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WORKING PAPER

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ASSEMBLY — 39TH SESSION

PLENARY

Agenda Item 5: Election of Member States to be represented on the Council

CANDIDATURE OF INDONESIA

(Presented by Indonesia)

EXECUTIVE SUMMARY

The paper seeks the support of Member States for the Republic of Indonesia's election as a member of the ICAO Council under Part III.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives
<i>Financial implications:</i>	No additional resources required
<i>References:</i>	A39-WP/2

1. INTRODUCTION

1.1 The Government of the Republic of Indonesia has the honour to announce its candidature for election as a member of the ICAO Council in Part III at the elections to be held during the 39th Session of the ICAO Assembly.

2. OBJECTIVES

2.1 Indonesia fully supports and shares ICAO's objectives of promoting aviation safety, aviation security, air transport efficiency, and environmental sustainability of civil aviation, so as to provide connectivity for individuals, commercial companies, the economy, and ICAO Member States.

3. CONTRIBUTION TO INTERNATIONAL CIVIL AVIATION

3.1 General

3.1.1 Through its rapidly growing air transport market, its air navigation service provider, its expanding international airports and its aviation-related industries, Indonesia plays a significant role in contributing to the growth of international civil aviation.

3.2 General economy as driver of civil aviation development

3.2.1 Indonesia is the world's 15th largest economy by nominal GDP (IMF) and a member of the G-20 Group; it is the largest economy in South-East Asia, with a total GDP of US\$ 1.2 trillion (IMF) and a growth rate of approximately five per cent per year.

3.2.2 Indonesia has the world's fourth largest population, after China, India and the United States, with more than 250 million people.

3.2.3 As an archipelagic country with more than 17,000 islands and airspace spanning over 5,500 km from east to west and 2,430 km from north to south, covering one-eighth of the earth's equator, Indonesia's economy depends increasingly on air transport.

3.3 Air transport

3.3.1 Some Indonesia air transport figures:

- Indonesia has recorded strong growth in passenger traffic since 2015 with an average of 10.49 percent growth in the last 5 years;
- there are 20 scheduled and 43 non-scheduled commercial airlines certificated by Indonesia, serving 56 international and 277 domestic routes;
- 30 international and 237 domestic airports;
- a total fleet of 1621 commercial Indonesia-registered aircraft;
- a total of more than 86.2 million passengers in 2015.

3.3.2 Air transport services are connecting 125 cities in Indonesia and 51 cities overseas in 27 foreign countries and are aimed at providing connectivity and supporting the growth of the economic, trade and tourism sectors.

3.3.3 Soekarno-Hatta International Airport (SHIA) at Jakarta is the 18th busiest airport in the world according to Airports Council International, and the 7th busiest in Asia, with 54 million passengers in 2015.

3.3.4 Indonesia's main international carrier, Garuda Indonesia presently operates 190 aircraft to serve international and domestic routes. Recognizing its enhanced performance at the international level, Garuda Indonesia has recently won a number of important international awards, including "World's Most Improved Airline" (2010) "World's Best Regional Airline"(2012), "World's Best Economy Class" and "World's Best Economy Class Seats" (Skytrax, 2013). In 2015, it was ranked as one of "The World's Top 10 Airlines" by Skytrax. In 2016 Garuda received again the "World's Best Cabin Crew" award and also became a "Five Star Airline" (Skytrax) . Since March 2014, Garuda Indonesia has been part of the global "SkyTeam" Alliance, with 20 member airlines offering a worldwide network serving 1,052 destinations in 177 countries.

3.3.5 A number of Indonesian privately owned carriers are expanding rapidly. To cater for such growth, the largest privately owned carrier, PT Lion Mentari Airlines (Lion Air), in 2011 placed a \$22.4 billion order for 230 Boeing aircraft and in 2013 ordered 234 planes worth US\$ 24-billion from Airbus, including 60 current-generation A320, 109 A320neo and 65 A321neo.

3.4 Training

3.4.1 The Government of Indonesia places great emphasis on training its human resources in civil aviation through the national training programme. The DGCA Indonesia takes part in this programme by continuously providing mandatory and supplementary training for its inspectors and officers in accordance with ICAO guidance and international and national standards. At the Indonesia Civil Aviation Institute (ICAI), personnel from Indonesia and from third countries are trained.

3.4.2 As a participating State in the ICAO Developing Countries Training Programme, Indonesia has provided 60 fellowships for participants from developing countries in 2012 and more than 70 fellowships were provided since then. Further increases are envisaged. Such training is provided at ICAI and other training institutions in Indonesia.

3.4.3 In 2015, Indonesia made a contribution of US \$150,000 to the AFI Plan for capacity-building. In 2016, it made a contribution of the same amount to the AFI Plan. These contributions demonstrate Indonesia's commitment to support the African Region for purposes of capacity-building, in particular to strengthen the human resources development of African civil aviation as an important part of the global civil aviation system.

3.4.4. If elected, Indonesia will put extra efforts into generating more capacity building programmes and training for member states of ICAO, in order to carry forward ICAO's goals and strategic objectives in promoting aviation safety, security and facilitation, air navigation, economic development of air transport, and environmental protection.

3.5 Regulatory

3.5.1 In 2009, Indonesia adopted Aviation Act No 1 which significantly modernized the legal and organizational framework, including the organization of the Directorate General of Civil Aviation. This legislation fully takes into account ICAO SARPs, and the need for implementing regulations has hence become the guidance to promote the safety, security and regularity of services in the area of civil aviation.

3.5.2. Indonesia has decided to ratify the *Convention for the Unification of Certain Rules for International Carriage by Air* (Montreal, 1999) and is in the process of preparing the necessary steps.

4. COMMITMENT TO INTERNATIONAL CIVIL AVIATION

4.1 Indonesia has been a member of ICAO since 1950, was first elected to the Council under Part III in 1962. Indonesia was re-elected to the Council under Part III in 1968 and served continuously in the governing body until 2001. As an ICAO Member State and in order to promote aviation safety, security, and sustainability of air transport in terms of the environment and human resources development, Indonesia has implemented ICAO Standards and Recommended Practices and is committed to achieving the highest degree of implementation.

4.2 Indonesia has shown its commitment to aviation safety and security by undergoing all relevant ICAO USOAP and USAP audits and has fully cooperated with ICAO towards the timely remedy of findings. Indonesia is in the process of implementing its Corrective Action Plan so as to achieve full compliance under the ICAO USOAP Continuous Monitoring Approach.

4.3 Indonesia was also audited under the USAP Audit Programme in October/November 2015 and has achieved a score of effective implementation of 93.74 per cent. It is working towards full implementation of aviation security measures.

4.4 If elected, Indonesia will spare no efforts nor resources to support the work of the Organization and carry it forward, honour its commitments to aviation safety, security, and environmental sustainability, and cooperate with all its Member States in support of ICAO goals and objectives.

5. COMMITMENT TO SAFETY

5.1 To increase safety and efficiency of air navigation services, Indonesia has established a Single Air Navigation Service Provider to enable the separation of regulatory and operational functions in line with ICAO guidance.

5.2 In order to ensure safety, Indonesia's vast air space is serviced by ground navigation aids and radar surveillance, while ADS-B has been installed in 30 locations and covering all Indonesian airspace. In line with the evolution from ground-based navigation to satellite-based navigation, Indonesia is well advanced in the adoption of Performance Based Navigation (PBN).

5.3 Indonesia has modernized its ATM system with state of the art technologies and supporting advanced sensors, including ADS-B (Automatic Dependent Surveillance-Broadcast), Mode-S Radar, RVSM (Reduce Vertical Separation Minima), PBN (Performance Based Navigation) and AIDC (ATS Inter facility Data Communication), in order to increase its capacity and to harmonize itself with neighbouring FIRs.

5.4 Indonesia has implemented the Safety Management System (SMS) for its aviation sector in line with the elements of the State Safety Program (SSP).

5.5 Indonesia has initiated the development of model regulations for water aerodromes at the APANPIRG Aerodrome Operations and Planning Working Group in 2013. The task of developing sample regulations for water aerodromes has been completed and was followed by the task of developing sample requirements for use as a reference document, which is to be finished in the next two years.

6. COMMITMENT TO SECURITY

6.1 Indonesia is committed to enhancing and ensuring the implementation of aviation security measures by airports and airlines against acts of unlawful interference by complying with all relevant ICAO Standards and Recommended Practices. To fulfil ICAO SARPs on security, Indonesia has issued Ministerial Regulation Number 127 of 2015 on the National Aviation Security Program, in compliance with Amendment 14 of ICAO Annex 17.

6.2 To enhance aviation security, Indonesia emphasizes the importance of international cooperation, including membership in such regional programmes as CASP-AP. In 2010 Indonesia hosted and chaired the 7th CASP-AP Steering Committee Meeting in Bali. Indonesia also has bilateral cooperation arrangements with Japan, Australia, Netherlands, United States, United Kingdom, Singapore and other countries which are highly useful to enhance aviation security.

7. COMMITMENT TO THE ENVIRONMENT

7.1 In line with the National Action Plan to reduce greenhouse gas (GHG) emissions, some airports already implemented renewable sources of energy such as solar cell panels. The solar-cell systems have been installed at 39 airports in Indonesia, in line with the national target to install solar-cell panels at 50 airports until 2020. Indonesia is also progressing towards utilization of wind and hydro energy systems to generate energy at five international airports and five domestic airports.

7.2 Indonesia has also required more effective and efficient air traffic management (ATM) measures. Among these are operational measures such as reducing the taxi and holding time and the use of PBN which will in return decrease gaseous emissions.

7.3 Indonesia also participates actively in aviation environmental protection issues in ICAO and was appointed in March of 2016 by the ICAO Council as a Member on the Committee on Aviation Environmental Protection (CAEP) after having been an Observer since 2012. It was one of the first States to develop and provide to ICAO an Action Plan on initiatives to manage the aviation impact on climate change as well as to provide annual updates on traffic data and fuel usage. It has also established an Indonesia Aviation Biofuels and Renewable Energy Task Force (ABRETF), with 75 experts and professionals from various organizations.

8. CONTRIBUTION TO INTERNATIONAL AIR TRANSPORT

8.1 Indonesia has established bilateral air services agreements with 76 countries. Currently, airlines of 27 countries operate to Indonesia, while Indonesia's national airlines operate to 16 countries.

8.2 Indonesia has also successfully hosted a number of international aviation meetings, such as the Steering Committee of the ICAO Committee on Aviation Environmental Protection (CAEP) in September 2014, the ICAO Civil Aviation Negotiation Event (ICAN) in November 2014, the Global Aviation Dialogs (GLADS) from 29 to 30 March 2016, and more recently the Ministerial Meeting of Developing Countries on Strengthening Partnership in Capacity Building for Civil Aviation: No Country Left Behind, Bali, 30-31 May 2016.

9. CONCLUSION

9.1 In a nutshell, the Government of the Republic of Indonesia is confident that if entrusted by the ICAO members to serve on the Council, Indonesia will be able to contribute more to the work of ICAO, considering that:

- a) as the largest archipelagic country located strategically between Asia and Australia and with air space covering one-eighth of the earth equator, Indonesia continues to provide good services to all users of its airspace;
- b) as member of ICAO since 1950 and also having had the opportunity to serve as member of the ICAO Council between 1962 to 2001, Indonesia has gained a comprehensive understanding of the needs of the Member States; and

- c) as a proponent of the Asia-Africa Conference, and at the same time a member of the G20, Indonesia continues to position itself as a bridge builder in international forums, especially in efforts to narrow the development gap.

9.2 On the basis of the above, the Government of the Republic of Indonesia takes this opportunity to seek support for its election as a member of the ICAO Council in Part III at the 39th Session of the ICAO Assembly, and expresses its deep appreciation for any support thus received.

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