



ICAO

Thirty First Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31)

Video Teleconference - Bangkok, Thailand, 14 to 16 December 2020

Schedule: 10:00 – 13:15 Bangkok Time [UTC+7hrs]

Agenda Item 4: Regional Air Navigation Deficiencies

INDONESIA CORRECTIVE ACTIONS ON AIS & SAR DEFICIENCIES

(Presented by Indonesia)

SUMMARY

This paper presents the compliances of Indonesia Air Navigation Deficiencies concerning AIS Quality Management System, and SAR Plan.

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

B: Air Navigation Capacity and Efficiency — Increase the capacity and improve the efficiency of the global aviation system

1. INTRODUCTION

1.1 According to the Report of APANPIRG/30, Appendix A entitled ATM/AIM/SAR Deficiencies List, Indonesia has performed some corrective action in the AIM and SAR field.

1.2 Following up ATM-AIM-SAR Deficiencies List, Indonesia has submitted evidence supporting withdrawal by state letter Ref.: AU.302/1/7/DNP-2020 on the subject of Withdrawal of APANPIRG ANS Deficiencies for AIS – Quality Management System (QMS) dated 10 September 2020.

1.3 Actions taken in the field of SAR following the guideline on SAR Plan Monitoring and Reporting and has reported in the APSAR/5 meeting in 2020.

2. DISCUSSION

Corrective Action in the AIM fields

2.1 According to the Final Report of AAITF/15 Meeting in 2020 states that ICAO noted the information provided by Indonesia regarding the implementation of a quality management system in the provision of aeronautical information services in Indonesia and would further coordinate offline with Indonesia for the process of preparing supporting documentation for the elimination of QMS Deficiency.

2.2 Respect to this matter above, Indonesia has coordinated offline with ICAO for submission evidence supporting withdrawal of deficiency as follows:

1. The AIS Quality Management Manual and related documents;
2. The ISO 9001:2015 QMS Certificate;
3. Establishment of:
 - a. Formal Arrangements with originators of aeronautical data and aeronautical information in relation to the timely and complete provision of aeronautical data;
 - b. Verification and validation procedures which ensure that upon receipt of aeronautical data and aeronautical information, quality requirements are met;
 - c. Quality check procedures to ensure compliance with product specifications (PANS-AIM Chapter 5);
 - d. Competency, knowledge, skill and ability criteria for personnel engaged in:
 - Production of aeronautical information product;
 - AIS training delivery, and
 - AIS competency assessment.
 - e. AIS training and competency assessment plan.

2.3 AirNav Indonesia has achieved ISO 9001:2015 Quality Management System Certificate on February 2020, by having this certificate the assurance of Aeronautical Information Services process and procedures are in place and its accordance with QMS standards.

2.4 The implementation of the QMS includes quality documentation, quality procedures, deployment of quality functions, result monitoring and measurement, and initiation of the improvement actions and quality records of each functional stages of AIS Products which is communicated to all staff by conducting routine meeting, seminar or workshop.

2.5 To provide the standards level competency for each AIS personnel and improving skill and knowledge of AIS personnel, AirNav Indonesia has developed a training program with a curriculum based on ICAO standards. The training is conduct periodically to ensure that the update, changes or amendment of applicable regulation are delivered.

2.6 DGCA conduct oversight activities periodically to ensure and assess the compliance with the provisions set forth in CASR 175, including the implementation of AIS QMS which is provided by Air Nav Indonesia.

Corrective Action in the SAR fields

2.7 The corrective actions made in the Regional SAR Plan Monitoring and Reporting Form were based on self-assessment. The increase of some points for Indonesia mainly due to readjust through fairly determined after indicating the individual implementation status of each of these forty-one elements. Those implemented in tenths anywhere from 0.1 to 0.9 as incremental basis, instead of using indication ranging from 0 (not implemented) to 1 (100% implemented) as explanation provided at the top of the form. For instance, Indonesia previously reported Element 10 Established SAR Agreements as 0.5 now become 0.9, because it has agreements with some but not all adjoining states which are 9 out of 10.

2.8 This self-assessment done prior to 2019 came up with comparable improvement from 36 out of 41 (87.8%) to 39.1 out of 41 (95%) and to revise the Indonesia previous SAR Indicator score that has been submitted by Director of Air Navigation Letter ref. AU.301/1/1/DNP-2020 regarding Indonesia's current status for ATFM, ATM Contingency Plan, AIM and SAR

2.9 Some of those improvements of the elements of indicator undertaken were:

2.9.1 Element 10 "Established SAR agreements with States having adjoining SRRS or FIRs". Indonesia established SAR Agreements as previously reported 0.5 now become 0.9, because it has agreements with some but not all adjoining states which are 9 out of 10. Indonesia does not have SAR agreement yet with India. (0.5 to 0.9). At the Fifth Meeting of the Asia/Pacific Regional Search and Rescue Working Group (APSARWG/5) Indonesia and India agreed to coordinate for establishment of bilateral cooperation in the field of aeronautical SAR. Prior to reach out with our counterpart in India, Indonesia has revised its draft of proposal for cooperation into an agreement on aeronautical SAR that formerly was in the form of Maritime SAR one to suit with Civil Aviation SAR Authority of India. This bilateral cooperation is projected to be completed in quarter 4 of 2021.

2.9.2 Element 23 "Facilitated RCC staff to be proficient in the English language". National Search and Rescue Agency (Basarnas) established JRCC Indonesia that manned by qualified staffs including those who proficient in English for 24/7 standby for monitoring to any distress situation throughout the country. In collaboration with Ministry of Transport, starting last year Basarnas has managed to conduct regular training of Aeronautical Radio Operator/ Radio Telephony with Indonesia Civil Aviation Institute (STPI) to fulfill the gap in English Proficiency for some of Rescue Sub Centers (RSCs). (0.5 to 1). The said regular training taken to accommodate 54 SAR comms personnel in 43 SAR Offices (SRC) throughout Indonesia. As part of that efforts Basarnas has also implemented an "English Days" program twice a week in Monday and Friday, that mandate all personnel on duty in RCC and SRC to speak English.

2.9.3 Element 30 "Established an appropriate nationwide means of disposal for old distress beacon". Some provisions in regulating beacon have already existed in national regulation that stipulates the provision of beacon registration as well as SOP for regular inspection. Since the regulation for disposal of old beacon was still absence in the current one, Ministry of Transport (DGCA and DGST) and Basarnas have taken into consideration to revise the current beacon regulation to accommodate such gap for provision of disposal beacon starting early this year. (0 to 0.2). Those revised of amendment to incorporate such provision of disposal of old distress beacon into national regulation and projected to be completed in quarter 4 of 2021.

2.9.4 Element 36 "Established an Internet-based SAR Library, or cooperate by contributing to an Internet-based Asia/Pacific resource". Offline library is already established in JRCC that provide manuals/ guidelines and other SAR related references. Online internet- based library to some extent exist to provide references and other documentations. This internet- based library is currently under development for improving its capacity and contents. (0 to 0.5). These references of SAR related documents can be accessed by any SAR related stakeholders at web address jdih.basarnas.go.id and to be completed in quarter 4 of 2021.

2.9.5 Element 24 "Facilitated a programme of regular liaison visits between relevant RCCs, ATC units and airline operating centers". These programme of visits were facilitated through some events namely the visit of participants who were joining the SAR Planner/ SAR Mission Coordinator (SMC) Course to the facilities of ATC and airlines operator, the regular SAR exercise conducted throughout the year that were participated by staffs of ATC and airlines operator to JRCC/ RSC facilities during the SAREX. (0.5 to 1). The recent 38th Joint Indonesia-Singapore Search and Rescue Exercise 2020 held in October 2020 has also accommodated to be involved by related stakeholders namely Basarnas, Airnav (ATC) as well as personnel from Airline Operator.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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