Terbang Nurtanio. The name Nurtanio itself is a tribute to Nurtanio Pringgoadisuryo, one of the first aviation pioneers in Indonesia, who designed the Sikumbang, an indigenous all metal aircraft (maiden flight: August 1, 1954). On April 26, 1976, mandated by the Government's Act No. 15, in Jakarta, PT. Industri Pesawat Terbang Nurtanio was officially established with Dr. BJ. Habibie as the President/Director. The infrastructure was completed and inaugurated on August 23, 1976 by President Suharto.



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The new building of Jakarta Automated Air Traffic Service.

CIVIL AVIATION IN *Indonesia*

Starting on January 12, 2009, the Government of Indonesia enacted the new Aviation Act No. 1, 2009 that restricts issuance of licenses to airline companies operating at least 10 aircraft. The Act also adopts the ICAO safety standards requirements. The Government will impose sanctions upon the airlines and their personnel if the safety requirements are not met.

Under the new Act, a new Government agency will be set up to manage the air traffic control and navigation systems. This agency, the Air Navigation Service Provider (ANSP), is a single provider carrying out air navigation services in Indonesia. Meanwhile, in the airport sector, private companies will be allowed to manage airports and compete with the current state-owned enterprises, PT Angkasa Pura I and II.

The first ICAO USAP audit was carried out in 2004 at Jakarta Soekarno-Hatta International Airport. The second ICAO USAP audit was carried out at Bali Ngurah Rai International Airport in 2008. In compliance with ICAO USAP, and to supervise air transport security performance, DGCA has trained inspectors.



Strict airport security checks as standardized procedures.

UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAM

The ultimate goal of the ICAO Universal Safety Oversight Audit Program (USOAP), launched in January 1999 is to promote global aviation safety through the regular auditing of safety oversight systems in all ICAO Contracting States.

During 2007, Indonesia underwent an ICAO USOAP audit and an USOAP follow-up visit in 2009. Indonesia has given highest priority to implementing the Corrective Action Plan (CAP) developed as a result of the 2007 audit, and has achieved a compliance rate of 80.14%.



The new Bali Airport to be completed in mid 2013

We realize that our customers have long yearned for a better quality of service and a pleasant experience in airports throughout Indonesia.

Without any immediate concrete measures, our dream of becoming a world-class airport would remain just that, only a dream.

Experts world-wide have introduced various strategies and approaches on the world-class airport concept, and many award-winning airports have succeeded in showing that they are worthy of such prestigious status. For this reason, since July 23, 2010, the new Management of Angkasa Pura Airports has carried out a

strategic Business Restructuring & Repositioning of the company; one that not only effects change but which will inevitably lead to a complete transformation.

The year 2012 will see us stepping up efforts to accelerate the company's transformation. Eight airports out of the thirteen under our management are currently being expanded and refurbished, namely: Bali (DPS), Surabaya (SUB), Makassar (UPG), Balikpapan (BPN), Semarang (SRG), Yogyakarta (JOG), Banjarmasin (BDJ) and Lombok (LOP).

This is a new beginning, we **DO IT NOW!!!**



The Grand Design and Development of T3 of Soekarno Hatta Airport | Solar cell energy at Raden Inten Airport, Lampung

THE PURPOSE OF ECO-AIRPORT IMPLEMENTATION

- To ensure that airports will take a global environment point of view
- To conduct airport operations that are integrated with its environment
- To conduct airport operations that always considering its sustainable development
- To implement environmental management taking into account of air quality, energy, noise and vibration, water, land pollution, waste, natural environment, etc.

ANTICIPATING ACTION ON CLIMATE CHANGE

National Action Plan for reduction of Greenhouse Gases (GHGs) Emissions in the Air Transportation Sector:

1. To update regulations to support the growth of aviation industry and environmental sustainability
2. To regenerate national fleet for higher fuel efficiency, low gas emission and low noise
3. To develop aviation facilities and infrastructure which are environmentally friendly and the implementation of "Eco-Airport" concept
4. To develop efficient air space management.
5. To promote the use of bio-fuel and alternative energy such as solar-energy, wind-energy to gradually to reduce the use of fossil fuel.

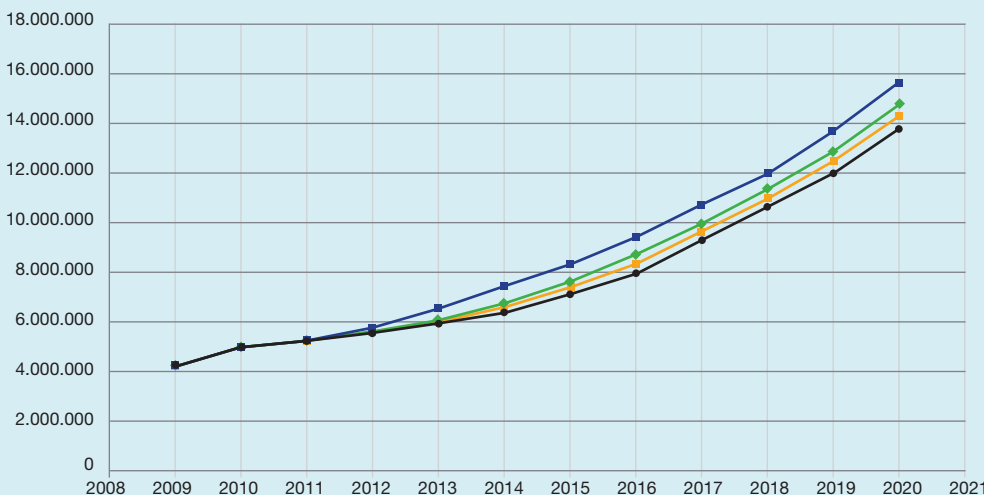
A Greener Approach: Eco-Airport

Five major airports in Indonesia have been categorized as Eco-airports or Green-airports and more are in the process of being certified according to those specified environmental criteria. One of them is subject to a standardized procedure for Continued Descend Approaches used frequently in daily operations. Air Traffic (AT) Controllers at those airports reduce the taxi time and therefore also the noise level, gaseous emissions and fuel burn. One of the airports incorporating the Eco-airport concept is Raden Inten II Airport at Bandar Lampung. The airport has begun testing solar cells to meet their electric power needs.

The Directorate of Airports has responsibility for establishing the Regulations and Standards for airports in Indonesia.

CARBON EMISSION (CO₂ - TON)

BAU and RAN (National Action Plan) - GRK (Reduction of Greenhouse Gas Emissions) in Air Transportation

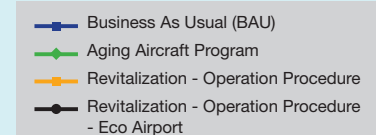


AIRPORT AND THE ENVIRONMENT

Anticipating action on the Climate Change National Action Plan for GHG in Air Transportation Sector:

Emission Decreasing target by 2020:

- 26% → 0.011 (Giga ton) CO₂e (self action)
- 41% → TBD (Giga ton) CO₂e (with other countries)





The office of the Ministry of Transportation is the headquarters of DGCA.



Directorate General of Civil Aviation of The Republic of Indonesia

The Directorate General of Civil Aviation (DGCA) is an agency of the Ministry of Transportation (MoT) with the authority to regulate and oversee all aspects of civil aviation in Indonesia.

The main function is to promote the safe and secure development of the civil aviation sector, and at the same time, ensure the safety of the Indonesian airspace for aircraft operations.

The office of the DGCA oversees the implementation of all government regulations pertaining to civil aviation under the Civil Aviation Act.

DGCA VISION AND MISSION

It is the vision of the DGCA to accomplish the goal of reliable, competitive and value added air transportation.

Reliable means achieving excellence and achieving punctuality, airworthiness, safety and security in providing air

transportation services. Competitive represents effectiveness, efficiency, quality, environmentally-friendly operations, sustainability, human resources professionalism, independence and productivity. Value added reflects giving value to the community directly or indirectly.

The mission of the DGCA is as follows:

- To meet standards of safety, security and service
- To provide reliable, optimal and integrated air transportation infrastructure and network
- To offer competitive and sustainable aviation business service
- To be an effective and efficient organization supported by professional human resources and comprehensive regulation and law enforcement

THE STRUCTURE



DIRECTORATE GENERAL OF CIVIL AVIATION OF INDONESIA

Directorate General of Civil Aviation
Herry Bakti, Director General

Secretariat of the Directorate General of Civil Aviation
Arfiyanti Samad,

Secretary of the Directorate General

Directorate of Air Transport
Djoko Murjatmojo,
Director of Air Transport

Directorate of Airports
Bambang Tjahjono, Director of Airports

Directorate of Aviation Security
M. Fuschad,
Director of Aviation Security

Directorate of Air Navigation
Ichwanul Idrus,
Directorate of Air Navigation

Directorate of Aircraft Airworthiness and Operation
Diding Sunardi, Director of Aircraft Airworthiness and Operation

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- > Halim Perdanakusuma Airport (Jakarta)
- > Sultan Iskandar Muda Airport (Banda Aceh)
- > Minangkabau Airport (Padang)
- > Sultan Thaha Airport (Jambi)
- > Polonia Airport (Medan)
- > Supadio Airport (Pontianak)
- > Depati Amir Airport (Pangkal Pinang)
- > Husein Sastranegara Airport (Bandung)
- > Sultan Syarif Kasim II Airport (Pekanbaru)
- > Raja Haji Fisabillah Airport (Tanjung Pinang)
- > Sultan Mahmud Badaruddin II Airport (Palembang)



Our Services

Aeronautical Services

- >> ATS (Air Traffic Service) : Over Flying Charges, Route Charges
- >> Non Air Traffic Services : Landing Fee, Parking Surcharge, Aviobridge Usage, Counter Usage, Passenger Service Charge (PSC)

Non-Aeronautical Services

1. Airport Safety and Security
2. Flight Accident - Fire Fighting (PKP-PK) Services
3. Airport Emergency Services
4. Airport Operational Services
5. Hajj Pilgrimage Flights
6. Cargo Services
7. Space/Land Rent (Office, Hotel, Warehouse etc)
8. Concessioners (Shops, Restaurant, Counter etc)
9. Others: Parking, Advertising, Electricity, Water, Telp Usage, etc




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HOMEPAGE : www.angkasapura2.co.id

THE FUTURE IS THEIRS

Dozens of online entries vie for honours in ICAO video contest



 The challenge was to excite young people around the world about becoming an aviation professional. The medium was YouTube and the possibilities limited only by imagination.

The AVIATION: THE FUTURE IS YOURS VIDEO CONTEST sponsored by ICAO, in collaboration with IATA and Halldale Media Group, encouraged entrants (18 years of age and older) to inspire people to become an aviation professional... with a 30-second (or less) video entry.

The prize? A trip to the April 2012 World Aviation Training Conference and Tradeshow (WATS) in Orlando, Florida.

Here's a sample of some of the quotes from the many video entries:

"Aviation is one of the most romantic careers in the world. I work in a major airport and I enjoy every day that I go to work. You can do that too. Go for it."
(Submitted by 1973cpu)

"If flying is in your blood, you can make your dream a reality too."
(submitted by devkowsala)

"Aviation professionals are leaders, are trustworthy, are role models. But more importantly, we have a dream. Do you have a dream? If so, come fly with me."
(Submitted by sethgoodliven)

"I think a career in aviation is exciting because I was once told that the sky is the limit. Unfortunately, I like to push the limits."
(Submitted by Monksal85)

"I think a career in aviation is interesting because within this one industry lie endless opportunities."
(Submitted by tshirts91)

"...one of flying's biggest thrills lies in just two words: V1, rotate."
(Submitted by michaelmoscatiello)

"I imagine taking a piece of art high above the earth into the endless sky..."
(submitted by SirijusS)

"To most people, the sky is the limit. To those who love aviation, the sky is home."
(submitted by CaptAbbyD)

"Free yourself from the chains of monotony... kiss the skies welcome (like me)."
(Submitted by philosopherhsan)

"I think a career in aviation is exciting because there's never a dull moment. Being a pilot, I fly to new places and meet new people each and every day. Each airport, each person - from mechanics to pilots - has their own amazing and unique story to tell."
(Submitted by ScottDeNoma)

"The world is changing and aviation is driving this change. Every day, thousands of professionals and cutting edge technology bring people closer together, helping companies reach new markets, making our world a truly global place and you can become one of them. It will be challenging and exciting and rewarding. Aviation is a career like no other. Will you join me?"
(Winning entry submitted by kvs1978)

More details about the contest, the entries and the prize winner can be found on the ICAO website and the ICAO Channel on YouTube. ■



THE INSPECTOR TRAINING SYSTEM (ITS): MAKING THE WORLD SAFER

By Garrison Russell

✈ The Inspector Training System (ITS) is a simple, yet comprehensive, system to manage the training and qualification of Government Safety Inspectors at a national Civil Aviation Authority (CAA). Created in 2006, the ITS is now being deployed around the world as a common, globally-based training standard.

Inspector training has always been at the very heart of the ICAO Universal Safety Oversight Audit Programme (USOAP). This programme, launched in 1999, initially focused on implementation of ICAO Annexes 1, 6 & 8, covering Personnel Licensing, Flight Operations and Airworthiness. These specialties were chosen because they are of critical importance to global aviation safety. Properly certificated aviation industry organizations are the foundation of an aviation safety oversight system. These organizations must also be staffed by properly licensed pilots and mechanics so that they can operate the system, mitigate risks and safeguard the traveling public. The licensing and oversight of these aviation organizations and individuals is accomplished by Government Safety Inspectors working at a national CAA.

Government Safety Inspectors play an important role in aviation safety and must be properly trained and qualified to do their jobs. The application of consistent minimum standards for inspector hiring, classroom training, on-the-job training and final qualification of Inspectors is critical to ensure that they are fully prepared to fulfill their pivotal role in aviation safety.

This is where the new Inspector Training System can play an important role.

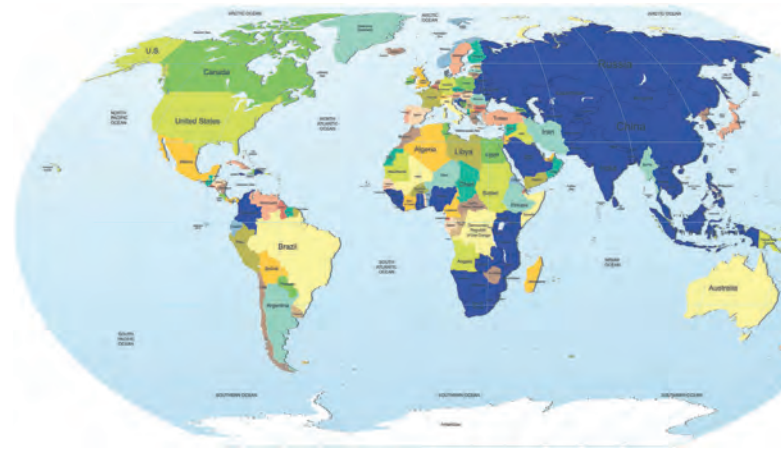
STANDARDIZATION FOUNDATION

The ITS provides a simple, yet effective, methodology or structure for the development of Government Safety Inspectors at a national CAA. When several CAAs adopt the ITS system, they all agree to implement the same methods and standards for the development of their inspectors. This standardization across State lines is the basis of inspector sharing which, in turn, is the very foundation of a Regional Safety Oversight Organization (RSOO). In this respect, it all starts with ITS.

The ITS was initially developed in 2006, drawing from global best practices and experience gained from the USOAP. The system has already been delivered to approximately 24 States. Approximately 40 additional States are scheduled to receive the system in 2012. It is hoped that within a year or two, a large portion of the ICAO Member States around the world will all be using the common ITS system.

The ITS provides a standardized framework and turn-key system to guide the development of Government Safety Inspectors from new hire through retirement. The programme includes new-hire qualifications, inspector training profiles, minimum standards for classroom training, a structured On-The-Job (OJT) training process and individual job task analysis documents for about 400 specific inspector tasks. The programme is for inspectors working in the Flight Operations, Airworthiness, Avionics, Dispatcher, Cabin Safety and/or Supervisory specialties. The programme fully addresses training system management, planning, scheduling, resource allocation, logistics, final inspector qualification requirements and includes specially-developed software for record keeping and automated reporting. The ITS will install an easy-to-use inspector training programme at a national CAA.

“Government Safety Inspectors play an important role in aviation safety and must be properly trained and qualified to do their jobs.”



It is expected that representatives from all the States marked in blue will have completed ITS training by the end of 2012.

ITS TIME HAS COME


Delivery of the ITS is accomplished by completion of a specially-developed training course. This course is normally offered by the FAA Academy in collaboration with ICAO Headquarters. The course is two weeks in duration and is divided into two principal parts. The first half of the course focuses on the major documents and components of the ITS system. The second half of the training focuses on a structured process for the delivery of On-The-Job training. The ITS training course will properly prepare managers and OJT instructors to take the ITS system out of the classroom and into daily operation at their home CAA.

The FAA Academy, in partnership with ICAO Headquarters and the Interstate Aviation Committee (IAC), recently delivered the ITS at IAC Headquarters in Moscow, Russia, providing the ITS system to ten States in the ICAO-sponsored COSCAP-CIS programme. It is hoped that this will allow greater collaboration and harmonization within the COSCAP-CIS States. The ITS is also spreading across Africa as part of the U.S. Safe Skies for Africa programme. Plans are also now in motion to deliver the ITS to the three Asian COSCAP programmes at the ICAO Regional Office in Bangkok.

The Inspector Training System is a useful tool whose time has come, providing a simple, yet comprehensive, system to manage the training and qualification of Government Safety Inspectors at a national CAA. The ITS programme is now available worldwide and programmes like this are at the foundation of efforts to make aviation the safest form of transportation in the world. ■

(Garrison Russell is Flight Standards Programme Manager for International Training at FAA Academy and has worked extensively on developing the Inspector Training System)

MANUAL ON FLIGHT SAFETY AND VOLCANIC ASH RELEASED

 An international task force, established by ICAO during the 2010 eruption of the Eyjafjallajökull volcano in Iceland, has developed a manual on *Flight Safety and Volcanic Ash – Risk Management of Flight Operations with Known or Forecast Volcanic Ash Contamination* (Doc 9974) which provides guidance which States may recommend to operators and regulatory authorities where volcanic ash contamination may be a hazard for flight operations.

The International Volcanic Ash Task Force (IVATF) developed the 31-page manual to allow ready access by ICAO Member States and industry to this safety-critical information in the event of a volcanic eruption. The unedited version of the manual is now freely available in English at www.icao.int/publications/Pages/doc-series/.

The eruption of Eyjafjallajökull in April and May 2010 caused significant disruption to air travel across western and northern Europe, particularly during the early days of the eruption. Complementing ongoing efforts within ICAO's International Airways Volcano Watch, and with the assistance of its International Airways Volcano Watch Operations Group, the Organization urgently established the IVATF in May 2010. Its purpose was to assist the Secretariat in the development of a global safety risk management framework for application during volcanic eruptions which occur around the world on a daily basis.

The IVATF comprises members from 16 States and 14 regional/international organizations. Together with the ICAO Secretariat, IVATF participants represent airframe and engine manufacturers, aviation safety regulators, operators, meteorological authorities and service providers, and the scientific community. The IVATF has held three meetings since July 2010, in addition to working via ongoing correspondence and quarterly teleconferences. The task force will conclude its activities in June 2012.

The development of the manual on flight safety and volcanic ash has been one of a number of cooperative endeavours by stakeholders seeking to improve flight operation safety during a volcanic eruption. The document is published by ICAO under a co-branding arrangement agreed upon by the stakeholders

listed below and exemplifies the multidisciplinary collaboration that all have recognized as the best approach in matters considered critical for safe flight operations. This represents a growing trend in partnering with industry and other organizations on current aviation safety issues.

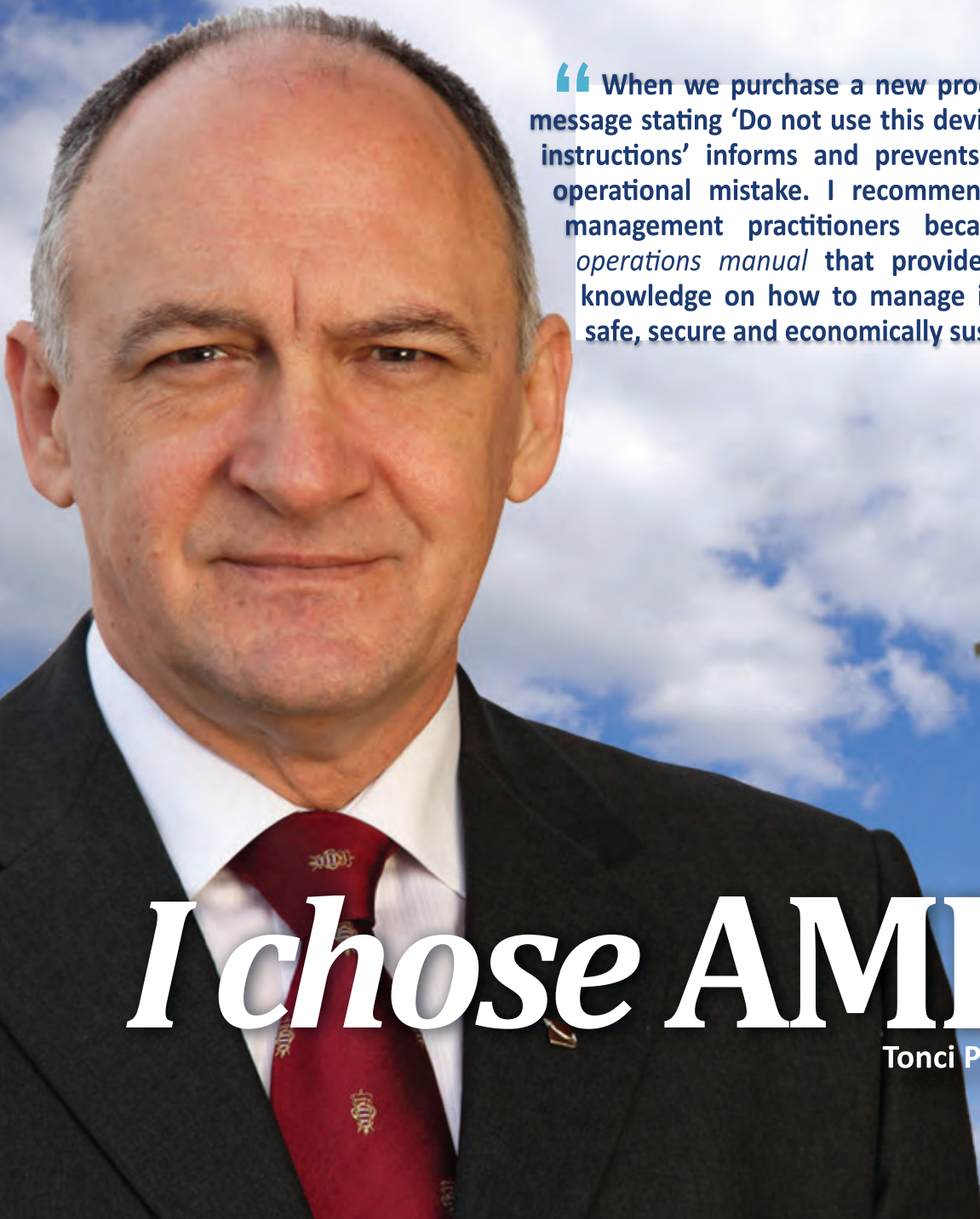
Doc 9974 co-branding stakeholders: Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA), International Civil Aviation Organization (ICAO), International Coordinating Council of Aerospace Industries Associations (ICCAIA), International Federation of Air Line Pilots' Associations (IFALPA) and the International Federation of Air Traffic Controllers' Associations (IFATCA). ■

DID YOU KNOW ...


Volcanic ash mostly consists of sharp-edged, hard glass particles and pulverized rock, which is very abrasive and, being largely composed of siliceous materials and has a melting temperature below the operating temperature of modern turbine engines at cruise thrust. A volcanic ash cloud may be accompanied by gaseous solutions of sulphur dioxide (when combined with water create sulphuric acid), chlorine (when combined with water create hydrochloric acid) and other chemicals which are corrosive to the airframe and hazardous to health. ■

(Excerpt from manual on Flight Safety and Volcanic Ash [Doc 9974])





“ When we purchase a new product and unpack it, a message stating ‘Do not use this device before reading the instructions’ informs and prevents us from making an operational mistake. I recommend AMPAP to airport management practitioners because it is the best *operations manual* that provides and improves our knowledge on how to manage in the most efficient, safe, secure and economically sustainable way. ”



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NEWS IN BRIEF



RAYMOND BENJAMIN APPOINTED SECRETARY GENERAL OF ICAO FOR A SECOND TERM

The Council of the International Civil Aviation Organization (ICAO) has appointed Raymond Benjamin as Secretary General of the Organization for a second three-year term, from 1 August 2012 to 31 July 2015.

Mr. Benjamin was first appointed to the position on 1 August 2009. During his first term, he sharpened the focus of the Organization to make it more prominent and effective in its leadership role as the global policy-setting forum for international civil aviation.

During his first mandate, Mr. Benjamin showed an unfailing determination to ensure that a sustainable air transport system is in place for generations to come," said Roberto Kobeh González, President of the Council of ICAO. "I am, therefore, very pleased to confirm that ICAO and international civil aviation as a whole will continue to benefit from his judicious leadership for the next three years."

INTERSTATE AVIATION COMMITTEE HOSTS SUCCESSFUL INSPECTOR TRAINING SYSTEM COURSE

The FAA Academy International Training Division, in collaboration with ICAO, recently conducted a course on the Inspector Training System (ITS) in Moscow, Russia. This landmark course was conducted in partnership with ICAO Headquarters and the ICAO-sponsored COSCAP-CIS programme representing the Commonwealth of Independent States (CIS) and the Interstate Aviation Committee (IAC/MAK). The course was presented by an elite team from the FAA Academy, consisting of: European Director, Steve Creamer; FAA Academy Division Manager Sherry Reese; Academy Programme Managers, Garrison Russell and Dave MacDonald and FAA Senior Representative, Roy Barnett.

Approximately fifty inspectors from ten of the CIS States attended the training which was hosted at IAC/MAK Headquarters in Moscow by Dr. Anodina, Chairperson of the IAC, and Victor Rukhlinskiy, Regional Project Coordinator, COSCAP-CIS.

The success of the course indicates that the Inspector Training System will be an extremely valuable tool in their efforts to build the safest aviation safety oversight systems in the world.



(from left to right) Mr. Roy Barnett, FAA Senior Representative, Sherry Reese, FAA Academy Division Manager presenting an FAA Certificate to Mr. Yuriy Fedyushin, Deputy Head of the Department for the State Oversight of Civil Aviation Activity (Rosaviatsiya).

SIGNATURE BY BURKINA FASO

On 17 February 2012, during a brief ceremony at ICAO Headquarters, Burkina Faso signed the 2010 Beijing Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation and the 2010 Beijing Protocol Supplementary to the 1970 Hague Convention on the Suppression of Unlawful Seizure of Aircraft. This brought the number of signatures to 24 and 26, respectively.

Shown on the occasion, signing the treaties on behalf of Burkina Faso, is Her Excellency Juliette Bonkougou/Yameogo, Ambassador of Burkina Faso to Canada. Witnessing the signing (from left to right) are: Mr. Moumouni Dieguimde, Ambassador, Representative of Burkina Faso on the Council of ICAO; and Mr. Denys Wibaux, Director, Legal Affairs and External Relations Bureau, ICAO.



STATES AGREE ON A GLOBAL AVIATION SECURITY STRATEGY FOR THE AMERICAS AND THE CARIBBEAN

Twenty Member States of the International Civil Aviation Organization (ICAO) from North America, Central America, the Caribbean and South America unanimously adopted a comprehensive strategy aimed at improving passenger and cargo security throughout the hemisphere, as part of a common effort to counter threats to civil aviation worldwide. The strategy was adopted at a two-day conference which took place in February 2012 in Caracas (Venezuela).

Speaking of the opportunities given by this meeting, Captain (Navy) Elsa Gutierrez Graffe, Minister of Aquatic and Air Transport of Venezuela emphasized the need to join forces in order to achieve sustainability in aviation security. She also stressed that the implementation of the ICAO Assembly Declaration on Aviation Security requires “proactive and collaborative actions from the Member States”.

In a joint statement, State representatives agreed to facilitate communication between national security agencies and to share threat information on a timely basis. Participants also called on ICAO to continue to address threats to the global air cargo system and agreed to work with border control authorities and other regulatory bodies such as the World Customs Organization (WCO) to strengthen the global supply chain system.

Joining national civil aviation authorities at the conference were regional bodies and international organizations, including the Latin American Civil Aviation Commission (LACAC), the Inter-American Committee against Terrorism of the Organization of American States (OAS-CICTE) and the Airports Council International (ACI). All confirmed their support in assisting States in the implementation of the ICAO Assembly Aviation Security Declaration.

This aviation security conference was the fifth in a series of similar meetings held in other parts of the world to promote the implementation of the ICAO Declaration on Aviation Security and to pave the way for a global high-level security conference at ICAO Headquarters in Montréal from 12 to 14 September.

ICAO Technical Co-operation Programme Certified to ISO 9001:2008

The Procurement Section of ICAO's Technical Co-operation Bureau (TCB) has been certified to the ISO 9001:2008 standard for quality management systems.

Under the umbrella of the Technical Co-operation Programme, the Procurement Section coordinates and implements over one hundred technical assistance projects for Member States every year. These projects aim to promote the safe, secure and sustainable development of civil aviation in line with ICAO's Standards and Recommended Practices (SARPs).

As these procurements often become technically complex, close monitoring and quality-focused project definition and administration is vital to their successful implementation.

The audit was conducted by the British Standard Institute (BSI), an international standard, testing, registration and certification body. The scope of certification covers the procurement of goods and services for ICAO Member States, ICAO Headquarters, Regional Offices, other United Nations Organizations and private entities.

Procurement is the second area within the Organization to receive ISO compliance for its implementation of a quality system. In January of this year, the Organization's Universal Safety Oversight Audit Programme (USOAP) was recertified to the ISO 9001:2008 standard.



From left to right: President of the Council, Roberto Kobeh González; Iván Galán, Director, Technical Co-operation Bureau; Secretary General, Raymond Benjamin (Photo Credit: Vanda D'Alonzo)

FORUM

IMPROVING AVIATION SECURITY

A recent ICAO Regional Conference on Aviation Security in Moscow resulted in European Member States committing to a wide-ranging strategy aimed at significantly improving aviation security at the national and regional levels.

The conference, held on 21-22 November last year, was also a timely event for the European civil aviation community in combining efforts in the field of cooperation between States to further prevent attempts of unlawful interference with civil aviation activity.

While addressing the need to implement a 2010 ICAO Assembly Declaration on Aviation Security, the regional meeting highlighted achievements and objectives of the Russian Federation with respect to aviation security. The priorities discussed were shared concerns of the Ministry of Transport of the Russian Federation, the Federal Air Transport Agency (FATA) and the Federal Authority for Transport Oversight (FATO) as the agencies involved in developing national regulations, providing services in the field of civil aviation and supervising compliance with security legislation and international agreements of the Russian Federation, taking into account ICAO Standards and Recommended Practices as well as other international agreements.

The Deputy Prime Minister of the Russian Federation, Sergei Ivanov, emphasized that the conference was not only timely but absolutely necessary. He said he was confident that, "effective action against terrorist threats and acts of unlawful interference in air transport activity is possible only through the concerted action of all members of the aviation community."

In a joint statement, the 14 States at the conference emphasized that, "risks to the security of international air transport must be addressed through proactive and holistic means to detect threats, prevent unlawful interference, assure the timely response to attacks and attempted attacks, when they occur, and ensure air transport system resilience."

It was also unanimously recognized that aviation security measures should not lead to a negative economic impact

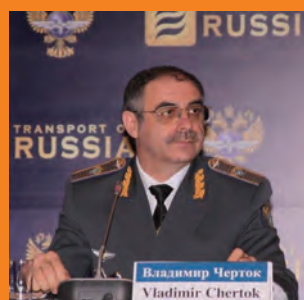
on civil aviation and that States should continuously facilitate an exchange of information for the enhancement of security measures and risk assessment. These are crucial elements.

Participating States at the Moscow meeting committed to a series of initiatives, including risk-based security measures, more rapid sharing of security-critical information among government and industry stakeholders, exchanges of best practices, enhanced security training and assistance to States in capacity building and strengthening of national security systems.

With respect to training, the Russian Federation expressed support for the expansion of the Moscow-based ICAO Regional Aviation Security Training Centre for increased personnel training in the field of aviation security.

The Regional Conference in Moscow was the third in a series of similar meetings around the world aimed at implementing an ICAO Assembly Declaration on Aviation Security, adopted as a global framework to deal with new and emerging threats through greater international co-operation on passenger and cargo security.

With the achievements and concerns expressed in the Declaration by the States of the region, my colleagues and I believe that ICAO will successfully lead the international civil aviation community at the upcoming global, high-level security conference with a common platform for a new level of cooperation among all stakeholders. ■



ABOUT THE AUTHOR

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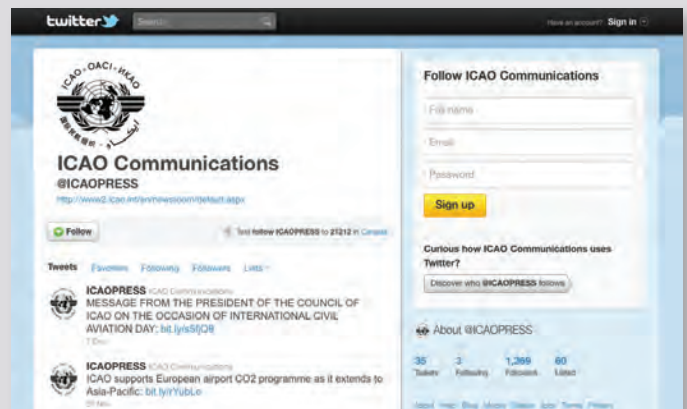
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