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NATIONAL AVIATION SAFETY PLAN
2024-2026

Amendment : 0 (Original)
Date : 27 December 2024

REPUBLIK OF INDONESIA-MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION
JAKARTA - INDONESIA

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1. INTRODUCTION

1.1 Overview of The National Aviation Safety Plan

Indonesia is committed to enhancing aviation safety and to the resourcing of supporting activities by issuing a statement signed by the Director General of Civil Aviation in DGCA Indonesia Safety Policy. The purpose of this Indonesia National Aviation Safety Plan, hereinafter abbreviated as NASP, is to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a national aviation safety strategy. A safe aviation system contributes to the economic development of Indonesia and its industries. The NASP promotes the effective implementation of Indonesia's safety oversight system, a risk-based approach to managing safety, as well as a coordinated approach to collaboration between Indonesia and other States, regions and industry. All stakeholders are encouraged to support and implement the NASP as the strategy for the continuous improvement of aviation safety.

The NASP of Indonesia is in alignment with the ICAO Global Aviation Safety Plan (GASP) 2023 to 2025 and the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2023 to 2025.

1.2 Structure of The National Aviation Safety Plan

This NASP presents the strategy for enhancing aviation safety for a period of 3 years (2024 to 2026), includes eight sections namely: Introduction, Purpose of Indonesia NASP, Indonesia's Strategic Approach to Managing Aviation Safety, Aviation Safety Roadmap, National Operational Safety Risks (OPS), Other Safety Issues addressed in the NASP, National Safety Performance Indicator (SPI) and Acceptable Level of Safety Performance (ALoSP) and a description of how the implementation of the Safety Enhancement Initiatives (SEIs) listed in the NASP is going to be monitored.

1.3 Relationship Between The National Aviation Safety Plan (NASP) and The State Safety Programme (SSP)

NASP addresses Operational Safety Risks (OPS) identified in the ICAO GASP and the AP-RASP during development of Indonesia's SSP. Indonesia is committed to implement an SSP by 2028 (Present & Effective) as a State's responsibilities for the management of safety comprise both safety oversight and safety management, collectively implemented through an SSP. Initiatives listed in this NASP address organizational challenges and aim to enhance organizational capabilities related to effective safety oversight.

1.4 Responsibility for The National Aviation Safety Plan Development, Implementation and Monitoring

The Directorate General of Civil Aviation (DGCA) Indonesia is responsible for the development, implementation and monitoring of the NASP, in collaboration with the national aviation industry. The NASP has been developed based on the Komite Nasional Keselamatan Transportasi (KNKT) data from 2016 to 2023, in consultation with national operators and other stakeholders, and in alignment with the ICAO Global Aviation Safety Plan (Doc. 10004) 2023 to 2025 and the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2023 to 2025.

1.5 National Safety Issues, Goals and Targets

The NASP addresses the following national safety issues:

a. Issue No. 1 "Operational Safety Risks (OPS)"
   1) Loss of Control In-flight (LOC-I)
   2) Runway Excursion (RE)
   3) Runway Incursion (RI)
   4) Mid Air Collision (MAC)
   5) Control Flight Into Terrain (CFIT)

b. Issue No. 2 "State Safety Oversight System"
   The last ICAO audits activity conducted in 2017 is ICVM (ICAO Coordinated Validated Mission) identifies Critical Element 8 (CE-8, Resolution of Safety Issues) as weakest elements and the Aircraft Accident and Incident Investigation (AIG) areas has lowest EI score.

c. Issue No. 3 "Slow Pace of SSP Implementation".
   Effective implementation of SSP is one of the objectives of the ICAO Global Aviation Safety Plan (GASP) 2023-2025 edition which is designed to reduce fatalities and fatality risks sustainably. All member states are expected to gradually implement SSP effectively with "Present" in 2025, and "Present and Effective" in 2028.

In order to address the issues listed above and enhance safety at the national level, the 2024 to 2026 Indonesia NASP contains the following safety goals and targets:

a. Goal 1 : Achieve a continuous reduction of operational safety risks.

   Target :
   1) Maintain a 5-years moving average decreasing trend of accident rate per million aircraft movement.
   2) Maintain target rate of serious incident is achieved and alert level not breached.

b. Goal 2 : Strengthen Indonesia's safety oversight capabilities.
   Target : Increase the score Effective Implementation to 85% (with focus on priority PQs) by 2026

c. Goal 3 : Implement Effective State Safety Programme
   Target :
   1) Increase the score of SSP Foundation from 90.53% to 100% by 2026
   2) Implement an SSP that is "Present" by 2025.

d. Goal 4 : Increase collaboration at the regional level.
   Target : Contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to Asia Pacific Regional Aviation Safety Group (AP-RASG) by 2025.

1.6 Operational Context

As per data November 30, 2024, DGCA Indonesia issued 177 airport certificates, 93 register airport, and 5 register waterbase, including 17 international airports. There are 541 of registered heliports in Indonesia. The airspace of Indonesia is classified into Class A through G. There were approximetely 1.000.000 of aircraft movements in Indonesia annually over the period of 5 years (2019 to 2023). There are currently 67 Air Operator Certificates (AOCs) involved in Commercial Air Transport (CAT) issued by DGCA Indonesia. Indonesia also has common challenges that include: archipelago country, mountainous area, volcanic ash, meteorology, supply chain of aeronautical product, RPAS (Remotely Piloted Aircraft System), recovery from global Covid-19 pandemic, unmoored balloon, kites, laser pointer, and infrastructure.

2. PURPOSE OF THE NATIONAL AVIATION SAFETY PLAN (NASP)

NASP is the master planning document containing the strategic direction of Indonesia for the management of aviation safety for a period of 3 years (2024 to 2026). This plan lists national safety issues, sets national aviation safety goals and targets, and presents a series of Safety Enhancement Initiatives (SEIs) to address identified safety deficiencies and achieve the national safety goals and targets.

The DGCA Strategic Plan 2020-2024 (DGCA Degree No. 13 Year 2021) addresses all aspects of air transport at the State-level with the objective of providing a clear and comprehensive planning and implementation strategy for the future development of the entire civil aviation sector. The NASP contains in-depth information specific to aviation safety aspects that will be accomodated in DGCA Strategic Plan 2025-2029.

The NASP has been developed using international safety goals and targets and High Risk Category's (HRCs) from both the GASP and the AP-RASP. These are highlighted in the text, where applicable. The SEIs listed in the NASP support the improvement of safety at the wider regional and international levels and include several actions to address specific safety risks and recommended SEIs for individual States set out in the GASP and AP-RASP. Indonesia has adopted these SEIs and has included them in this plan.

Note :

ICAO considers the accident rate for Commercial Air Transport (CAT) operations (Maximum Takeoff Weight (MTOW) above 5,700 kilograms) as a primary safety indicator in the global air transport system.

According to the DGCA Strategic Plan 2020-2024 (DGCA Degree No. 13 Year 2021), Indonesia also considers this accident rate for Commercial Air Transport (CAT) operations for aircraft Maximum Takeoff Weight (MTOW) above 5,700 kilograms to be a reactive SPI and has broadened the definition in order to better understand the safety of the air transport system, by including fatal accidents and non-fatal serious incidents rate for CAT operations.

AirNav Indonesia (ANSP) aircraft movement is used to determine the number of aircraft departures when determining accidents or serious incidents rates. KNKT data is used to assess the number of accidents or serious incidents. The definition used to differentiate between accidents, incidents and serious incidents is consistent with ICAO Annex 13 "Aircraft Accident and Incident Investigations" requirements.

3. INDONESIA'S STRATEGIC APPROACH TO MANAGING AVIATION SAFETY

The NASP presents the SEIs that were developed based on the Operational Safety Risks (OPS) and Organizational Challenges (ORG), as presented in the ICAO Global Aviation Safety Roadmap, as well as State-specific issues identified by DGCA Strategic plan 2020-2024. This NASP is developed and maintained by DGCA Indonesia, in coordination with all stakeholders and is updated at least every 3 years.

The NASP includes the following national safety goals, safety performance indicator and safety performance targets listed in Table 1, for the management of aviation safety, as well as a series of indicators to monitor the progress made towards their achievement. They are tied to the goals, targets and indicators listed in the GASP and the AP-RASP.

Table 1. National Safety Goals, SPI and SPT

Safety Goal	Safety Performance Indicator	Safety Performance Target	Link to GASP and AP-RASP
Goal 1 : Achieve a continuous reduction of operational safety risk	• Fatal Accident rate permillion aircraft movement (*) • Accident rate permillion aircraft movement (*)	Target 1.1 : Maintain a 5-years moving average decreasing trend of accident rate per million aircraft movement (*)	This goal is directly linked to Goal 1 and Target 1.1 of the GASP and linked to Goal I and Target T1 of the AP-RASP
	• Serious incident rate per million aircraft movement related to HRC's (*)	Target 1.2 : Maintain target rate of serious incident is achieved and alert level not breached (*)	
Goal 2 : Strengthen Indonesia's safety oversight capabilities	• Percentage of EI score achieved as per the timelines • Percentage CAP submitted • Percentage CAP completed	Target 2.1 : Increase the score Effective Implementation to 85% (with focus on Priority PQs) by 2026	This goal is directly linked to Goal 2 and Target 2.1 of the GASP and linked to Goal II, Goal V and Target T10,

			T15, T16 of the AP-RASP
Goal 3 : Implement Effective State Safety Programmed	• Percentage PQ related to SSP Foundation satisfactory • Percentage CAP related to PQ SSP Foundation submitted • Percentage CAP related to PQ SSP Foundation completed	Target 3.1 : Increase the score of SSP Foundation from 90.53% to 100% by 2026.	This goal is directly linked to Goal 3 and Target 3.1 of the GASP
	• Status of SSP Maturity Level in CMA OLF as per timelines • Number service providers to implement an SMS	Target 3.2 : Implement an SSP that is "Present" by 2025.	This goal is directly linked to Goal 3 and Target 3.3 of the GASP and linked to Goal III and Target T11 of the AP-RASP
Goal 4: Increase collaboration at the regional level.	▪ Registered to the Secure Portal on Operational Safety Risks and Emerging Issues ▪ Indonesia sharing SSP SPIs with AP-RASGs ▪ Number of reports received via the Secure Portal on Operational Safety Risks and Emerging Issues and validated	Target 4.1 : ▪ Contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to Asia Pacific Regional Aviation Safety Group (AP-RASG) by 2025.	This goal is directly linked to Goal 4 and Target 4.3 of the GASP and linked to Goal I and Target T6, T13 of the AP-RASP

Note: (*) Aircraft MTOW above 5700 kg Commercial Air Transport

4. AVIATION SAFETY ROADMAP

The aviation safety roadmap comprises an action plan of SEIs designed to help Indonesia achieving its NASP safety goals. It is divided into Operational (OPS) and Organisational (ORG) components in line with the GASP, Global Aviation Safety Roadmap and AP-RASP. A summary of Indonesia's aviation safety roadmap is included at Table 2.

Each SEI comprises specific actions that Indonesia intends to undertake to improve State safety system processes and performance. Unlike the NASP Safety Goals and SPIs, which monitor and measure our current safety performance, the SEIs are designed to continuously improve our supporting safety systems and processes to enhance our overall safety performance capabilities.

The OPS roadmap (Appendix A) details Indonesia's SEIs to meet global, regional, and national goals for continuously reducing operational safety risks, including risk management activities associated with ICAOs G-HRC items.

The ORG roadmap (Appendix B) details Indonesia's SEIs associated with Indonesia's safety oversight capabilities and the ongoing improvement of Indonesia's SSP, including the industry service provider's SMS implementation and oversight.

The initial NASP roadmap SEIs focused on establishing and implementing enhanced oversight systems and support SSP processes. This second NASP incorporates lessons learned and works towards continuously improving our SSP systems and processes to enhance our safety performance, oversight and supporting processes.

Despite the breakdown of the roadmap into components, the SEIs should not be viewed as stand-alone activities. In many cases, they are interrelated and serve to meet several goals simultaneously. Therefore, the SEIs in the ORG roadmap may be linked to multiple NASP goals.

Figure 1. Relationship between Indonesia Safety goals, objectives, SPIs, SEIs and actions.

Table 2. Indonesia Aviation Safety Roadmap Summary

Safety Goal	SEI No	Safety Enhancement Inititaives
Goal 1 Achieve a continuous reduction of operational safety risk	SEI OPS-1	Mitigate contributing factors to LOC-I accidents and serious incidents
	SEI OPS-2	Mitigate contributing factors to RE accidents and serious incidents
	SEI OPS-3	Mitigate contributing factors to RI accidents and serious incidents
	SEI OPS-4	Mitigate contributing factors to MAC accidents and TCAS RA/AIRPROX serious incidents
	SEI OPS-5	Mitigate contributing factors to the risk of CFIT
Goal 2 Strengthen Indonesia's safety oversight capabilities	SEI ORG-1	Consistent implementation of ICAO SARPs at the national level
	SEI ORG-2	Development of a comprehensive regulatory oversight framework
	SEI ORG-3	Establishment of an independent accident and incident investigation authority, consistent with Annex 13 — Aircraft Accident and Incident Investigation
	SEI ORG-4	Strategic allocation of resources to enable effective safety oversight
	SEI ORG-5	Qualified technical personnel to support effective safety oversight
	SEI ORG-6	Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner
	SEI ORG-7	Provision of the primary source of safety information to ICAO by completing, submitting and updating all relevant documents and records
	SEI ORG-8	Consistent implementation of ICAO SARPs at the national level
	SEI ORG-9	Continued implementation of and compliance with ICAO SARPs at the national level

	SEI ORG-10	Strategic allocation of resources to enable effective safety oversight Activities
	SEI ORG-11	Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner
	SEI ORG-12	Continued provision of the primary source of safety information to ICAO by updating all relevant documents and records as progress is made
Goal 3 Implement Effective State Safety Programme	SEI ORG-13	Start of SSP implementation at the national level
	SEI ORG-14	Strategic allocation of resources to start SSP implementation
	SEI ORG-15	Strategic collaboration with key aviation stakeholders to start SSP implementation
	SEI ORG-16	Strategic collaboration with key aviation stakeholders to complete SSP implementation
Goal 4 Increase collaboration at the regional level	SEI ORG-17	Availability of safety data and safety information to support safety management activities at the national level (step 1)
	SEI ORG-18	Availability of safety data and safety information to support safety management activities at the national level (step 2)
	SEI ORG-19	Acquisition of resources to increase the proactive use of risk modelling capabilities
	SEI ORG-20	Strategic collaboration with key aviation stakeholders to support the proactive use of risk modelling capabilities
	SEI ORG-21	Advancement of safety risk management at the national level

5. NATIONAL OPERATIONAL SAFETY RISKS (OPS)

The NASP includes SEIs that address National Operational Safety Risks (OPS), derived from lessons learned from operational occurrences and from a data-driven approach. These SEI may include actions such as: rule-making, policy development, targeted safety oversight activities, safety data analysis, and safety promotion.

The summary of accidents and serious incidents that occurred in Indonesia and those for aircraft registered in Indonesia involved in Commercial Air Transport (CAT) is shown in the table below :

Table 3. Accident and Serious Incident of Aircraft with Maximum Takeoff Weight (MTOW) above 5,700 kilograms

Aircraft with Maximum Takeoff Weight (MTOW) above 5,700 kilograms				
Year	*Fatal Accidents (*)*	*Non-Fatal Accidents (*)*	*Serious Incidents (*)*	*Aircraft Movement (**)*
2020	0	1	10	801.515
2021	1	1	7	617.291
2022	0	0	6	902.816
2023	0	1	2	1.301.825
2024	0	1	6	1.027.333

Note:
(*) The number of accidents/serious incidents of commercial aircraft MTOW >5700 kg data sourced from KNKT through DKPPU as of October 2024
(**) The number of aircraft movements data is sourced from AirNav Indonesia through DNP as of October 2024.

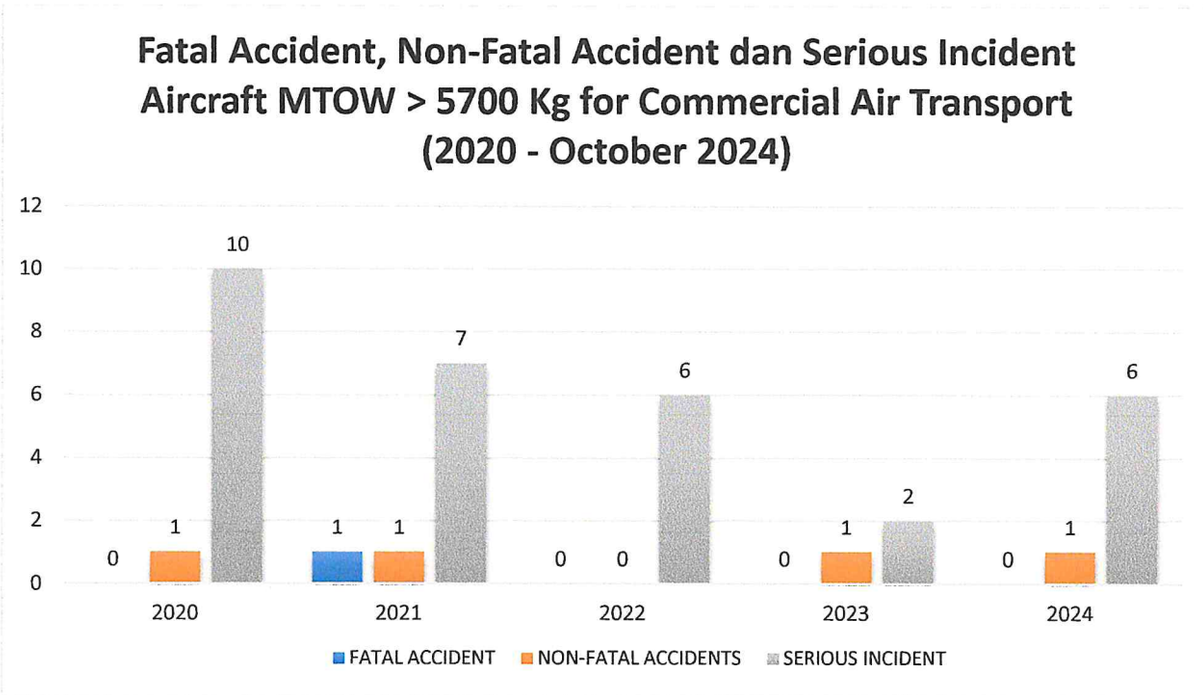

Figure 2. Fatal Accident, Non Fatal Accident and Serious Incident Aircraft with Maximum Takeoff Weight (MTOW) above 5,700 kilograms for Commercial Air Transport

The following 4 (four) High Risk Categories (HRCs) of occurrences in the context of Indonesia were considered of the utmost priority because of the number of fatalities and risk of fatalities associated with such events. They were identified based on analyses from KNKT data from 2020 to October 2024 for accident and serious incident investigation reports for Commercial Air Transport (CAT), as well as on the basis of regional analysis conducted by RASG-APAC and on the operational safety risks described in the GASP. These HRCs are in line with those listed in the ICAO Global Aviation Safety Plan (GASP) 2023 to 2025 (Doc. 10004) and the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2023 to 2025:

HRC 1 : Loss of Control In-flight (LOC-I)
HRC 2 : Runway Excursion (RE)
HRC 3 : Runway Incursion (RI)
HRC 4 : Mid Air Collision (MAC)

Table 4. Hight Risk Category (HRC) Aircraft with Maximum Takeoff Weight (MTOW) above 5,700 kilograms (2020-October 2024)

Hight Risk Category **(HRC) Aircraft with Maximum Takeoff Weight (MTOW) above 5,700 kilograms (2020-October 2024)**										
Year	**LOC-I (*)**	**LOC-I Rate**	**RI (*)**	**RI Rate**	**RE (*)**	**RE Rate**	**MAC**	**MAC Rate**	**CFIT (*)**	**CFIT Rate**
2020	0	0	0	0	4	4,990	0	0	0	0
2021	1	1,619	0	0	2	3,24	0	0	0	0
2022	0	0	0	0	1	1,107	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	2	1,947	0	0	0	0

Note:
(*) The number of HRC of commercial aircraft MTOW > 5700 kg data sourced from KNKT through DAAO (LOC-I, RI, RE,CFIT) and DAN (MAC) per October 2024.

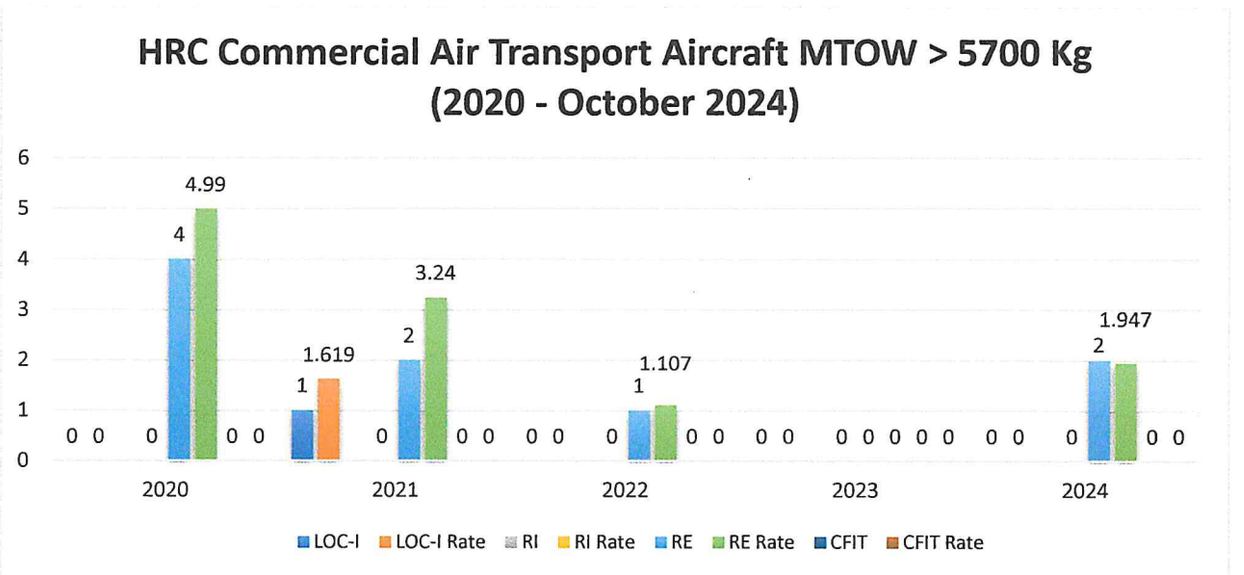

Figure 3. HRC Commercial Air Transport Aircraft Aircraft with MaximumTake off Weight (MTOW) above 5,700 (2020 – October 2024)

In addition to the national operational safety risks listed above, the following additional categories of operational safety risks have been identified for Aircraft with Maximum Takeoff Weight (MTOW) below 5,700 kilograms in Papua area:

HRC 5 : Control Flight Into Terrain (CFIT)

The aviation occurrence categories from the CAST/ICAO Common Taxonomy Team (CICTT) were used to assess risk categories in the process of determining national operational safety risks. The CICTT Taxonomy is found on the ICAO website at https://www.icao.int/safety/airnavigation/AIG/Pages/Taxonomy.aspx.

In order to address the national operational safety risks listed above, Indonesia identified the following contributing factors leading to HRCs and will implement a series of SEIs, some of which are derived from the ICAO OPS roadmap, contained in the GASP and AP-RASP :

HRC 1: Loss of Control In-flight (LOC-I)

Identified contributing factor, as follows:
a. Distraction;
b. Complacency;
c. Inadequate standard operating procedures (SOPs) for effective flight management;
d. Insufficient height above terrain for recovery;
e. Lack of awareness or competence in procedures for recovery from unusual aircraft attitudes;
f. Inappropriate flight control inputs in response to a sudden awareness of an abnormal bank angle;
g. Insufficient manage of repetitive defect.

HRC 2: Runway Excursion (RE)

Identified contributing factor as follows:
a. Ineffective SOPs;
b. Meteorological information regarding CB and windshear to pilot;
c. Failure to adhere to the appropriate SOPs;
d. Long/floated/bounced/firm/off-centre/crabbed landing;
e. Unstabilized approach;
f. Poor awareness of effective landing distance;
g. Runway surface conditions affecting brake effectiveness and directional control.

HRC 3: Runway Incursion (RI)

Identified contributing factor as follows:
a. Inadequate lighting;
b. inadequate aerodrome facilities;
c. Phraseology use (e.g. non-standard vs. standard, call-sign confusion);
d. English language competence despite the introduction by ICAO of a system of validating competence in aviation English;

e. Inadequate manoeuvring area driver training and assessment programme;
f. In adherence or incompliance to ATC clearance or instruction;
g. In adequate coordination between controllers;
h. In adequate coordination between controller and airport officer.

HRC 4: Mid Air Collision (MAC)

Identified contributing factor with Risk Collision as follows:
Air Navigation Contributing
a. ATC Situational Awareness;
b. In adequate coordination between controllers;
c. Readback-Hear back Issue;
d. Incompliance with ATC Operational Procedures.

Aircraft Operation Contributing
a. Pilot not comply with ATC Instruction (Lack of situational awareness with ATC instruction);
b. Pilot delay to execute ATC Instruction;
c. Aircraft Instrument Error;
d. Incorrect Altitude setting;
e. Pilot not comply with circular related to "Vertical rates adjustment".

HRC 5: Control Flight Into Terrain (CFIT)

Identified contributing factor as follows:
a. Conducting VFR Flight in IMC or flying below minimum safe altitude;
b. Pilot fatigue and disorientation;
c. Absence of TAWS warning or inappropriate respond to TAWS warning;
d. Deviation from VFR route.

The full list of the SEIs national Operational Safety Risks (OPS) roadmap is presented in the Appendix A to the NASP.

6. OTHER SAFETY ISSUES

In addition to the national Operational Safety Risks (OPS) listed in Section 5 of this NASP, Indonesia has identified other safety issues regarding Organization Challenges (ORG) and initiatives selected for the NASP. These are given priority in the NASP since they are aimed at enhancing and strengthening Indonesia's safety oversight capabilities and the management of aviation safety at the national level.

The eight critical elements (CEs) of a safety oversight system are defined by ICAO. Indonesia is committed to the effective implementation of these eight CEs, as part of its overall safety oversight responsibilities, which emphasize Indonesia's commitment to safety in respect of its aviation activities. The eight CEs are presented in the figure below.

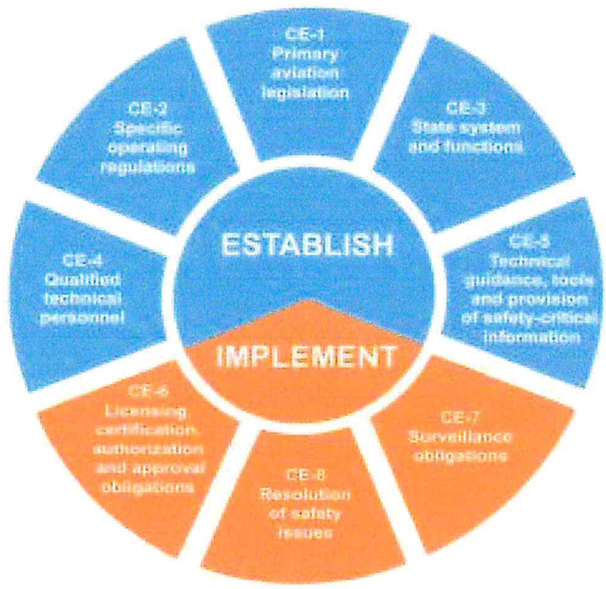

Figure 4. Critical elements of a State's safety oversight system

The latest ICAO activities is ICVM conducted in 2017, which aim to measure the effective implementation of the eight CEs of Indonesia's safety oversight system, as part of the ICAO Universal Safety Oversight Audit Programmed (USOAP), have resulted in the following Effective Implementation (EI) scores:

Overall EI score : 78,85 %

EI score by CE

CE-1	CE-2	CE-3	CE-4	CE-5	CE-6	CE-7	CE-8
75,86%	85.86%	84.38%	60.42%	84.03%	83.42%	75.00%	53.19%
EI score by audit area (*)							
LEG	**ORG**	**PEL**	**OPS**	**AIR**	**AIG**	**ANS**	**AGA**
71.43%	72.73%	74.39%	86.84%	90.68%	62.03%	80.91%	69.23%

Note (*) : Eight audit areas pertaining to ICAO USOAP, i.e. primary aviation legislation and civil aviation regulations (LEG), civil aviation organization (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).

The Safety Oversight Index (SOI) of a State is an ICAO indicator of its safety oversight capabilities. Every State audited by ICAO has an SOI. It is a number greater than zero where the number one represents a level at which the safety oversight capabilities of a State would indicate the minimum expected capabilities considering the number of departures as an indication of the size of that State's aviation system. The calculations conducted by ICAO of Indonesia's SOI reflected on ICAO iStars have resulted in the following scores :

Score in the area of Operations		**Score in the area of Air Navigation**		**Score in the area of Support Functions**	
EI	SOI	EI	SOI	EI	SOI
83.97 %	1.01	75.07 %	0.93	68.73 %	0.95

The following other safety issues for Organizational Challenges (ORG) in the Indonesia context were considered of the utmost priority because they are systemic issues, which impact the effectiveness of safety risk controls.

They were identified based on analysis from ICAO USOAP data. These issues are typically organizational in nature and relate to challenges associated with the conduct of States safety oversight functions, implementation of SSP at the national level, and the level of SMS implementation by national service providers. They take into consideration organizational culture, policies, and procedures within DGCA Indonesia and those of service providers. These safety issues are in line with those listed in the ICAO Global Aviation Safety Plan (GASP) 2023 to 2025 (Doc. 10004) and the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2023 to 2025:

a. The last ICAO audits activity conducted in 2017 is ICVM (ICAO Coordinated Validated Mission) identifies Critical Element 8 (CE-8, Resolution of Safety Issues) as weakest elements and the Aircraft Accident and Incident Investigation (AIG) areas has lowest EI score. According to implementation of corrective action plan to the finding, it indicates that Critical Elements 6 (CE-6) is the lowest score.
b. Safety Oversight Index for Air Navigation and Support function are less than 1.

In order to address the issues listed above, Indonesia will implement a series of Safety Enhancement Initiatives (SEIs), some of which are derived from the ICAO ORG roadmap, contained in the GASP. The full list of the SEIs Organizational Challenges (ORG) roadmap is presented in the Appendix B to the NASP.

7. NATIONAL SAFETY PERFORMANCE INDICATOR (SPI) AND ACCEPTABLE LEVEL OF SAFETY PERFORMANCE (ALOSP)

To synergize the National ALoSP with the RKPN and Renstra of the Directorate General of Civil Aviation, the Operational Safety Risk (OPS) and the Accident Rate of Commercial Air Transport are set as targets for the Acceptable Level of Safety Performance (ALoSP) nationally.

The Directorate General of Civil Aviation sets targets for the Acceptable Level of Safety Performance (ALoSP) nationally, which consist of:

a. Safety Performance Indicator;
   1) Lagging Indicator
      a) LOC-I rate permillion aircraft movement (*);
      b) RI rate permillion aircraft movement (*);
      c) RE rate permillion aircraft movement (*);
      d) MAC rate permillion aircraft movement (*);
      e) CFIT rate permillion aircraft movement (*);
      f) Accident rate permillion aircraft movement (*).

      The Accident Rate of Commercial Air Transport is the number of accidents involving commercial aircraft with a maximum takeoff weight (MTOW) above 5700 kilograms causing in fatalities during one-year period divided by the total number of aircraft movements during the same year period multiplied by 1.000.000 aircraft movements.
   2) Leading Indicator
      a) SEI OPS-1: *Action to mitigate contributing factors to LOC-I accidents and serious incidents;*
      b) SEI OPS-2: *Action to mitigate contributing factors to RE accidents and serious incidents;*
      c) SEI OPS-3: *Action to mitigate contributing factors to RI accidents and serious incidents;*
      d) SEI OPS-4: *Action to mitigate contributing factors to MAC accidents and TCAS RA/AIRPROX serious incidents;*
      e) SEI OPS-5: *Action to mitigate contributing factors to the risk of CFIT.*

b. Safety Performance Target;
   1) Maintain a 5-years moving average decreasing trend of accident rate per million aircraft movement (*)
   2) Maintain target rate of serious incident is achieved and alert level not breached (*)

c. Measurement of Safety Performance Achieved.
   The Directorate General of Civil Aviation measures and evaluates the achievement of national aviation safety performance by monitoring the achievement of safety performance targets at least once every 6 (six) months. This is intended to identify critical safety issues and identify trends in events that trigger unacceptable alert levels and mitigate them. When the ALoSP is not achieved, an evaluation must be conducted to understand the root cause and immediately determine if further action is needed. This may require additional analysis that can identify other safety issues or new safety issues, or there is risk mitigation that is not yet effective.
   Note: (*) Aircraft with MTOW more than 5,700 kilograms for Commercial Air Transportation.

8. MONITORING IMPLEMENTATION

DGCA Indonesia will continuously monitor the implementation of the Safety Enhancement Initiatives (SEIs) listed in the NASP and measure safety performance of the national civil aviation system, to ensure the intended results are achieved, using the mechanisms presented in the Appendix A and Appendix B to this NASP.

In addition to the above, DGCA Indonesia will review the NASP every 3 years or earlier, if required, to keep the identified Operational Safety Risks (OPS), safety issues, and selected SEIs updated and relevant. The DGCA Indonesia will perform a semi-annual review of the safety performance of the initiatives listed in the NASP to ensure the achievement of national safety goals and targets. If required, DGCA Indonesia will seek the support of Asia Pacific Regional Aviation Safety Group (AP-RASG), and industry to ensure the timely implementation of SEIs to address safety deficiencies and mitigate risks. Through close monitoring of the SEIs, DGCA Indonesia will make adjustments to the NASP and its initiatives, if needed, and update the NASP accordingly.

DGCA Indonesia will use the indicators listed in Section 3 of this NASP to measure safety performance of the civil aviation system and monitor each national safety target. An annual safety report will be published to provide stakeholders with relevant up-to-date information on the progress made in achieving the national safety goals and targets, as well as the implementation status of the SEIs.

In the event that the national safety goals and targets are not met, the root causes will be presented. If DGCA Indonesia identifies critical safety risks or emerging safety issues, reasonable measures will be taken to mitigate them as soon as practicable, possibly leading to an unscheduled revision of the NASP.

DGCA Indonesia adopted a standardized approach to provide information at the regional level, for reporting to the AP-RASGs (Indonesia's safety information is shared with RASG through the designated focal point). This allows the region to receive information and assess safety risks using common methodologies.

Any questions regarding the NASP and is initiatives, and further requests for information may be addressed to:
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APPENDIX A
DETAILED SEIs: OPERATIONAL SAFETY RISKS (OPS) ROAD MAP

Issue No. 1 : Operational Safety Risks (OPS)

HRC 1 : Loss of Control In-flight (LOC-I)

Goal 1 : Achieve a continuous reduction of operational safety risk
Target 1.1 : Maintain a 5-years moving average decreasing trend of accident rate per million aircraft movement (*)
Target 1.2 : Maintain target rate of serious incident is achieved and alert level not breached (*)
Note: (*) Aircraft MTOW above 5700 kg Commercial Air Transport

Safety Enhancement Initiatives	Action	Timeline	Responsible entity
SEI OPS-1 Mitigate contributing factors to LOC-I accidents and serious incidents	1. Develop and revise Regulation and Standard Guidance for *Upset Prevention and Recovery Training (UPRT)*, such as: - CASR 121, - AC 120 UPRT, - Revise FDAP guidance AC 120-CSEA 007 to encourage operators to consider LOC-I precursors as part of FDAP - Revise the AC 120-71 Standard Operating Procedure For Flight Deck Crewmembers Date 12 January 2012 referring to the latest APRAST safety tools (Air Operators Standard Operating Procedures for Flight Deck Crewmember)	2025 to 2026	DGCA
	2. Continue socialization and training UPRT for regulator and operator	2025 to 2026	DGCA
	3. Continue Implementation *Upset Prevention and Recovery Training (UPRT)* including in all full flight simulator type conversion and recurrent training programmes. Require more time devoted to training for the pilot monitoring role.	Continue Process	DGCA
	4. Ensure continued implementation of Guidance Material on Flight Crew Proficiency (SI 8900-6.7)	Continue Process	DGCA
	5. Ensure continued implementation of AC 120 - 05 Mode Awareness and Energy State Management Aspects of Flight Deck Automation	Continue Process	DGCA
	6. Continue to conduct surveillance and education campaign on handling technical and repetitive failure/ malfunction on maintenance	Continue Process	DGCA

	7. Regularly review Safety Performance Indicator (SPI) and AloSP related LOC-I in accordance NASP 2024-2026.	Continue Process	DGCA
	8. Validate the effectiveness of the SEIs through the analysis of MORs and VRS and accident/ serious incident investigations related to LOC-I (apply safety management methodologies)	Continue Process	DGCA
	9. Conduct continuous evaluations of the performance of the SEIs	Continue Process	DGCA

HRC 2 : Runway Excursion (RE)

Goal 1 : Achieve a continuous reduction of operational safety risk
Target 1.1 : Maintain a 5-years moving average decreasing trend of accident rate per million aircraft movement (*)
Target 1.2 : Maintain target rate of serious incident is achieved and alert level not breached (*)
Note: (*) Aircraft MTOW above 5700 kg Commercial Air Transport

Safety Enhancement Initiatives	Action	Timeline	Responsible entity
SEI OPS-2 Mitigate contributing factors to RE accidents and serious incidents	1. Ensure the continued establishment and implementation of Runway Safety Programme and Runway Safety Teams	2025 to 2026	DGCA
	2. Ensure continued Implementation of Safety Circular Number SE.003 Year 2018 & Safety Circular Number SE.005/DKPPU/2018	Continue Process	DGCA
	3. Ensure effective and timely reporting of meteorological and aerodrome conditions (e.g. runway surface condition in accordance to the ICAO global reporting format in Annex 14, Volume I, braking action and revised declared distances)	2025 to 2026	DGCA
	4. Improve the network infrastructures to enable the seamless weather information transmission	2025 to 2026	DGCA
	5. Reducing declare runway distance in order to provide the necessary runway end safety area (RESA)	2025 to 2026	DGCA
	6. Certify international aerodrome in accordance with ICAO Annex 14, Volume I as well as Doc 9981, PANS-Aerodrome	2025-2026	DGCA
	7. Guidance material and training program for runway pavement, maintenance and operations from aerodrome operator's perspective. [Guidance material for training on runway maintenance and operations based on ICAO Annex 14 SARPs and industry best practices to help reduce the risk of runway excursions can be found in: http://www.olc.aero/Courses/Runway-Safety-Management.aspx	2025 to 2026	DGCA

	8. Runway Safety Maturity Checklist. [This checklist is developed for use by ANSPs, Airlines and Airport Operators to help them benchmark their level of safety against best practice]	2025 to 2026	DGCA
	9. Validate the effectiveness of the SEIs through the analysis of MORs and VRSs and accident/serious incident investigations related to RE (apply safety management methodologies)	Continue Process	DGCA
	10. Conduct continuous evaluations of the performance of the SEIs	Continue Process	DGCA

HRC 3 : Runway Incursion (RI)

Goal 1 : Achieve a continuous reduction of operational safety risk
Target 1.1 : Maintain a 5-years moving average decreasing trend of accident rate per million aircraft movement (*)
Target 1.2 : Maintain target rate of serious incident is achieved and alert level not breached (*)
Note: (*) Aircraft MTOW above 5700 kg Commercial Air Transport

Safety Enhancement Initiatives	Action	Timeline	Responsible entity
SEI OPS-3 Mitigate contributing factors to RI accidents and serious incidents	1. Ensure the establishment and implementation of a State runway safety programme and runway safety teams	Continuous Process	DGCA
	2. Promote the establishment of policy, procedures and training that supports situational awareness for controllers, pilots and airside vehicle drivers	Continuous Process	DGCA
	3. Ensure Implementation Safety Circular Number SE.003 Year 2018 & Safety Circular Number SE.005/DKPPU/2018	Continue Process	DGCA
	4. Develop and revise Regulation and Standard Guidance for Runway Incursion (RI) Prevention and Pilot Training	2025 to 2026	DGCA
	5. Identify and create an implementation plan for the recommendations in the Global Action Plan for the Prevention of Runway Incursions, or GAPPRI/E, to each relevant stakeholder according to their area of operation.	2025 to 2026	DGCA
	6. Certify international aerodrome in accordance with ICAO Annex 14, Volume I as well as Doc 9981, PANS-Aerodrome	2025 to 2026	DGCA
	7. Ensure the use of standard phraseologies in accordance with applicable State regulations and ICAO provisions (e.g. Doc 9432, Manual of Radiotelephony)	Continue Process	DGCA

	8. Ensure the identification and publication in the aeronautical information publication (AIP) of hot spots at aerodromes	Continue Process	DGCA
	9. Runway Safety Maturity Checklist. [This checklist is developed for use by ANSPs, Airlines and Airport Operators to help them benchmark their level of safety against best practice]	2025 to 2026	DGCA
	10. Validate the effectiveness of the SEIs through the analysis of MORs and VRSs and accident / serious incident investigations related to RI (apply safety management methodologies)	Continue Process	DGCA
	11. Conduct continuous evaluations of the performance of the SEIs	Continue Process	DGCA

HRC 4 : Mid Air Collision (MAC)

Goal 1 : Achieve a continuous reduction of operational safety risk
Target 1.1 : Maintain a 5-years moving average decreasing trend of accident rate per million aircraft movement (*)
Target 1.2 : Maintain target rate of serious incident is achieved and alert level not breached (*)
Note: (*) Aircraft MTOW above 5700 kg Commercial Air Transport

Safety Enhancement Initiatives	Action	Timeline	Responsible entity
SEI OPS-4 Mitigate contributing factors to MAC accidents and TCAS RA/AIRPROX serious incidents	1 Ensure ANSP and Air Operator adherence to ACAS warning procedures	Continuous Process	DGCA
	2 Ensure ANSP and Air Operator to distribute safety issue Information related to risk of MAC	Continuous Process	DGCA
	3 Provide information about hot spot MAC area	Continuous Process	DGCA
	4 Ensure ANSP and Air Operator provide sufficient training related to TCAS and how to avoid them	Continuous Process	DGCA

	5 Ensure ANSP provide sufficient training to ATC, related to aircraft performance	2025 to 2026	DGCA
	6 Regularly review Safety Performance Indicator (SPI) related to risk of MAC	Continuous Process	DGCA
	7 Arrangement regarding the use of airspace between civil and military	2025 to 2026	DGCA
	8 Validate the effectiveness of the SEIs through the analysis of MORs and VRSs and accident/serious incident investigations related to MAC (apply safety management methodologies)	Continue Process	DGCA
	9 Conduct continuous evaluations of the performance of the SEIs	Continue Process	DGCA

HRC 5 : Control Flight Into Terrain (CFIT)

Goal 1 : Achieve a continuous reduction of operational safety risk
Target 1.1 : Maintain a 5-years moving average decreasing trend of accident rate per million aircraft movement (*)
Target 1.2 : Maintain target rate of serious incident is achieved and alert level not breached (*)
Note: (*) Aircraft MTOW above 5700 kg Commercial Air Transport

Safety Enhancement Initiatives	Action	Timeline	Responsible entity
SEI OPS-5 Mitigate contributing factors to the risk of CFIT	1. Ensure aircraft are equipped with terrain awareness and warning system (TAWS) in accordance with CASR 91.229, CASR 121.354 and CASR 135.319	Continue Process	DGCA
	2. Ensure Implementation Guidance for Aircraft Operators to Effective Use of Equipment Terrain Awareness Warning System (AC 120-04)	Continue Process	DGCA
	3. Ensure Implementation Guidance For Operators On Training Programme On The Use Of Terrain Awareness Warning System (AC 120 CSEA 001)	Continue Process	DGCA
	4. Ensure implementation Instrument approach procedures using continuous descent final approach techniques (AC 120-CSEA 008)	Continue Process	DGCA
	5. Ensure Implementation and assessment of crew resource management (AC 120-03)	Continue Process	DGCA
	6. Ensure implementation of a Flight Data Analysis Program (SI 19-05 & AC 120-CSEA 007)	Continue Process	DGCA

7. Ensure implementation of Flight Safety Documents System for operator (SI 19-04)	Continue Process	DGCA
8. Ensure implementation Standard Operating Procedures for Flight Deck Crewmembers (AC 120-07) & Safety Circular regarding Procedure Hand Over Control (SE.013/DKPPU/X/2019)	Continue Process	DGCA
9. Ensure implementation of CFIT and ALAR Training Programme (AC 120-06)	Continue Process	DGCA
10. Promote greater awareness of approach risks	2025 to 2026	DGCA
11. Ensure the timeliness of updates and accuracy of Electronic Terrain and Obstacle Data (eTOD)	2025 to 2026	DGCA
12. Promote the use of GPS-derived position data to feed TAWS	2025 to 2026	DGCA
13. Socialization, training, campaign & seminar CFIT for regulator and operator	2025 to 2026	DGCA
14. Validate the effectiveness of the SEIs through the analysis of MORs, VRS and accident/serious incident investigations related to CFIT (apply safety management methodologies)	Continue Process	DGCA
15. Conduct continuous evaluations of the performance of the SEIs	Continue Process	DGCA

APPENDIX B

DETAILED SEIs: ORGANIZATIONAL CHALLENGES (ORG) ROADMAP

Issue No. 2 : State safety oversight system

Goal 2 : Strengthen Indonesia's safety oversight capabilities
Target 2.1 : Increase the score Effective Implementation to 85 % (with focus on priority PQs) by 2026.

Safety Enhancement Initiatives	Action	Timeline	Responsible entity
SEI ORG-1 Consistent implementation of ICAO SARPs at the national level	1. Address all priority protocol questions (PQs) of the ICAO USOAP CMA	Continuous Process	DGCA
	2. Establish primary aviation law and regulations, to empower the competent authority to conduct regulatory oversight, this includes separation of oversight functions and service provision functions (CE-1 and CE-2)	Continuous Process	Ministry of Transport
	3. Increase the level of compliance with ICAO SARPs and the EI of CEs at the national level (CE-1 to CE-5)	Continuous Process	DGCA
	4. Establish a process for the identification of differences with ICAO SARPs (CE-2)	Continuous Process	DGCA
SEI ORG-2 Development of a comprehensive regulatory oversight framework	1. Establish and maintain an independent regulatory oversight authority, which includes separation of oversight functions from service provision functions where these exist within the authority (CE-3)	2025 to 2026	DGCA
	2. Develop an effective system to promulgate technical guidance and tools, and provide safety-critical information needed for technical personnel to effectively perform their safety oversight functions (CE-5)	2025 to 2026	DGCA
	3. Establish an effective system to attract, recruit, train and retain qualified and sufficient technical personnel to support regulatory oversight (see SEI ORG-5) (CE-3 and CE-4)	Continuous Process	Ministry of Transportation cq Human Resources Department
SEI ORG-3 Establishment of an independent accident and	1. Develop an effective system to promulgate technical guidance and tools, and provide safety-critical information needed for technical personnel to effectively conduct accident and serious incident investigations (CE-5)	Continuous Process	KNKT

incident investigation authority, consistent with Annex 13 — Aircraft Accident and Incident Investigation	2. Establish an effective system to attract, recruit, train and retain qualified and sufficient technical personnel to support accident and serious incident investigations (see SEI ORG-5) (CE-3 and CE-4)	Continuous Process	KNKT
SEI ORG-4 Strategic allocation of resources to enable effective safety oversight	1. Establish a process for the resource planning and allocation in alignment with a competent authority's organizational structure, which is required to conduct effective safety oversight (CE-2 and CE-3). SEI ORG-1 and SEI ORG-5 could be used to identify resource requirements (CE-1 to CE-5)	Continuous Process	Ministry of Transportation cq Human Resources Department
	2. Obtain a sustainable and stable source of financing through commitments from the national and agency leadership and other stakeholders (CE-1 to CE-3).	Continuous Process	Ministry of Transportation cq Finance Department
	3. Develop a process for assessing changing resource requirements and sustain necessary coordination with resource stakeholders for safety oversight improvements, as outlined in Component 1 of this roadmap (CE-1 to CE-3)	2025 to 2026	Ministry of Transportation cq Finance Department
SEI ORG-5 Qualified technical personnel to support effective safety oversight	1. Establish an effective system to identify and track qualifications and training of existing technical personnel (CE-4)	Implemented	DGCA
	2. Identify the gaps in qualified technical personnel and training requirements necessary to implement the oversight mandate (CE-4)	Continuous Process	DGCA
	3. Establish human resource plans to support hiring and retention of the appropriate number of qualified technical personnel required (CE-4)	Continuous Process	Ministry of Transportation cq Human Resources Department
	4. Implement training policies and programmes for technical personnel and verify that the type and frequency of training successfully completed (i.e. initial, recurrent, specialized and on-the-job training) are sufficient to acquire/maintain the required qualifications and level of competence corresponding to the assigned duties and responsibilities of technical personnel (CE-4)	Continuous Process	DGCA
	5. Develop a process for assessing changing needs for qualified technical personnel requirements and develop procedures to update hiring, retention and training of personnel needs, in coordination with SEI ORG-4.1 (CE-4)	Continuous Process	Ministry of Transportation cq Human Resources Department
SEI ORG-6 Strategic collaboration	1. Collaborate with RASG and/or ICAO Regional Office, other States, ICAO, industry joint programmes and/or technical school partnerships to attract, recruit and train qualified and sufficient technical personnel and develop a strategy for their retention (CE-4)	Continuous Process	DGCA BPSDM/Human Resources Department

with key aviation stakeholders to enhance safety in a coordinated manner	2. Establish and implement a process for the development and promulgation of technical guidance, tools and the provision of safety-critical information, in collaboration with other States, ICAO and/or other stakeholders, with the understanding that these materials need to be tailored to national regulations and operational environments (CE-5)	Continuous Process	DGCA
	3. While working to improve safety oversight, work with RASG and/or ICAO Regional Office to address high-risk categories of occurrences (see OPS roadmap)	Continuous Process	DGCA
SEI ORG-7 Provision of the primary source of safety information to ICAO by completing, submitting and updating all relevant documents and records	1. Update ICAO USOAP corrective action plan items	Continuous Process	DGCA
	2. Complete and submit the self-assessment checklist based on ICAO USOAP CMA priority PQs	Continuous Process	DGCA
	3. Complete and submit the State aviation activity questionnaire	Continuous Process	DGCA
	4. Complete and submit the compliance checklists on electronic filing of differences system	Continuous Process	DGCA
	5. Update documents and records, as required, in a timely manner	Continuous Process	DGCA
SEI ORG-8 Consistent implementation of ICAO SARPs at the national level	1. Increase the level of compliance with ICAO SARPs and the EI of CEs at the national level (all CEs, emphasis on CE-6 to CE-8)	Continuous Process	DGCA
SEI ORG-9 Continued implementation of and compliance with ICAO SARPs at the national level	1. Implement licensing, certification, authorization and approval processes (CE-6)	Continuous Process	DGCA
	2. Implement regulatory oversight and enforcement processes (CE-7 and CE-8)	Continuous Process	DGCA
	Note : Rate of improvement in compliance means risk base approach, review data oversight & enforcement of previous years		
	3. Establish a system to resolve safety concerns identified via accident and incident investigations, surveillance activities, safety reports and other means (CE-8)	Continuous Process	DGCA

SEI ORG-10 Strategic allocation of resources to enable effective safety oversight Activities	1. Use SEI ORG-1 and SEI ORG-5 to identify resource requirements (CE-6 to CE-8)	Continuous Process	Ministry of Transportation (Human Resources and Finance Department)
SEI ORG-11 Strategic collaboration with key aviation stakeholders to enhance safety in a coordinated manner	1. Based on the identified safety deficiencies, establish a mechanism to identify collaborators and develop an action plan for the resolution of those deficiencies (CE-6 to CE-8)	Continuous Process	DGCA
	2. Provide assistance via RASG and/or ICAO Regional Office to other States for the conduct of surveillance activities (CE-7)	2025 to 2026	DGCA
	3. Use technical guidance, tools and safety-critical information, developed in collaboration with other States, ICAO and/or other stakeholders, to enable technical personnel to perform their safety oversight functions effectively (CE-6 to CE-8)	2025 to 2026	DGCA
	4. While working to improve safety oversight, continue to work with RASG and/or RSOO to address national high-risk categories of occurrences	Continuous Process	DGCA
SEI ORG-12 Continued provision of the primary source of safety information to ICAO by updating all relevant documents and records as progress is made	1. Update ICAO USOAP corrective action plan items	Continuous Process	DGCA
	2. Update and submit the self-assessment checklist based on ICAO USOAP CMA Priority PQs	Continuous Process	DGCA
	3. Update and submit the State aviation activity questionnaire (SAAQ)	Continuous Process	DGCA
	4. Update and submit the compliance checklists (CCs) on the electronic filing of differences (EFOD) system	Continuous Process	DGCA
Issue No. 3 : Slow pace of SSP implementation			
Goal 3 — Implement Effective State Safety Programme Target 3.1 : Increase the score of SSP foundation from 90.53% to 100% by 2026 Target 3.2 : Implement an SSP that is "Present" by 2025. **Goal 4 - Increase collaboration at the regional level** Target 4.1 : Contribute information on operational safety risks, including SSP safety performance indicators (SPIs), and emerging issues, to Asia Pacific Regional Aviation Safety Group (AP-RASG) by 2025.			

Safety Enhancement Initiatives	Action	Timeline	Responsible entity
SEI ORG-13 Start of SSP implementation at the national level	1. Secure State-level commitment to improve safety	Continuous Process	DGCA
	2. Conduct initial SSP gap analysis (checklist) then the detailed SSP self - assessment	Continuous Process	DGCA
	3. Establish an SSP implementation team	Continuous Process	DGCA
	4. Develop an implementation plan for the SSP	Continuous Process	DGCA
	5. Issue SMS regulations for service providers and verify SMS Implementation	Continuous Process	DGCA
	6. Identify and share safety management best practices	Continuous Process	DGCA
SEI ORG-14 Strategic allocation of resources to start SSP implementation	1. Establish a process for planning and allocation of resources to enable SSP implementation and identify areas where resources are needed	Continuous Process	DGCA
	2. Obtain resources from national and appropriate authorities' leadership and stakeholders within the State to support SSP implementation	Continuous Process	DGCA
	3. Work with ICAO Regional Office, other States and other organizations, as appropriate to train qualified technical personnel to fulfil their duties and responsibilities regarding SSP implementation	Continuous Process	DGCA
	4. Work with RSOO, other States and other organizations, as appropriate to train qualified technical personnel to fulfil their duties and responsibilities regarding SSP implementation	Continuous Process	DGCA
SEI ORG-15 Strategic collaboration with key aviation stakeholders to start SSP implementation	1. Identify areas where collaboration/support is needed as part of the SSP implementation plan (see SEI ORG-14)	Continuous Process	DGCA
	2. Identify relevant key aviation stakeholders from key aviation stakeholders, including other States that are implementing or have implemented an SSP	Continuous Process	DGCA
	3. Develop an action plan to address the elements identified as missing or deficient during the SSP gap analysis (see SEI-ORG 13.2)	Continuous Process	DGCA
	4. Establish a process via RASG and/or RSOO for a mentoring system, including providing assistance to States/industry, as well as sharing of best practices to support SSP implementation	Continuous Process	DGCA
	5. Develop a process to provide training on SSP to relevant staff, in collaboration with RSOO and/or other States (e.g. initial, recurrent and advanced) (see SEI ORG-14.4)	Continuous Process	DGCA

	6. Establish and implement a process for sharing technical guidance, tools and safety-critical information related to SSP (e.g. advisory circulars, staff instructions, safety performance indicators), in collaboration with other States, RASG, RSOO, ICAO and/or other stakeholders	Continuous Process	DGCA
SEI ORG-16 Strategic collaboration with key aviation stakeholders to complete SSP implementation	1. Work with key aviation stake holders (identified in SEI ORG-15) to execute the action plan for implementation	Continuous Process	DGCA
	2. Work with key aviation stakeholders on establishing and updating SSP elements	Continuous Process	DGCA
	3. Establish a system for the continuous improvement of the SSP, in collaboration with all relevant stakeholders	Continuous Process	DGCA
	4. Serve as a champion State to promote best practices among other States	Continuous Process	DGCA
SEI ORG-17 Availability of safety data and safety information to support safety management activities at the national level (step 1)	1. Establish national laws, regulations and policies protecting safety data, safety information and related sources, in accordance with Appendix 3 of Annex 19 – Safety Management: i. Ensure that the protection of safety data, safety information and related sources does not interfere with the proper administration of justice or with maintaining or improving safety. ii. Ensure that safety data, safety information and related sources are protected. iii. Specify the conditions under which safety data, safety information and related sources qualify for protection, including principles of exception and authoritative safeguards, such as de-identification of data iv. Ensure that safety data and safety information remain available for the purpose of maintaining or improving aviation safety	Continuous Process	DGCA
	2. Establish a State mandatory occurrence reporting system	Continuous Process	DGCA
	3. Establish safety data collection and processing systems (SDCPS) to capture, store, aggregate and enable the analysis of safety data and safety information to support their safety performanc management activities	Continuous Process	DGCA
	4. Establish and maintain a process to identify hazards from collected safety data	Continuous Process	DGCA
	5. Establish and utilize a process to ensure the assessment of safety risks associated with identified hazards	Continuous Process	DGCA
	6. Establish a State confidential voluntary safety reporting system providing data to the safety database	Continuous Process	DGCA

SEI ORG-21 Advancement of safety risk management at the national level	1. Establish data sharing connectivity and integration among the State's aviation safety databases, including the mandatory occurrences reporting system, voluntary safety reporting systems, safety audit reports and aviation system statistics (traffic counts, weather information, EI scores, etc.)	Continuous Process	DGCA
	2. Develop risk modelling capabilities to support monitoring system safety issues and accident/incident prevention	2025 to 2026	DGCA
	3. Encourage information-sharing with industry	Continuous Process	DGCA

Plt. DIREKTUR JENDERAL PERHUBUNGAN UDARA

ttd.

LUKMAN F. LAISA

Salinan sesuai dengan aslinya
Kepala Bagian Hukum,

Gati Sarjono K.