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COMMITTEE B

- Agenda Item 6: Organizational safety issues**
6.2: Implementation of safety management
6.2.1: State safety programmes (SSP)

**INDONESIA PROGRESS OF IMPLEMENTING THE
STATE SAFETY PROGRAMME (SSP)**

(Presented by Indonesia)

EXECUTIVE SUMMARY

This paper presents Indonesia's progress of implementing the State safety programme (SSP). In 2009 Indonesia promulgated The Aviation Act No 1/2009 that replaced The Aviation Act No 15/1992. This new Aviation Act accommodated the concept of aviation safety management system (SMS) aligned with the ICAO safety programme. Furthermore the Directorate of General Civil Aviation (DGCA) continuously improves safety oversight system and mandated the SMS to aviation industry.

For implementing of State Safety Programme DGCA preparing the SSP organization, all required regulations, policies and guidance and conducting inspectors capacity building. Some faced challenges for SSP implementation in Indonesia are building a State safety system through solid link among the independent organization and its stakeholders who have contribution to State safety, capacity building, etc.

Supported by JICA Program the website for voluntary report was developed and could be accessed by aviation stakeholders. DGCA maintains cooperation with ICAO and some foreign authorities and also participates and engages in regional activities program to improve safety oversight and safety performance and its sustainability.

1. INTRODUCTION

1.1 Indonesia promulgated The Aviation Act No 1/2009 in 2009 which replaced the Aviation Act No 15/1992. The Aviation Act No 1/2009 accommodates the concept of aviation safety management system aligned with the ICAO safety programme. Following promulgation of the new Aviation Act, the Standards and Recommended Practices (SARPs) in Annex 19 — *Safety Management* was adopted and the SMS mandated to aviation industry. Directorate General of Civil Aviation continuously improves the safety oversight system and its sustainability.

1.2 Since early of 2018 the Indonesia effective implementation based on Universal Safety Oversight Programme (USOAP) Audit has already achieved 80,34 per cent. This high achievement means all eight critical elements improved and furthermore the SSP is mandatory for the country which needs to understand the particular aviation environment and hazards that may be encountered in order to effectively manage aviation safety risks.

1.3 Indonesia continues to improve of effective implementation of SARPs due to a challenge to the high growth of civil aviation, which in turn, has a positive effect on national economic development.

2. DISCUSSION

2.1 Refer to Annex 19 — *Safety Management*, “Each State shall establish an SSP for the management of safety in the State, in order to achieve an acceptable level of safety performance in civil aviation”. “States shall require service providers under their authority implement an SMS” and “States shall establish safety data collection and processing systems (SDCPS) to capture, store, aggregate and enable the analysis of safety data and safety information”. An SSP aims at managing the increasing complexity of the global air transportation system and its interrelated aviation activities required to assure the safe operation of aircraft. An SSP systematically addresses safety risks.

2.2 Implementation of SSP in Indonesia refers to Minister Degree KM 8 Year 2010 State Safety Program revised by Minister Degree PM 93 Year 2016 State Safety Program. The implementation is still in progress. Regulations, staff instruction, advisory circular, policies have already been published and some areas still in the process, i.e safety data collection and processing system, analysis and protection. Capacity building training to aviation inspectors and socialization to aviation service providers are continuously conducted.

2.3 Indonesia has cooperation program with Japan through JICA Program to develop voluntary reporting system and its capacity building for the inspectors. The website for voluntary reporting system could be accessed by aviation stake holders namely VISION (Voluntary Information and Safety Improvement on Aviation). VRS system was launched on January 2018.

2.4 Indonesia actively participates in the Asia Pacific Regional Aviation Safety Team (APRAST) and also Asia Pacific Data Sharing and Demonstration Project which promotes confidential reporting systems as an effective method of enhancing flight safety in commercial air transport and general aviation operations.

2.5 For the database area due to increasing requirement for data collection such as taxonomy, sharing and exchange and data protection required on SSP database, the existing SSP database should be modified. Preferable adoption of ECCAIRS system as recommended by ICAO.

2.6 Based on the accident and incident database and to improve the level of safety of Indonesia aviation industry the Directorate General of Civil Aviation has defined areas of safety concern and set the management of the associated risks as its top safety priority for 2018, e.g runway excursion, mid-air collisions/TCAS RA, loss of control in flight, runway incursions, controlled flight into terrain.

2.7 Indonesia maintains international cooperation with ICAO and some foreign authorities such as the Federal Aviation Administration (FAA), European Aviation Safety Agency (EASA), Directorate General for Civil Aviation (DGAC), France, Civil Aviation Safety Authority of Australia (CASA), Japan etc. to improve safety oversight and safety performance and its sustainability.

3. CONCLUSION

3.1 Indonesia continuously improves of safety performance and also seriously implements the SSP in line with ICAO safety programme.

3.2 Implementation of SSP in Indonesia is not a simple programme that can easily be understood or quickly instituted. The challenge to successful implementation of SSP needs active participation of the entire DGCA organization and all Indonesia aviation stakeholders.

3.3 Indonesia maintains international cooperation and actively participate in regional aviation activities to improve safety oversight and safety performance and its sustainability.

3.4 The Conference is invited to note the information contained in this paper and discuss any relevant matters as appropriate.

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