

Updates on Indonesia Commitment on Ministerial Beijing Declaration 2018

	Commitment	Indonesia Position in 2022 <i>57th Conference of Directors General of Civil Aviation, Asia and Pacific Region (Incheon, Republic of Korea, 4 - 8 July 2022)</i>
Aviation Safety	(a) Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022;	Indonesia continues implementing Corrective Action Plans for the remaining unsatisfactory protocol questions and conducts self assessment to satisfactory PQ, in order to increase EI score and enhance level of national and global aviation safety
	(b) Implement an effective State Safety Programme (SSP) by 2025;	<p>Current updates of Indonesia SSP implementation as follows:</p> <ol style="list-style-type: none"> 1. Establishment of a permanent SSP Unit is still in the process, while an SSP Task Force is running. 2. DGCA has established an integrated database in IMSIS web-based portal for SSP database, including <i>Mandatory Occurrence Report</i> and <i>Voluntary Reporting System</i> at: https://imsis-djpu.dephub.go.id. 3. The RESPONSE Bulletin as a safety promotion bulletin has been published 3 times and could be accessed through : http://hubud.dephub.go.id/hubud/website/RB.php 4. <i>Acceptable Level of Safety (ALoS_P)</i> for Air Navigation, Airport and Air Operator has been established and implemented. Those ALoSP are being revised to become National ALoSP. 5. Surveillance and audit of operators <i>Safety Management System</i> implementation is continuously being conducted and evaluated. 6. Indonesia continuously to implement Corrective Action Plans for the remaining unsatisfactory protocol questions in order to increase EI score, improvement of SSP Foundation and enhance level of national aviation safety. 7. DGCA Indonesia is continuously conducting a number of Safety Meeting, socialization, workshops and capacity building programme regarding safety and SSP implementation for DGCA personnel and Service Providers. 8. DGCA Indonesia actively participate in RASG-AP, APRAST, SEARAST, APANPIRG, Runway Safety Team, AP-SHARE to enhance knowledge and share safety program and experiences.

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		<p>9. Indonesia is on progress to completion its national transition plan from RNAV (GNSS) / RNAV (RNP) to RNP chart identification, the current progress is 94,7 %.</p> <p>10. Indonesia has issued and disseminated the <i>DGCA Indonesia Safety Policy</i>.</p> <p>11. Indonesia has established and submitted to ICAO <i>The National Aviation Safety Plan 2021-2023</i> align with the GASP 2020-2022 (Doc 10004) and AP-RASP 2020-2022.</p>
	(c) Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO;	Indonesia does not have any Significant Safety Concern (SSCs) and commits to maintain current EI score through consistent implementation of Continuous Monitoring Approach (CMA) System to ensure aviation safety performance in Indonesia.
	(d) Certify all aerodromes used for international operations by 2020;	All 34 international airports are certified and the certification still remain valid. Indonesia conducts inspection and safety audit to comply with the standard (annual inspection and safety audit).
	(e) Use data driven methodologies to identify high risk categories of occurrences (e.g. runway safety, loss of control in flight and controlled flight into terrain), and implement collaborative solutions to reduce accident rates and fatalities in the Region; and	<p>Indonesia has integrated database in IMSIS web-based portal for SSP database, including Mandatory Occurrence Report and Voluntary Reporting System at: https://imsis-djpu.dephub.go.id, conducted monitoring and evaluation on SMS implementation by <i>service provider</i>, ALoSP establishment, and carried out <i>regular safety meeting</i> between regulator and <i>service providers</i>.</p> <p>To reduce accident rate and fatalities in Asia Pacific Region, Indonesia:</p> <ol style="list-style-type: none"> 1. established and submitted to ICAO <i>The National Aviation Safety Plan 2021-2023</i> align with the GASP 2020-2022 (Doc 10004) and AP-RASP 2020-2022. 2. participates as a full member in AP-Share Data Sharing Project and as a core member <i>Safety Enhancement Initiatives</i> at APRAST.
	(f) Include aviation safety in national planning frameworks such as National Development Plans (NDPs) supported by robust Civil Aviation Master Plans.	Indonesia has established and submitted to ICAO <i>The National Aviation Safety Plan 2021-2023</i> align with the GASP 2020-2022 (Doc 10004) and AP-RASP 2020-2022.

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Air Navigation Services	Commit to implementation by 2022 of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan to enhance ATM capacity and harmonisation in the Region, including a focus on:	
	(a) Transitioning from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) System;	<ul style="list-style-type: none"> ▪ Continuation of ICAO Asia Pacific AIM Performance Expectation <ul style="list-style-type: none"> a. Indonesia has finished setting up the regulatory basis for the provision of AIM service in SWIM Environment. Quality management system is implemented in the AIS Provider and extended to the data originators through a service level agreement. The AIM working group is now merged into SWIM national working group to achieve more seamless implementation with all relevant stakeholders. b. Indonesia is in the midst of developing an AIM system as the tool used to manage datasets, produce eAIP and electronic charts, and exchanging data in AIXM 5.1 format.
	(b) Performance Based Navigation (PBN) implementation;	<ul style="list-style-type: none"> ▪ Indonesia is in progress updating current PBN Implementation Plan (2017-2022); ▪ 90% aircraft operating in Indonesia has complied PBN requirement; ▪ Enroute Segment <ul style="list-style-type: none"> ○ Implemented RNAV2 for non-regional network (domestic route): Aceh - Medan - Palembang - Jakarta - Surabaya - Makassar - Bali ○ Plan to implement RNP2 for Oceanic Routes ▪ Terminal Segment: <ul style="list-style-type: none"> ○ Implemented RNAV1 for SID/STAR in all major and international airports ○ Implemented RNP1 for SID/STAR for domestic airport non surveillance services. ▪ Approach Segment: <ul style="list-style-type: none"> ○ Equipped 100 instrument aerodrome (60%) with RNP APCH (LNAV/VNAV)
	(c) Common ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications;	<ul style="list-style-type: none"> ▪ AIDC <ul style="list-style-type: none"> ○ Ujung Pandang Center connected to BNE ACC, MNL ACC, PNG ACC ○ Trial operation Jakarta ACC - Ujung Pandang ACC, (review for the pre-implementation stage are needed).

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		<ul style="list-style-type: none"> ▪ CRV <ul style="list-style-type: none"> ○ Signed contract with PCCW at 5 May 2022; ○ Plan to implement in Q4 2022, ○ Application to migrate: ADS-B Sharing, ▪ SWIM Infrastructure <ul style="list-style-type: none"> ○ AirNav Indonesia established IP-based network ○ AirNav Indonesia develop SWIM Implementation Strategy ○ AirNav Indonesia develop SWIM application layer.
	(d) An enhanced level of civil/military cooperation;	AirNav Indonesia established MOU and extensive coordination procedures with Indonesia Air Force.
	(e) Enhanced surveillance capability including Automatic Dependent Surveillance-Broadcast (ADS-B) technology;	<ul style="list-style-type: none"> ▪ ADS-B mandate has been implemented: <ul style="list-style-type: none"> ○ From FL290 since 1 January 2018 (Class A) ○ All level, for Transport Category Aircraft, since April 2020. <p>There are 11 additional ADS-B ground stations located in JKT FIR and UPG FIR. Totally, there are 49 ADS-B ground stations installed in Indonesia</p>
	(f) Air Traffic Flow Management/Collaborative Decision Making (CDM) implementation for high density airports; and	<ul style="list-style-type: none"> ▪ Indonesia has participated in APAC Cross-Border Multi-Nodal ATFM Collaboration (AMNAC) Level 2 in these high-density airports: Jakarta (CGK), Surabaya (SUB) and Bali (DPS); ▪ AirNav Indonesia in process to subscribe ATFM application to implement full mode ATFM (for airspace and airport), including AMNAC Level 3 for high density airports that targeted in Q4 2022.
	(g) Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans.	<ul style="list-style-type: none"> ▪ Indonesia is in progress to update Indonesia NANP refer to GANP Version 6 and ASPAC ANS Plan Version 3.0. ▪ AirNav Indonesia publish and update regularly Modernisation of Air Navigation Service Roadmap refer to ICAO ASBU, APAC ANS Seamless Plan and ASEAN ANS Masterplan

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Accident Investigation	Commit to either establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the Region, sub-region or State.	Indonesia had established a permanent independent accident investigation authority called National Transportation Safety Committee (NTSC) through the establishment of Presidential Decree in 2012. This Committee is responsible for the investigation of safety deficiencies of aviation, maritime, railway and road transportation.
Human Resource Development	In line with the ICAO initiative on “Next Generation of Aviation Professionals (NGAP)”, accord priority to human capital development to provide sufficient qualified and competent aviation professionals to support the Region’s growing needs, including where appropriate: (a) Establish access to quality training; and (b) Encourage sharing of resources bilaterally and/or multi-laterally as well as with industry partners.	DGCA Indonesia agreed and supported to giving priority to human capital development to provide sufficient qualified and competent aviation professionals to support the Region’s growing needs, including establish access to quality training such as: ensure quality assurance of training procedures manual, instructors, facilities, training aids and examination procedures; and also sharing of resources bilaterally and/or multi-laterally as well as with industry, such as: joint OJT program or sandwich courses