



AIR LAW FOR CPL ENDORSEMENT

Jakarta
2012

M.FATCHOELQORIB,SH,MM

Academic Background :

- College of Air Training Hamble
- Fakultas Hukum Universitas Indonesia
 - Hukum Transnasional
- Magister Manajemen Universitas Indonesia
 - Manajemen Transportasi Udara

Teaching experiences:

- Lecturer of Sekolah Tinggi Penerbangan AVIASI
- Trainer for Management Courses Refresh Indonesia
- Instructor for Flight Operation Officer Course Garuda Indonesia
- Ground Instructor for Airline Transport Pilot License Course Garuda Indonesia

AGENDA

- DAY 1
 - Introductions
 - International Air Law
 - National Air Law
 - Rules of the air
 - Type of Aviation Operation
 - Regulation Requirements
- DAY 2
 - Airworthiness
 - Notification of incidence and accident
 - Maximum Duty & Flight Times
 - Rest Periods
 - Relevant CASR Part 61
 - Progress Test

DAY 1

- Introductions
- International & National Air Law
- Rules of the air
- Type of Aviation Operation
- Regulation Requirements

Introductions

Introductions

Definisi Hukum

- **Van Kan:** Hukum merupakan keseluruhan peraturan hidup yang bersifat memaksa untuk melindungi kepentingan manusia di dalam masyarakat.
- **Utrecht:** Hukum merupakan himpunan peraturan (baik perintah maupun larangan) yang mengatur tata tertib dalam suatu masyarakat dan seharusnya ditaati oleh anggota masyarakat yang bersangkutan. Pelanggaran terhadap aturan itu dapat menimbulkan tindakan pemerintah
- **Wiryo Kusumo:** Hukum merupakan keseluruhan peraturan baik tertulis maupun tidak tertulis yang mengatur tata tertib di dalam masyarakat dan pelanggarnya umumnya dikenakan sanksi.

Introductions

Subyek Hukum

- Manusia sebagai Subyek Hukum
 - Manusia pribadi sebagai subyek hukum mempunyai hak dan mampu menjalankan hak yang dijamin oleh hukum yang berlaku
- Subyek Hukum berupa Badan Hukum
 - Badan hukum sebagai subyek hukum dapat bertindak hukum seperti manusia
 - Badan hukum merupakan kumpulan manusia pribadi dan mungkin pula kumpulan dari badan hukum yang pengaturannya sesuai hukum yang berlaku, misalnya PT, Koperasi, Yayasan dsb.

Introductions

Doktrin Hukum

- ***Lex superior derogat legi inferior***
 - Peraturan perundang-undangan yang lebih **tinggi** akan menafikan peraturan perundang-undangan yang lebih **rendah**
- ***Lex specialis derogat legi generali***
 - Peraturan perundang-undangan yang lebih **khusus** akan menafikan peraturan perundang-undangan yang lebih **umum**
- ***Lex posteori derogat legi priori***
 - Peraturan perundang-undangan yang lebih **mutahir** akan menafikan peraturan perundang-undangan yang **terdahulu**

Introductions

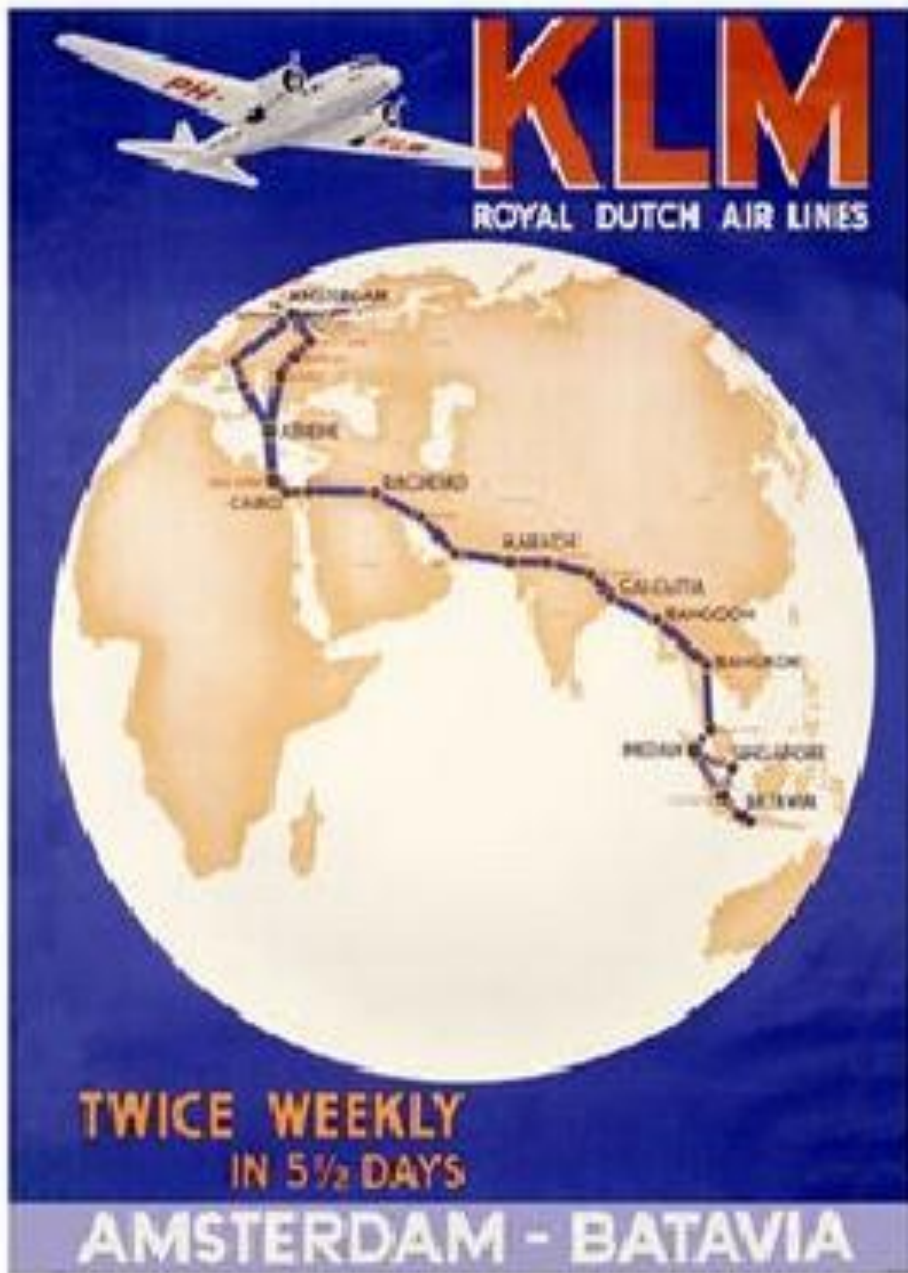
- Konvensi : Perjanjian Internasional/antar bangsa
 - Bersifat mengikat terhadap negara yang meratifikir (mengesahkan sebagai peraturan perundang-undangan nasionalnya)
 - Konvensi mengandung substansi:
 - Norma-norma universal, semua negara wajib menghormati
 - Ikatan perjanjian (agreement), yang hanya mengikat negara-negara yang meratifikir.
- Protokol : Amandemen/perubahan terhadap konvensi
 - Protokol hanya mengikat terhadap negara yang meratifikir

International Air Law

International Air Law

International Conventions

- **Paris Conference 1910**, International Conference on Diplomatic level Failed to make agreement to formulate an International convention.
- **Paris Convention 1919**, Called “Convention Relating to Regulation of Aerial Navigation” signed at Paris, Oct 13, 1919
- Based on this convention was established International Commission for Aerial Navigation (ICAN) also mentioned Committee Internationale Technique de Experts Juridique Airen (CITEJA)
- **Havana Convention 1928**, Called “Convention on Commercial Aviation / Pan American Convention”, signed at Havana Cuba, Feb 20, 1928.
- **Chicago Convention 1944**, “Convention on International Civil Aviation” (Supersedes of Paris & Havana Convention)



KLM
ROYAL DUTCH AIR LINES

AMSTERDAM
KABERE
CABO
BICHENO
RAJESHI
CALCUTTA
BANGKOK
BANGKOK
BIRATNOR
SINGAPORE
BATAVIA

**TWICE WEEKLY
IN 5½ DAYS**

AMSTERDAM - BATAVIA



IMPERIAL AIRWAYS
AND ASSOCIATED COMPANIES

10½
DAYS

AUSTRALIA

APC

International Air Law

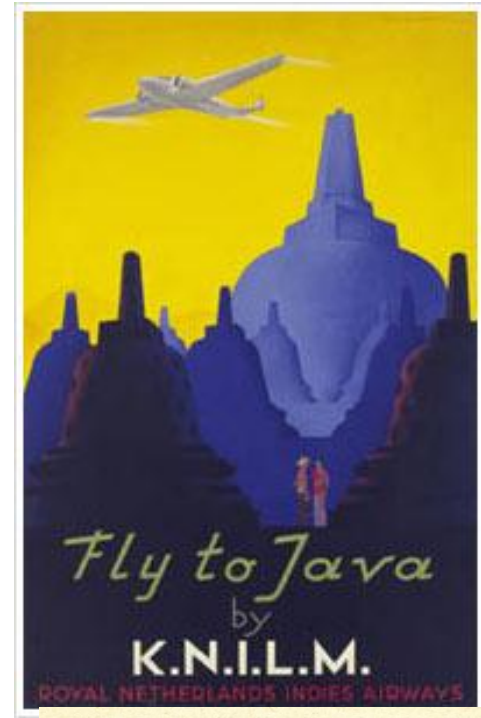
Chicago Conference Outcomes:

- The Convention on International Civil Aviation (Chicago Convention 1944)
- International Air Service Transit Agreement (IASTA)
- International Air Transport Agreement (IATA)
- Draft of 12 Technical Annexes
- Standard Form of Bilateral Agreement (Chicago Form Agreement)
- The Provisional International Civil Aviation Organization (PICAO)

International Air Law

Chicago Convention 1944

- The material of Convention contains 96 Articles:
 - Part I : Air Navigation (Art. 1 – 42)
 - Part II: Civil Aviation Organization (ICAO) Art.43-66
 - Part III: The International Air Transport (Art. 67-79)
 - Part IV: Final Provision (Art. 80 – 96)
- Officially came in to force on April 4th, 1947.
- The Republic of Indonesia became member of the convention based on “adhere” instrument, settled on April 27th, 1950



International Air Law

International Air Service Transit Agreement (IASTA)

- This agreement constitutes one of the results from the Chicago Conference 1944, meaning to determine the traffic rights exchange among nations:
 - The right to fly across another territory without landing.
 - The right to land for non-traffic purposes
- IASTA: generally known as “Two Freedoms”

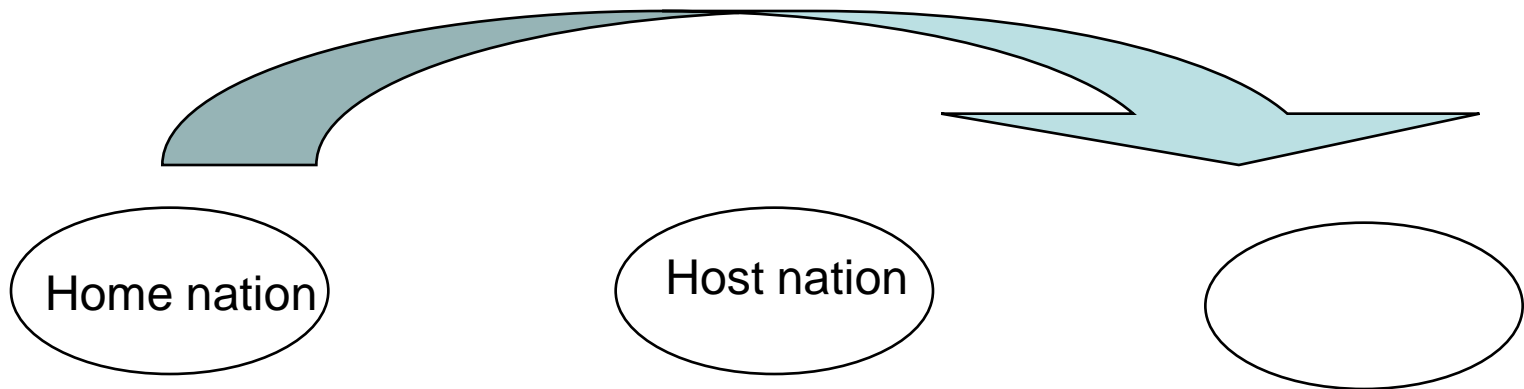
International Air Law

International Air Transport Agreement (IATA)

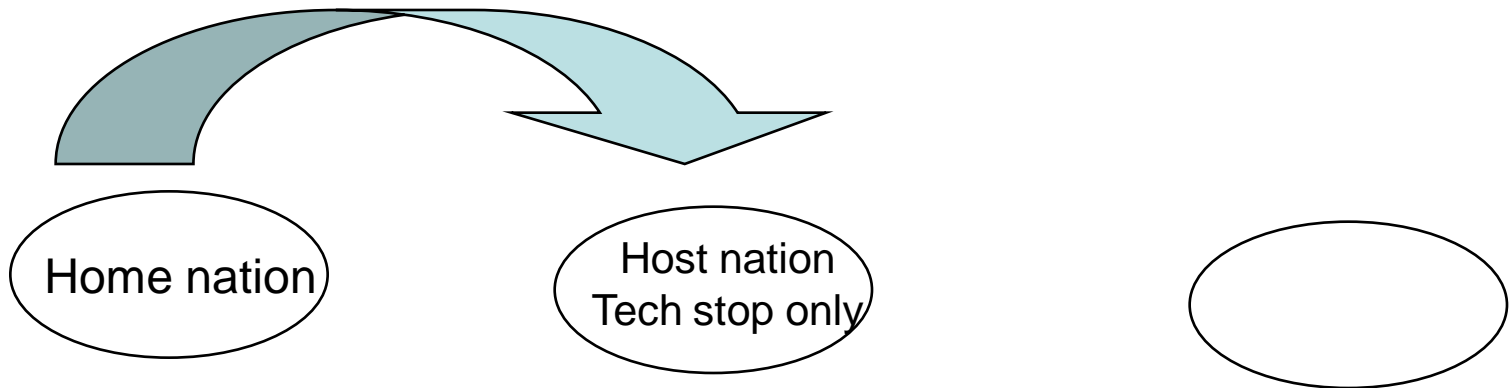
- This agreement determines 5 (five) traffic rights exchange, especially on commercial flight, which known as “Five Freedom of the Air”, as bellow:
 - The right to fly across another territory without landing
 - The right to land for non-traffic purpose
 - The right to put down passengers, mail and cargo (PMC) had taken on in the territory of the state whose nationality the aircraft possesses.
 - The right to take on PMC destined for the state whose nationally the aircraft possesses.
 - The right to take on PMC destined for the territory of state and privilege to put down PMC coming from any such other territory.

International Air Law

Freedom of the sky



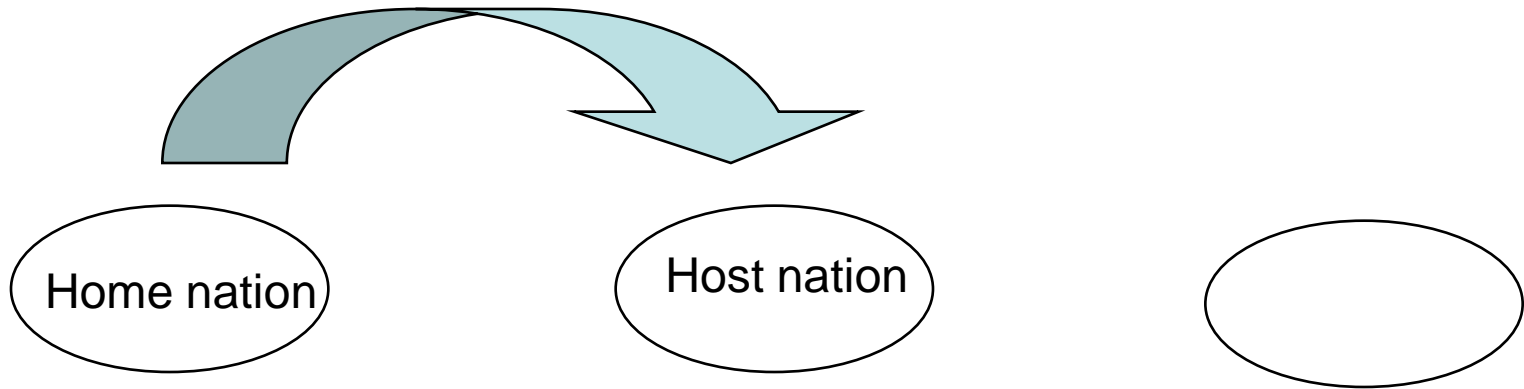
1st Freedom = The right to fly over a host nation without landing



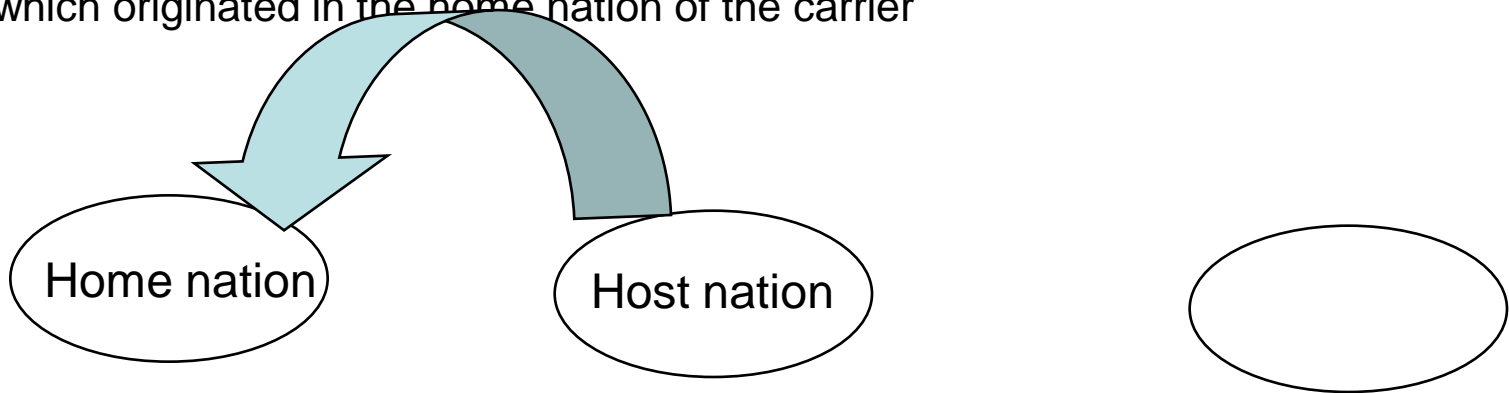
2nd Freedom = The right to land in the host nation but only for non traffic purpose
i.e. fuel, repairs, maintenance, etc

International Air Law

Freedom of the sky



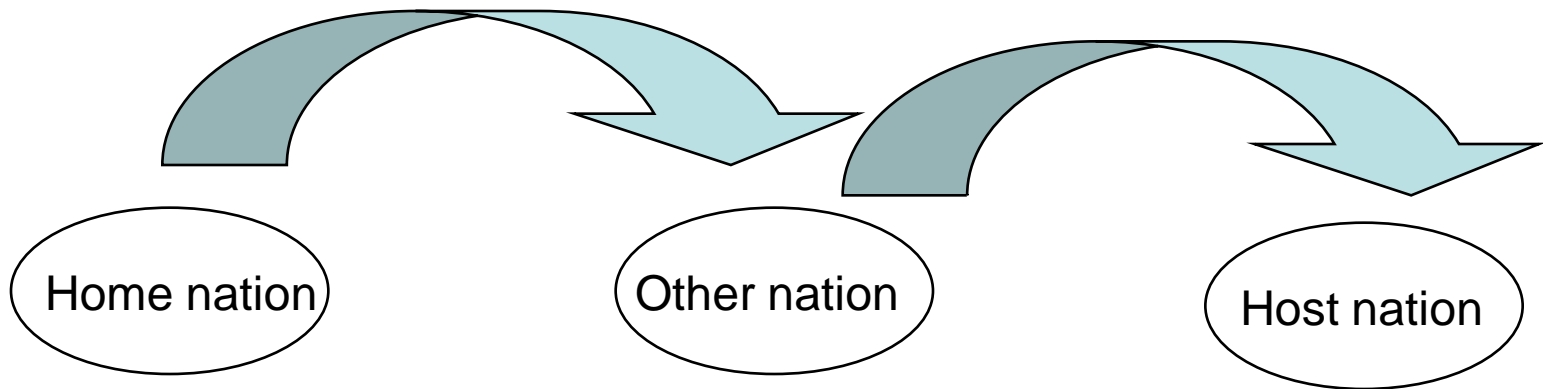
3rd Freedom = The right to land in the host nation and to discharge passengers and Freight which originated in the home nation of the carrier



4rd Freedom = The right to pick up passengers, freight and mail in the host nation And transport them to the home nation of the carrier

International Air Law

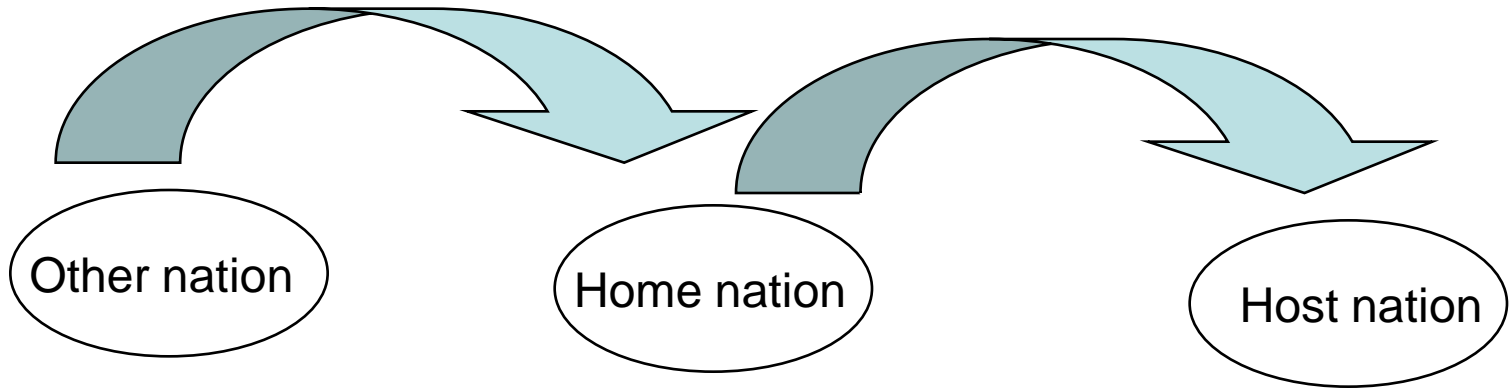
Freedom of the sky



5th Freedom = The right to fly into the host nation to discharge and pick up passengers, freight and mail coming from or destined to another nation

International Air Law

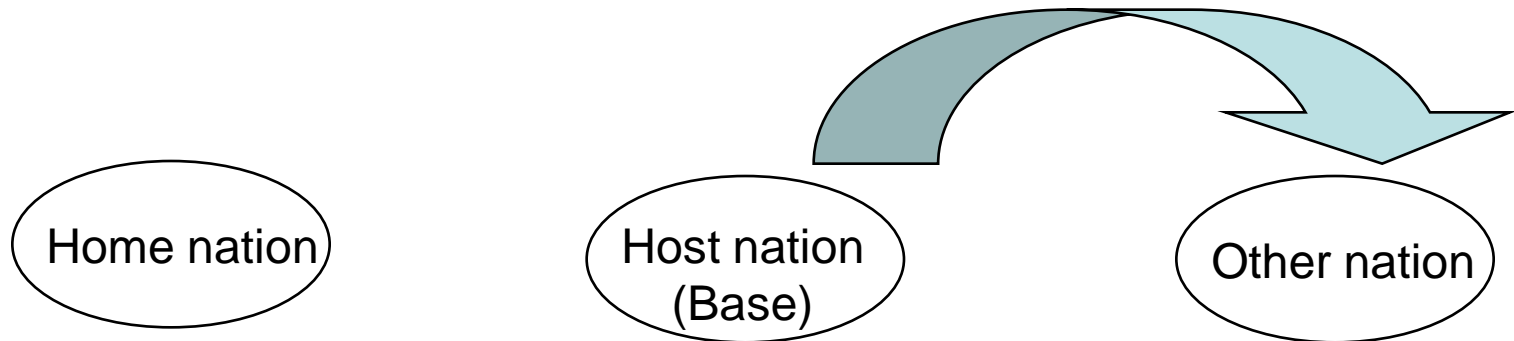
Freedom of the sky



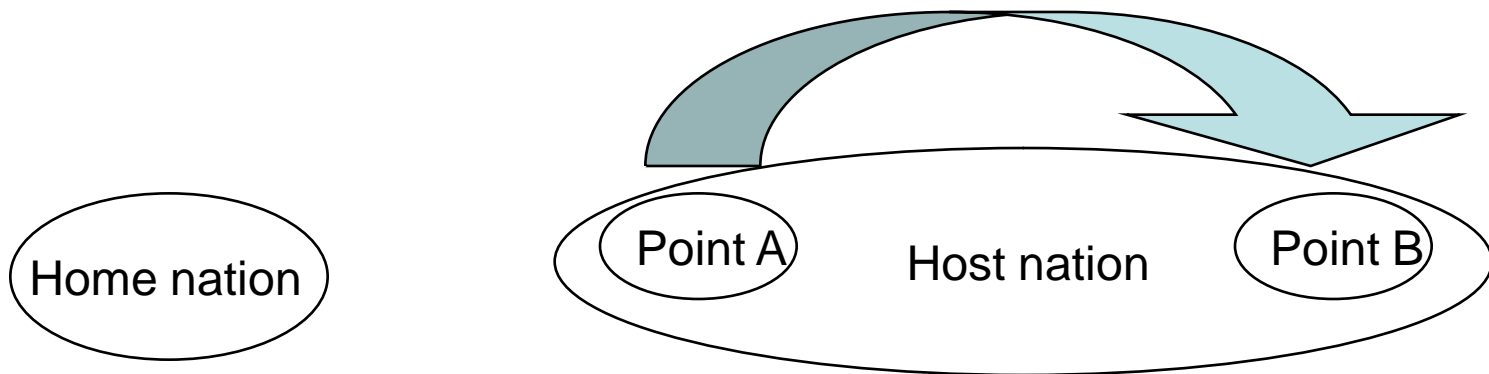
6th Freedom = The right to fly into the host nation to discharge and pick up passengers, Freight and mail coming from or destined to another nation and traveling via the home nation of the carrier

International Air Law

Freedom of the sky



7th Freedom (hubbing) = The right to establish a base in the host nation with the purpose to discharging and picking up passengers, freight and mail coming from or destined to another nation



8th Freedom = The right to fly into a host nation and pick up and discharge passengers, Freight and mail coming destined to and originating from other locations within the host nation (cabotage)

International Air Law

International Civil Aviation Organization (ICAO)

- Establishment: ICAO officially established on April 4th 1947 and became UN agency settle on May 13th 1947
- Membership :
 - The member of UN able to be ICAO member preceded by ratification or adherence to the Chicago Convention addressed to the government of the USA. The membership to the ICAO shall take effect as from the thirtieth days from the receipt of the notification by the government of the USA.
 - Article 93 bis; A state which has been expelled from membership in the UN shall automatically cease to be a member of ICAO

International Air Law

International Standards and Recommended Practice (SARPS)

- The Chicago Convention is substantially augmented by its detailed technical aviation rules, named Annexes to the Chicago Convention.
- These are consist two main subjects:
 - **international standard** and
 - **recommended practices**.
- At present have been published **18 Annexes**.

International Air Law

- International Standard :

Any specification for physical characteristics, configuration, material, performance, personal or procedure, the uniform application of which is international air navigation and to which contracting states will conform in accordance with the convention. Referring above subject, ***compliance of international standard is mandatory.***

- Recommended Practice :

Any specification for physical characteristics, configuration, material, performance, personal or procedure, the uniform application of which is recognizes as desirable in the interest of safety, regularity or efficiency of international air navigation. ***Application is desirable, but not essential.***

International Air Law

Annexes to the Chicago Convention

- **Annex 1: Personal Licensing**
Licensing of Flight Crews, Air Traffic Controllers and Aircraft Maintenance.
- **Annex 2 : Rules of The Air**
Rule relating to the conduct of visual and instrument flights;
- **Annex 3 : Meteorological Service for International Air Navigation**
Provision of meteorological service for International air navigation and reporting of meteorological observations from aircraft;
- **Annex 4 : Aeronautical Charts**
Specification for aeronautical charts for used international aviation;

International Air Law

Annexes to the Chicago Convention

- **Annex 5: Units of Measurement to be used in Air and Ground Operations**
Dimensional systems to be used in air and ground operations.
- **Annex 6 : Operation of Aircraft**
Specification which will ensure in similar operation throughout the world a level of safety above prescribed minimum;
 - Part I : International Commercial Air Transport;
 - Part II : International General Aviation
 - Part III: International Operation – Helicopter
- **Annex 7 : Aircraft Nationality and Registration Marks**
Requirement for registration and identification of aircraft.

International Air Law

Annexes to the Chicago Convention

- **Annex 8 : Airworthiness of Aircraft**

Certification and Inspection of aircraft according to uniform procedures;

- **Annex 9: Facilitation**

standards and recommended practices and procedures dealing with, *inter airline*, customs and immigration procedures.

- **Annex 10 : Aeronautical Telecommunications**

Three of the most complex and essential elements of international civil aviation are aeronautical communications, navigation and surveillance; Annex 10 is divided into five volumes:

- Volume I — Radio Navigation Aids
- Volume II — Communications Procedures including those with PANS (Procedures for Air Navigation Services) status
- Volume III — Communication Systems
 - Part 1 — Digital Data Communication Systems
 - Part 2 — Voice Communication Systems
- Volume IV — Surveillance Radar and Collision Avoidance Systems
- Volume V — Aeronautical Radio Frequency Spectrum Utilization

International Air Law

Annexes to the Chicago Convention

- **Annex 11 : Air Traffic Service**
Establishment and operation of air traffic control, flight information and alerting service;
- **Annex 12: Search and Rescue**
Organization and operating of facilities and services necessary for search and rescue
- **Annex 13 : Aircraft Accident Investigation**
Uniformity in the notification, investigation of and reporting on aircraft accident
- **Annex 14 : Aerodrome**
Specifications for the design and equipment of aerodromes
 - Volume I : Aerodrome Design and Operations
 - Volume II : Heliport

International Air Law

Annexes to the Chicago Convention

- **Annex 15 : Aeronautical Information Services**
Methods for collection and dissemination of aeronautical information required for flight operation.
- **Annex 16: Environmental Protection**
Specification for aircraft noise certification, noise monitoring, and noise exposure units for land use planning and aircraft engine emissions
- **Annex 17 : Security - Safeguarding International Civil Aviation against Acts of Unlawful Interference**
Specification for safeguarding International Civil Aviation against of unlawful interference
- **Annex 18 : The Safe Transport of Dangerous Goods by Air**
Specifications for the labeling, packing and shipping of dangerous cargo

International Air Law

Annexes to the Chicago Convention

Legal Effect of Annexes

- Actually the Annex of Chicago Convention is not part of the Law of Contracting State, until adopted by those State as part of their civil aviation regulations.
- Anyhow on Article 37 constitute that each contracting State to collaborate to secure the highest practicable degree uniformity in all aviation matters.

National Air Law

National Air Law

Tata urutan Peraturan Penerbangan RI

- **Undang – undang**
 - UU No.1 Thn 2009
 - UU Lainnya, misalnya: Ttg Pengesahan Konvensi Internasional
- **Peraturan Pemerintah**, misalnya:
 - PP No.3 Thn 2001 Ttg Aviation Security & Safety
- **Keputusan / Peraturan Menteri Perhubungan**
 - Termasuk CASR
- **Surat Keputusan Dirjen Perhubungan Udara**
 - Termasuk : - Staff Instruction (Ttg Petunjuk Pelaksanaan dll)
 - Advisory Circular (Ttg maintenance dll.)
- **Surat Edaran Dirjen Perhubungan Udara** (Ttg. Safety)
- **Airworthiness Directive** (Dirjen Perhubungan Udara)

National Air Law

UU No. 1 Tahun 2009 tentang Penerbangan

Undang-undang ini berlaku untuk:(pasal 4)

- Semua kegiatan penggunaan wilayah udara, navigasi penerbangan, pesawat udara, bandar udara, pangkalan udara, keselamatan dan keamanan penerbangan, serta fasilitas penunjang dan fasilitas umum yang terkait termasuk kelestarian lingkungan di wilayah NKRI;
- Semua pesawat udara asing yang melakukan kegiatan dari dan / atau ke wilayah NKRI;
- Semua pesawat udara Indonesia yang berada di luar wilayah NKRI

Pembedaan pesawat udara:

- **Pesawat Udara Negara (state aircraft)**, yaitu pesawat udara yang digunakan TNI, Polri, Bea Cukai, dan pesawat udara yang diberi fungsi untuk penegakan hukum
- **Pesawat Udara Sipil (civil aircraft)**, yaitu pesawat udara untuk angkutan niaga dan non niaga

National Air Law

UU No. 1 Tahun 2009 tentang Penerbangan

- Pendaftaran pesawat Udara (Registrasi)
 - Pesawat udara yang dioperasikan di wilayah RI wajib mempunyai Registrasi (pasal 24)
 - Syarat Registrasi:
 - Tidak didaftarkan di negara lain (pasal 25)
 - Syarat Subyektif: (pasal 25)
 - milik WNI/BHI;
 - milik WNA/BHA dioperasikan oleh WNI/BHI minimal selama 2 tahun;
 - milik instansi Pemerintah / Pemda;
 - milik WNA/BHA yang dikuasai BHI
 - Syarat Administratif : (pasal 26)
 - Menunjukkan bukti kepemilikan/penguasaan
 - Bukti penghapusan registrasi
 - Memenuhi ketentuan batas usia pesawat
 - Bukti asuransi pesawat
 - Bukti memenuhi persyaratan pengadaan pesawat

National Air Law

UU No. 1 Tahun 2009 tentang Penerbangan

- Tanda Kebangsaan Pesawat Udara
 - Pesawat terbang, helicopter dan balon penumpang diberikan tanda kebangsaan, maknanya selama terbang (in flight) ruang pesawat menjadi yurisdiksi negara dimana pesawat itu terdaftar. (pasal 27)
 - Proses sertifikasi dilakukan oleh BLU (pasal 37)
 - Segala proses lisensi/sertifikasi dilaksanakan oleh BLU (pasal 64)
- Kelaikan Udara (Airworthiness)
 - Setiap pesawat udara yang dioperasikan wajib memenuhi standar kelaikan udara, dan diberi sertifikat setelah lulus pemeriksaan dan pengujian. (pasal 34)

National Air Law

UU No. 1 Tahun 2009 tentang Penerbangan

- Operasi Pesawat Udara
 - Setiap Operator angkutan udara wajib memiliki sertifikat : (pasal 41)
 - **Air Operator Certificate (AOC)**, untuk angkutan udara niaga,
 - **Operating Certificate**, untuk angkutan udara bukan niaga
 - Syarat-syarat memperoleh AOC diatur pada pasal 42
- Keselamatan dan Keamanan Penerbangan
 - Dilarang mengoperasikan pesawat yang dapat membahayakan keselamatan pesawat udara, penumpang /barang, penduduk, kamtibmas dan merugikan orang lain. (pasal 53)
 - Selama penerbangan dilarang : perbuatan yg membahayakan kespen, melanggar tatib, mengambil /merusak peralatan, berbuat asusila, mengganggu ketentraman, mengoperasikan peralatan elektronika.(psl 54)

Type of Aviation Operation

Example of AOC & OPSPEC

THE REPUBLIC OF INDONESIA
MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION

Air Operator Certificate No. AOC/121-001

This certifies that : PT. GARUDA INDONESIA
Soekarno-Hatta International Airport
Cengkareng - Indonesia

Has met the requirements of the Aviation Act Number 01 year 2009 and the rules, regulations and standards prescribed therein for the issuance of this certificate and is hereby authorized to operate as an Air Operator and conduct CASR Part 121 Operations in accordance with said Act and the rules, regulations and standards and the terms, conditions and limitations contained in its Approved Operation Specifications.

This certificate is not transferable and shall continue in effect for a period of 2 (two) years from the date of issuance unless sooner surrendered, suspended or revoked.



Amendment : 01
Issued in : Jakarta
Date : June 10, 2009

DIRECTORATE GENERAL OF AIR COMMUNICATIONS DIRECTORATE OF AIRWORTHINESS CERTIFICATION Department of Communications, Karya Building, 22nd Floor Jl. Merdeka Barat No. 8 Jakarta Pusat Tlp. : (62-21) 3500664, 3500665 Fax. : (62-21) 3500663 Box 3049, Jakarta 10030	
OPERATIONS SPECIFICATIONS	
A1. ISSUANCE AND APPLICABILITY.	
a. These Operations Specifications are issued to : PT. GARUDA INDONESIA, Whose principal base of Operation is located at: Jl. Merdeka Selatan No.13 Jakarta Pusat – 10110 INDONESIA	
- The holder of these Operations Specifications is the holder of <i>Civil Aviation Safety Regulation Part 121 (CASR Part 121)</i> Certificate Number: AOC 121-001 and shall hereafter be referred to as the Certificate Holder.	
- The PT. GARUDA INDONESIA is authorized to conduct as <i>Flag and Domestic Air Carrier Operations</i> under CASR Part 121, within the contiguous Indonesia, Regional and International.	
-The PT. GARUDA INDONESIA shall conduct these operations in accordance with the specific Authorizations Limitations and Procedures in these Operations Specifications and all appropriate Parts of the CASR.	
b. These Operations Specifications are effective as of the <i>Date Approval is effective</i> listed in each and shall remain in effect as long as the Certificate holder continues to meet the requirement of CASR 121 as specified for Certification.	
Operating Certificate Number: AOC / 121 - 001	
I CERTIFY that the statements submitted in connection herewith are true and that I am duly authorized to make this application on behalf of the applicant.	
Date : 25 July 2001	Title : Vice President Flight Operation
Company: PT. GARUDA INDONESIA	Name and Signature: CAPT. RONGGO KARYAWAN
P.O.I RECOMMENDATIONS Date : 25 July 2001	Deputy Director Of : Flight Operations
Name and Signature : CAPT. MOCH. MAULUDIN	Name and Signature: CAPT. CHRISTIAN BISARA
The Operations Specifications are APPROVED.	
On behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS DIRECTORAT JENYUTAN PERHUBUNGAN UDARA II. JUNG ISKANDAR GP. Msi Director of Airworthiness Certification	
Amendment No. : 01 Effective date : 27 July 2001 Supersedes specifications dated: 01 January 2000	
DAC FORM 120-06 (7-00)	

National Air Law

UU No. 1 Tahun 2009 tentang Penerbangan

- **Lisensi personil pesawat udara**
 - Setiap personel pesawat wajib memiliki lisensi (pasal 58)
- **Asuransi penerbangan**
 - Setiap Operator wajib mengasuransikan terhadap: pesawat udara, personel, kerugian pihak ketiga, kegiatan investigasi.(pasal 62)
- **Wilayah pengoperasian**
 - Di wilayah RI hanya dapat dioperasikan pesawat udara Indonesia, pesawat udara asing dapat dioperasikan setelah ada izin menteri (pasal 63)

National Air Law

Civil Aviation Safety Regulations (CASR)

Peraturan Keselamatan Penerbangan Sipil (PKPS)

- Part 45 : Identification and Registration Marking
- Part 47 : Aircraft Registration
- Part 61 : Licensing of Pilots and Flight Instructor
- Part 91 : General Operating and Flight Rules
- Part 121: Certification and Operating Requirements:
Domestic, Flag and Supplemental Air Carriers
- Part 135: Certification and Operating Requirements:
For Commuter and Charter Air Carriers

Rules of the air

Rules of the air

Basic Legislations

- International:
 - Chicago Convention 1944, Art.11 and 12
 - Annex 2 to the Chicago Convention
- National:
 - Aviation Act No. 1/2009 , Art. 5 - 8
 - Ministerial Regulation (CASR) No. 18 Year 2010
(*CASR Part 91*)

Rules of the air

Chicago Convention 1944

Chicago Convention 1944 Article 11: *Applicability of air regulations*

- Subject to the provisions of this Convention, the laws and regulations of a contracting State relating to the admission to or departure from its territory of aircraft engaged in international air navigation, or to the operation and navigation of such aircraft while within its territory, shall be applied to the aircraft of all contracting States without distinction as to nationality, and shall be complied with by such aircraft upon entering or departing from or while within the territory of that State.

Peraturan perundang-undangan negara anggota (konvensi) hendaknya berlaku untuk dan dipatuhi oleh semua pesawat udara tanpa kecuali yang :

- Keluar masuk wilayah udara negara tersebut
- Terbang melalui dan/atau di wilayah udara negara tersebut

Rules of the air

Chicago Convention 1944

Chicago Convention 1944 Article 12. : ***Rules of the air***

- Each contracting State undertakes to adopt measures to insure that every aircraft flying over or maneuvering within its territory and that every aircraft carrying its nationality mark, wherever such aircraft may be, shall comply with the rules and regulations relating to the flight and maneuver of aircraft there in force. Each contracting State undertakes to keep its own regulations in these respects uniform, to the greatest possible extent, with those established from time to time under this Convention. Over the high seas, the rules in force shall be those established under this Convention. Each contracting State undertakes to insure the prosecution of all persons violating the regulations applicable.

- Setiap negara anggota (konvensi), melaksanakan :

- Mengambil langkah-langkah untuk memastikan dipatuhinya semua peraturan perundang-undangan yang berlaku di wilayah udaranya oleh semua pesawat udara yang terbang atau bergerak di wilayah udaranya
- Memelihara peraturan perundang-undangannya sejauh mungkin sesuai dengan apa yang ditetapkan dalam konvensi ini
- Melakukan tindakan hukum kepada semua orang yang melanggar peraturan yang berlaku

Untuk pesawat udara yang terbang melintasi laut lepas, naka yang berlaku adalah ketentuan-ketentuan yang berlaku dalam konvensi ini

Rules of the air

UU No.1 Thn.2009

- **Pasal 5 :**
Negara Kesatuan Republik Indonesia berdaulat penuh dan eksklusif atas wilayah udara Republik Indonesia.
- **Pasal 6 :**
Dalam rangka penyelenggaraan kedaulatan negara atas wilayah udara Negara Kesatuan Republik Indonesia, Pemerintah melaksanakan wewenang dan tanggung jawab pengaturan ruang udara untuk kepentingan penerbangan, perekonomian nasional, pertahanan dan keamanan negara, sosial budaya, serta lingkungan udara.
- **Pasal 7**
 - (1) Dalam rangka melaksanakan tanggung jawab sebagaimana dimaksud dalam Pasal 6, Pemerintah menetapkan kawasan udara terlarang dan terbatas.
 - (2) Pesawat udara Indonesia atau pesawat udara asing dilarang terbang melalui kawasan udara terlarang.
 - (3) Larangan terbang sebagaimana dimaksud pada ayat (2) bersifat permanen dan menyeluruh.
 - (4) Kawasan udara terbatas sebagaimana dimaksud pada ayat (1) hanya dapat digunakan untuk penerbangan pesawat udara negara.

Rules of the air

UU No.1 Thn.2009

- Pasal 8

(1) Pesawat udara yang melanggar wilayah kedaulatan Negara Kesatuan Republik Indonesia sebagaimana dimaksud dalam Pasal 5 diperingatkan dan diperintahkan untuk meninggalkan wilayah tersebut oleh petugas pemandu lalu lintas penerbangan.

(2) Pesawat udara yang akan dan telah memasuki kawasan udara terlarang dan terbatas sebagaimana dimaksud dalam Pasal 7 ayat (2) dan ayat (4) diperingatkan dan diperintahkan untuk meninggalkan wilayah tersebut oleh petugas pemandu lalu lintas penerbangan.

(3) Petugas pemandu lalu lintas penerbangan wajib menginformasikan pesawat udara yang melanggar wilayah kedaulatan dan kawasan udara terlarang dan terbatas sebagaimana dimaksud pada ayat (1) dan ayat (2) kepada aparat yang tugas dan tanggung jawabnya di bidang pertahanan negara.

(4) Dalam hal peringatan dan perintah sebagaimana dimaksud pada ayat (1) dan ayat (2) tidak ditaati, dilakukan tindakan pemaksaan oleh pesawat udara negara untuk ke luar wilayah Negara Kesatuan Republik Indonesia atau kawasan udara terlarang dan terbatas atau untuk mendarat di pangkalan udara atau bandar udara tertentu di dalam wilayah Negara Kesatuan Republik Indonesia.

(5) Personel pesawat udara, pesawat udara, dan seluruh muatannya yang melanggar ketentuan sebagaimana dimaksud pada ayat (1) dan ayat (2), diperiksa dan disidik sesuai dengan ketentuan perundang-undangan.

Rules of the air

CASR Part 91

91.111 Operating Near Other Aircraft

- (a) No person may operate an aircraft so close to another aircraft as to create a collision hazard.
- (b) No person may operate an aircraft in formation flight except by arrangement with the pilot in command of each aircraft in the formation.
- (c) No person may operate an aircraft, carrying passengers for hire, in formation flight.

Rules of the air

CASR Part 91

91.113 Right of Way Rules: Except Water Operations

- (a) Inapplicability. This section does not apply to the operation of an aircraft on water.
- (b) General. When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance (watchfulness) shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right of way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.
- (c) In distress. An aircraft in distress has the right of way over all other air traffic.

Rules of the air

Aircraft Category

- Airplane / Aero plane
- Rotorcraft
 - Helicopter
 - Gyroplane
- Glider
- Lighter than Air
 - Airship
 - Balloon



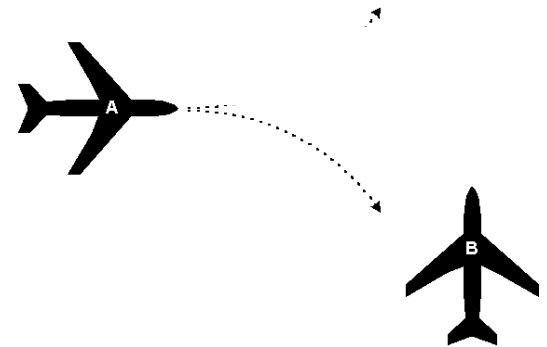
Rules of the air

CASR Part 91

91.113 Right of Way Rules: Except Water Operations

Converging.

- When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right of way.
- If the aircraft are of different categories
 - (1) A balloon has the right of way over any other category of aircraft;
 - (2) A glider has the right of way over an airship, airplane, or rotorcraft; and
 - (3) An airship has the right of way over an airplane or rotorcraft.
- However, an aircraft towing or refueling other aircraft has the right of way over all other engine driven aircraft.

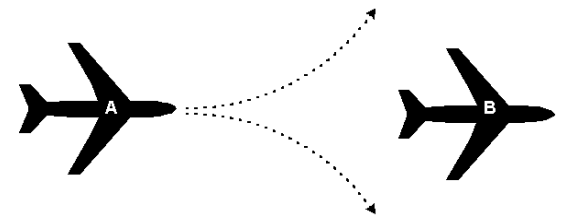
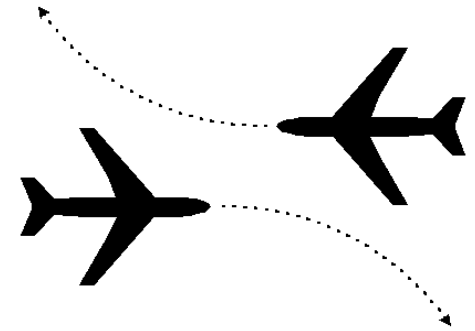


Rules of the air

CASR Part 91

91.113 Right of Way Rules: Except Water Operations

- Approaching head-on. When aircraft are approaching each other head-on, or nearly so, each pilot of **each aircraft shall alter course to the right.**
- Overtaking. Each aircraft that is being overtaken has the right of way and each pilot of an overtaking aircraft shall alter course to the right to pass well clear.



Rules of the air

CASR Part 91

91.113 Right of Way Rules: Except Water Operations

(g) Landing. Aircraft, while on final approach to land or while landing, have the right of way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach.

When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right of way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.

Rules of the air

CASR Part 91

91.119 Minimum Safe Altitudes: General

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- (a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 600 meters of the aircraft.
- (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 200 meters to any person, vessel, vehicle, or structure.

Film

CANDAIR

Rules of the air

CASR Part 91

91.119 Minimum Safe Altitudes: General

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(d) Helicopters, Helicopters may be operated at less than the minimums prescribed in Paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface.

In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Director.

Rules of the air

Classification of Airspace

Annex 11 to the Chicago Convention

- **Class A** : IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other.
- **Class B** : IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other.
- **Class C** : IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Rules of the air

Classification of Airspace

Annex 11 to the Chicago Convention

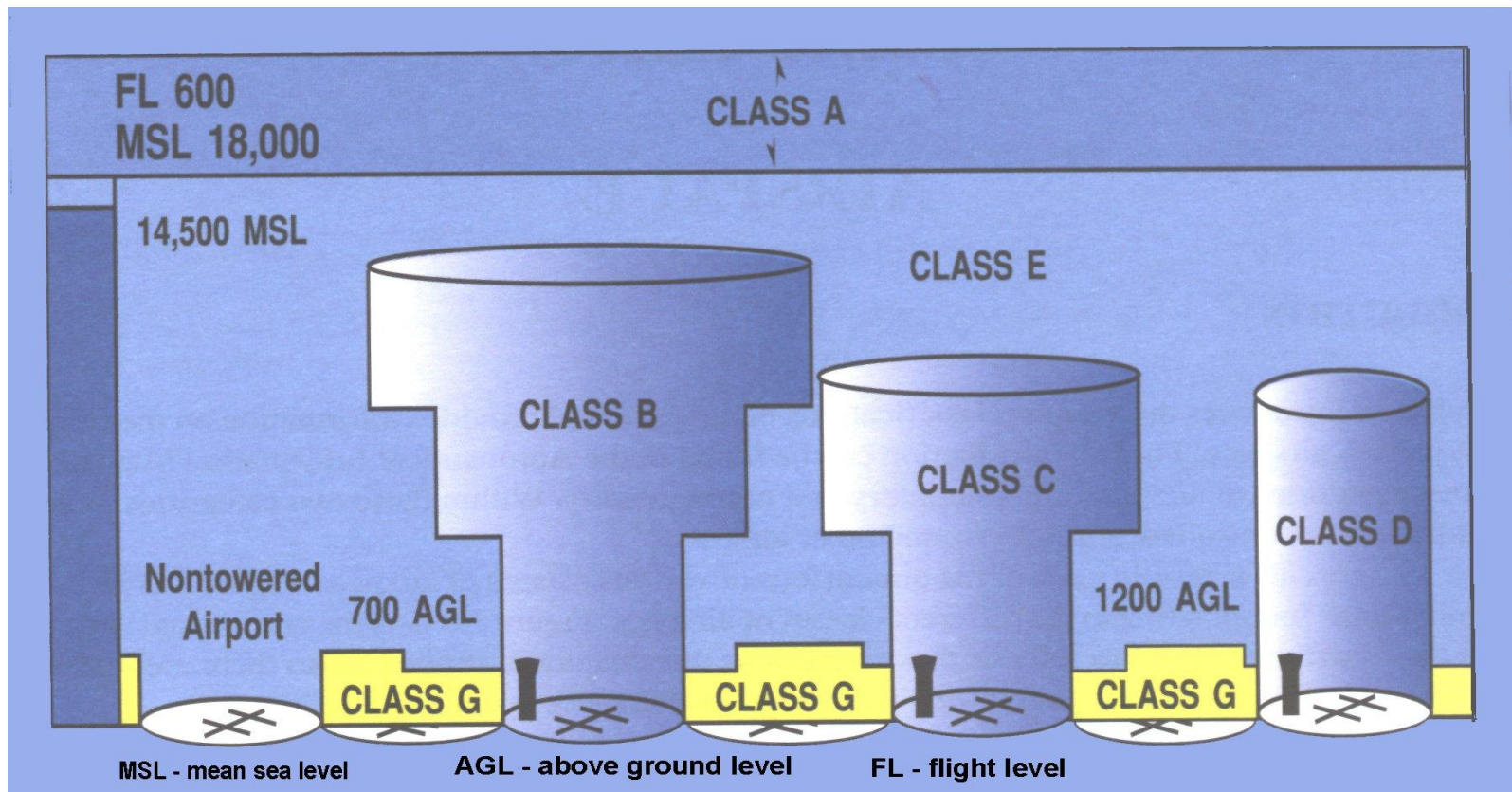
- **Class D** : IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights, and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of other flights.
- **Class E** : IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones.
- **Class F** : IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Rules of the air

Classification of Airspace

Annex 11 to the Chicago Convention

- **Class G** : IFR and VFR flights are permitted, and receive flight information service if requested.



Rules of the air, CASR Part 91

91.126 Operating on or in the Vicinity of an Airport in **Class G** **Airspace**

- (a) General. Unless otherwise authorized or required, each person operating an aircraft on or in the vicinity of an airport in a Class G airspace area must comply with the requirements of this section.
- (b) Direction of turns. When approaching to land at an airport without an operating control tower in a Class G airspace area
 - (1) Each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right; and
 - (2) Each pilot of a helicopter must avoid the flow of fixed wing aircraft.

Rules of the air

CASR Part 91

91.126 Operating on or in the Vicinity of an Airport in **Class G Airspace**

- (c) Flap setting. Except when necessary for training or certification, the pilot in command of a civil turbojet-powered aircraft must use, as a final flap setting, the minimum certificated landing flap set forth in the approved performance information in the Airplane Flight Manual for the applicable conditions. However each pilot in command has the final authority and responsibility for the safe operation of the pilot's airplane, and may use a different flap setting for the airplane if the pilot determines that it is necessary in the interest of safety.
- (d) Communications with control towers. Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower. Communications must be established as soon as practicable. However, if the aircraft radio fails in flight, the pilot in command may operate that aircraft and land if weather conditions are at or above basic VFR weather minimums, visual contact with the tower is maintained, and a clearance to land is received. If the aircraft radio fails while in flight under IFR, the pilot must comply with Section 91.185. (see references)

Rules of the air

CASR Part 91

91.127 Operating on or in the Vicinity of an Airport in **Class E Airspace**

- (a) Unless otherwise required by the CASRs or unless otherwise authorized or required by the ATC facility having jurisdiction over the Class E airspace area, each person operating an aircraft on or in the vicinity of an airport in a Class E airspace area must comply with the requirements of Section 91.126.
- (b) Departures. Each pilot of an aircraft must comply with any special traffic patterns established for that airport.
- (c) Communications with control towers. Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower. Communications must be established as soon as practicable. However, if the aircraft radio fails in flight, the pilot in command may operate that aircraft and land if weather conditions are at or above basic VFR weather minimums, visual contact with the tower is maintained, and a clearance to land is received. If the aircraft radio fails while in flight under IFR, the pilot must comply with Section 91.185.

Rules of the air

CASR Part 91

91.129 Operations in **Class D** Airspace

- (a) General. Unless otherwise authorized or required by the ATC facility having jurisdiction over the Class D airspace area, each person operating an aircraft in Class D airspace must comply with the applicable provisions of this section. In addition, each person must comply with Sections 91.126 and 91.127. For the purpose of this section, the primary airport is the airport for which the Class D airspace area is designated. A satellite airport is any other airport within the Class D airspace area.
- (b) Deviations. An operator may deviate from any provision of this section under the provisions of an ATC authorization issued by the ATC facility having jurisdiction over the airspace concerned. ATC may authorize a deviation on a continuing basis or for an individual flight, as appropriate.

Rules of the air

CASR Part 91

91.129 Operations in **Class D Airspace**

- (c) Communications. Each person operating an aircraft in Class D airspace must meet the following two-way radio communications requirements:
- (1) Arrival or through flight. Each person must establish two-way radio communications with the ATC facility (including foreign ATC in the case of foreign airspace designated in Indonesia) providing air traffic services prior to entering that airspace and thereafter maintain those communications while within that airspace.
 - (2) Departing flight. Each person
 - (i) From the primary airport or satellite airport with an operating control tower must establish and maintain two-way radio communications with the control tower and thereafter as instructed by ATC while operating in the Class D airspace area; or
 - (ii) From a satellite airport without an operating control tower, must establish and maintain two-way radio communications with the ATC facility having jurisdiction over the Class D airspace area as soon as practicable after departing.

Rules of the air

CASR Part 91

91.129 Operations in **Class D** Airspace

- (d) Communications failure. Each person who operates an aircraft in a Class D airspace area must maintain two-way radio communications with the ATC facility having jurisdiction over that area.
 - (1) If the aircraft radio fails in flight under IFR, the pilot must comply with 91.185 of the part.
 - (2) If the aircraft radio fails in flight under VFR, the pilot in command may operate that aircraft and land if
 - (i) Weather conditions are at or above basic VFR weather minimums;
 - (ii) Visual contact with the tower is maintained; and
 - (iii) A clearance to land is received.

Rules of the air

CASR Part 91

91.129 Operations in **Class D** Airspace

(e) Minimum Altitudes. When operating to an airport in Class D airspace, each pilot of

(1) A large or turbine-powered airplane shall, unless otherwise required by the applicable distance from cloud criteria, enter the traffic pattern at an altitude of at least 1,500 feet above the elevation of the airport and maintain at least 1,500 feet until further descent is required for a safe landing;

(2) A large or turbine-powered airplane approaching to land on a runway served by an instrument landing system (ILS), if the airplane is ILS equipped, shall fly that airplane at an altitude at or above the glide slope between the outer marker (or point of interception of glide slope, if compliance with the applicable distance from clouds criteria requires interception closer in) and the middle marker; and

(3) An airplane approaching to land on a runway served by a visual approach slope indicator shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing. Paragraphs (e)(2) and (e)(3) of this section do not prohibit normal bracketing maneuvers above or below the glide slope that are conducted for the purpose of remaining on the glide slope.

Rules of the air

CASR Part 91

91.129 Operations in **Class D Airspace**

- (f) Approaches. Except when conducting a circling approach authorized by a DGCA approved standard instrument approach procedure or unless otherwise required by ATC, each pilot must
 - (1) Circle the airport to the left, if operating an airplane; or
 - (2) Avoid the flow of fixed wing aircraft, if operating a helicopter.
- (g) Departures. No person may operate an aircraft departing from an airport except in compliance with the following:
 - (1) Each pilot must comply with any departure procedures established for that airport by the DGCA.
 - (2) Unless otherwise required by the prescribed departure procedure for that airport or the applicable distance from clouds criteria, each pilot of a turbinepowered airplane and each pilot of a large airplane must climb to an altitude of 1,500 feet above the surface as rapidly as practicable.

Rules of the air

CASR Part 91

91.129 Operations in **Class D** Airspace

- (h) Reserve.
- (i) Takeoff, landing, taxi clearance. No person may, at any airport with an operating control tower, operate an aircraft on a runway or taxiway, or take off or land an aircraft, unless an appropriate clearance is received from ATC.
A clearance to "taxi to" the takeoff runway assigned to the aircraft is not a clearance to cross that assigned takeoff runway, or to taxi on that runway at any point but is a clearance to cross other runways that intersect the taxi route to that assigned takeoff runway.
A clearance to "taxi to" any point other than an assigned takeoff runway is clearance to cross all runways that intersect the taxi route to that point.

Rules of the air

CASR Part 91

91.130 Operations in **Class C** Airspace

- (a) General. Unless otherwise authorized by ATC, each aircraft operation in Class C airspace must be conducted in compliance with this section and Section 91.129.

For the purpose of this section, the primary airport is the airport for which the Class C airspace area is designated. A satellite airport is any other airport within the Class C airspace area.

- (b) Traffic patterns. No person may take off or land an aircraft at a satellite airport within a Class C airspace area except in compliance with DGCA arrival and departure traffic patterns.
- (c) Communications. Each person operating an aircraft in Class C airspace must meet the following two-way radio communications requirements:
- (1) Arrival or through flight. Each person must establish two-way radio communications with the ATC facility (including foreign ATC in the case of foreign airspace designated in Indonesia) providing air traffic services prior to entering that airspace and thereafter maintain those communications while within that airspace.

Rules of the air

CASR Part 91

91.130 Operations in **Class C** Airspace

(2) Departing flight. Each person

- (i) From the primary airport or satellite airport with an operating control tower must establish and maintain two-way radio communications with the control tower, and thereafter as instructed by ATC while operating in the Class C airspace area; or
- (ii) From a satellite airport without an operating control tower, must establish and maintain two-way radio communications with the ATC facility having jurisdiction over the Class C airspace area as soon as practicable after departing.

(d) Equipment requirements. Unless otherwise authorized by the ATC having jurisdiction over the Class C airspace area, no person may operate an aircraft within a Class C airspace area designated for an airport unless that aircraft is equipped with the applicable equipment specified in Section 91.215.

(e) Deviations. An operator may deviate from any provision of this section under the provisions of an ATC authorization issued by the ATC facility having jurisdiction over the airspace concerned. ATC may authorize a deviation on a continuing basis or for an individual flight, as appropriate.

Rules of the air

CASR Part 91

91.131 Operations in **Class B** Airspace

- (a) Operating rules. No person may operate an aircraft within a Class B airspace area except in compliance with Section 91.129 and the following rules:
- (1) The operator must receive an ATC clearance from the ATC facility having jurisdiction for that area before operating an aircraft in that area.
 - (2) Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport for which a Class B airspace area is designated must operate at or above the designated floors of the Class B airspace area while within the lateral limits of that area.
 - (3) Any person conducting pilot training operations at an airport within a Class B airspace area must comply with any procedures established by ATC for such operations in that area.

Rules of the air

CASR Part 91

91.131 Operations in **Class B** Airspace

(b) Pilot requirements.

No person may take off or land a civil aircraft at an airport within a Class B airspace area or operate a civil aircraft within a Class B airspace area unless

- (i) The pilot in command holds at least a private pilot certificate; or
- (ii) The aircraft is operated by a student pilot or recreational pilot who seeks private pilot certification and has met the requirements of Section 61.95 of the CASRs.

(c) Communications and navigation equipment requirements. Unless otherwise authorized by ATC, no person may operate an aircraft within a Class B airspace area unless that aircraft is equipped with___

- (1) For IFR operation. An operable VOR or TACAN receiver; and
- (2) For all operations. An operable two-way radio capable of communications with ATC on appropriate frequencies for that Class B airspace area.

(d) Transponder requirements. No person may operate an aircraft in a Class B airspace area unless the aircraft is equipped with the applicable operating transponder and automatic altitude reporting equipment specified in Paragraph (a) of Section 91.215, except as provided in Paragraph (d) of that section.

Rules of the air

CASR Part 91

91.133 Restricted, Prohibited and Danger Areas

- (a) No person may operate an aircraft within a restricted area contrary to the restrictions imposed, or within a prohibited area, unless that person has the permission of the using or controlling agency, as appropriate.
- (b) Each person conducting, within a restricted area, an aircraft operation (approved by the using agency) that creates the same hazards as the operations for which the restricted area was designated may deviate from the rules of this subpart that are not compatible with the operation of the aircraft.
- (c) **Danger Area**
Airspace within which activities may constitute a hazard to the flight of the aircraft may exist at specified times. No person may operate an aircraft within a designated disaster area unless that aircraft is participating in airborne relief activities under the direction of the authority responsible for relief activities.

Type of Aviation Operation

Type of Aviation Operation

Definitions and Abbreviations

“Aircraft” – Any machine that can derive support in the atmosphere from the reaction of the air other than reactions of the air against the earth’s surface.

“Airplane” or **“Aeroplane”** – A power driven, heavier than air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

“Large Aircraft” – Any aircraft having a maximum certified take-off weight, (MCTOW) of greater than 5700 kg (12500 pounds).

“Small Aircraft” – any aircraft having a maximum certified take-off weight (MCTOW) of 5700 kg (12500 pounds) or less.

“Helicopter”- A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

Type of Aviation Operation

Definitions and Abbreviations

“**Captain**” – A pilot qualified on an aircraft and responsible for the safe operation of that aircraft.

“**PIC**” – Pilot in Command. A pilot assigned to act as the Captain of an aircraft.

“**FO**” – First Officer. A pilot qualified on an aircraft to perform the duties of second in command. May also be taken to mean co-pilot.

“**SIC**” – Second in command. A pilot assigned to act as a first officer or co-pilot of an aircraft.

“**S/O**” – Second Officer. A pilot who is the holder of a commercial or higher pilot license and is endorsed on an aircraft type, as competent on the flight engineers panel and may act as a flight crewmember with respect to the flight engineer duties.

Type of Aviation Operation

Definitions and Abbreviations

“Flight crewmember” – a crewmember assigned to duty in an aircraft as a pilot, flight engineer, second officer or navigator.

“Crewmember” - a person assigned by an air carrier to official duty on board an aircraft.

“Single Pilot” – the operation of an aircraft with only one pilot on board.

“PF” – Pilot flying. The flight crewmember who is manipulating the flight controls of an aircraft during flight time.

“PNF” – Pilot not flying. The pilot who is performing tasks during flight time, in support of the pilot flying.

“Pilot Self-dispatch” – means a system where authority and responsibility for flight release, operation and flight following have been delegated solely to the PIC.

Type of Aviation Operation

Definitions and Abbreviations

- **“Aerial Work Operator”** An air carrier certified to perform a type of speciality air transportation service as listed in section 135.3 (b).
- **“Specific Operation”** – means a specialized area of operation within the group of aerial work operations, described as special purpose air transportation services,
- **“Air Transportation Service”** - The operation for remuneration, including positioning flights, of any aircraft which is listed on the air carrier's Air operating certificate.
- **“AOC” - Air Operator Certificate.** A certificate authorizing an operator to carry out specified commercial air transport operations.
- **“Charter Air Carrier”** - any air carrier that provides an air transportation service on a non-scheduled basis.
- **“Commuter Air Carrier”** - any air carrier that provides an air transportation service on a scheduled basis.

Type of Aviation Operation

Definitions and Abbreviations

- **“Scheduled Air Service”** - Any air transportation service which is operated on a weekly basis and in accordance with a published schedule.
- **“Flag Air Carrier”** – An air carrier whose operations specifications authorize operations outside of Indonesia
- **“Supplemental Air Carrier”** – An air carrier whose operations specifications authorize charter or all cargo operations.
- **“Flight Operations Officer” (FOO)** – A person who is authorized by an air carrier to exercise operational control over a flight.
- **“Co-authority dispatch”** – the shared authority between the PIC and flight operations officer in the formulation of an operational flight plan and flight release.

Type of Aviation Operation

CASR Part 121

- **121.3 Applicability, This part prescribes the rules governing :**
 - a) The **domestic, flag and supplemental** certification and operations of each person who holds or is required to hold an air Carrier Operating Certificate under this part who is utilizing planes having a passenger seating configuration of **more than 30 seats**, excluding any required crewmember seat, or a payload capability of **more than 3409 kilograms (7,500pounds)**



Type of Aviation Operation

CASR Part 121

121.4 Certification Requirement : General

- a) No person may engage in scheduled air transportation within Indonesia without, or in violation of an air carrier operating certificate and appropriate operations specifications issued under this part. An air carrier whose operations specifications authorize operations **within Indonesia** is hereafter referred to as a “**domestic air carrier**”
- b) No person may engage in scheduled air transportation outside Indonesia without, or in violation of an air carrier operating certificate and appropriate operations specifications issued under this part. An air carrier whose operations specifications authorize operations **outside of Indonesia** is hereafter to as a “**flag air carrier**”

Type of Aviation Operation

CASR Part 121

121.4 Certification Requirement : General

- c) No person may engage in charter or all-cargo operations without, or in violation of an air carrier operating certificate and appropriate operations specifications issued under this part. An air carrier whose operations specifications authorize **charter or all-cargo** operations is hereafter referred to as a **“supplemental air carrier”**.
- d) A domestic air carrier may, in the case of segments of routes extending outside of Indonesia, be authorized to conduct operations over those route segments under the domestic air carrier certification and operation rules. A domestic air carrier whose route structure has expanded to include operations outside of Indonesia must conduct those route under the flag air carrier certification and operation rules.
- e) The Director may authorize the air carrier described in paragraph (a) and (b) of this section to conduct charter and/or all-cargo operation with the appropriate revisions to their existing operations specifications.

Type of Aviation Operation

Example of AOC & OPSPEC

THE REPUBLIC OF INDONESIA
MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION

Air Operator Certificate No. AOC/121-001

This certifies that : PT. GARUDA INDONESIA
Soekarno-Hatta International Airport
Cengkareng - Indonesia

Has met the requirements of the Aviation Act Number 01 year 2009 and the rules, regulations and standards prescribed therein for the issuance of this certificate and is hereby authorized to operate as an Air Operator and conduct CASR Part 121 Operations in accordance with said Act and the rules, regulations and standards and the terms, conditions and limitations contained in its Approved Operation Specifications.

This certificate is not transferable and shall continue in effect for a period of 2 (two) years from the date of issuance unless sooner surrendered, suspended or revoked.



Amendment : 01
Issued in : Jakarta
Date : June 10, 2009

DIRECTORATE GENERAL OF AIR COMMUNICATIONS DIRECTORATE OF AIRWORTHINESS CERTIFICATION Department of Communications, Karya Building, 22nd Floor Jl. Merdeka Barat No. 8 Jakarta Pusat Tlp. : (62-21) 3500664, 3500665 Fax. : (62-21) 3500663 Box 3049, Jakarta 10030	
OPERATIONS SPECIFICATIONS	
A1. ISSUANCE AND APPLICABILITY.	
a. These Operations Specifications are issued to : PT. GARUDA INDONESIA, Whose principal base of Operation is located at: Jl. Merdeka Selatan No.13 Jakarta Pusat – 10110 INDONESIA	
- The holder of these Operations Specifications is the holder of <i>Civil Aviation Safety Regulation Part 121 (CASR Part 121)</i> Certificate Number: AOC 121-001 and shall hereafter be referred to as the Certificate Holder.	
- The PT. GARUDA INDONESIA is authorized to conduct as <i>Flag and Domestic Air Carrier Operations</i> under CASR Part 121, within the contiguous Indonesia, Regional and International.	
-The PT. GARUDA INDONESIA shall conduct these operations in accordance with the specific Authorizations Limitations and Procedures in these Operations Specifications and all appropriate Parts of the CASR.	
b. These Operations Specifications are effective as of the <i>Date Approval is effective</i> listed in each and shall remain in effect as long as the Certificate holder continues to meet the requirement of CASR 121 as specified for Certification.	
Operating Certificate Number: AOC / 121 - 001	
I CERTIFY that the statements submitted in connection herewith are true and that I am duly authorized to make this application on behalf of the applicant.	
Date : 25 July 2001	Title : Vice President Flight Operation
Company: PT. GARUDA INDONESIA	Name and Signature: CAPT. RONGGO KARYAWAN
P.O.I RECOMMENDATIONS Date : 25 July 2001	Deputy Director Of : Flight Operations
Name and Signature : CAPT. MOCH. MAULUDIN	Name and Signature: CAPT. CHRISTIAN BISARA
The Operations Specifications are APPROVED.	
On behalf of the DIRECTOR GENERAL OF AIR COMMUNICATIONS DIRECTORAT JENJANG PERHUBUNGAN NASIONAL II. JUNG ISKANDAR GP. Msi Director of Airworthiness Certification	
Amendment No. : 01 Effective date : 27 July 2001 Supersedes specifications dated: 01 January 2000	
DAC FORM 120-06 (7-00)	

General Provision of Air Legislation

Type of Aviation Operation

- Summary : Part 121
 - **“domestic air carrier”**
 - operations within Indonesia
 - configuration of more than 30 seats
 - payload more than 3409 kilograms (7,500 pounds)
 - **“flag air carrier”**
 - Operation outside of Indonesia
 - configuration of more than 30 seats
 - payload more than 3409 kilograms (7,500 pounds)
 - **“supplemental air carrier”**
 - **charter or all-cargo** operations
 - configuration of more than 30 seats
 - payload more than 3409 kilograms (7,500 pounds)

Type of Aviation Operation

CASR Part 135

- 135.3 Applicability, This part prescribes the rules governing :
 - (a) Any **commuter or charter** air transportation service utilizing aeroplanes or helicopters which have an approved maximum seating capacity of **30 seats or less**, excluding required crewmember seats, or aeroplanes having a maximum payload of **3409 kilograms (7500 pounds) or less** considering all disposable loads to be at maximum.



Type of Aviation Operation

CASR Part 135

- 135.3 Applicability, This part prescribes the rules governing :

(b) Any air carrier involved in **aerial work operations** which provides one or more of the following special purpose air transportation services as described in appendix A-A of this Subpart:

- (1) **helicopters carrying external loads,**
- (2) **towing of objects,**
- (4) **dispersal of products,**
- (4) **aerial survey and photography, except recreational photography**
- (5) **air ambulance,**
- (6) **flight inspection or calibration of air navigation facilities, and**
- (7) **any other air transportation service considered by the Director to be special purpose in nature.**

General Provision of Air Legislation

Type of Aviation Operation

- **Summary : Part 135**

- **commuter or charter**

- utilizing aeroplanes or helicopters
- seating capacity of 30 seats or less
- maximum payload of 3409 kilograms (7500 pounds) or less

- **aerial work operations**

- (1) helicopters carrying external loads,
- (2) towing of objects,
- (3) dispersal of products,
- (4) aerial survey and photography, except recreational photography
- (5) air ambulance,
- (6) flight inspection or calibration of air navigation facilities, and
- (7) any other air transportation service considered by the Director to be special purpose in nature.

Type of Aviation Operation

CASR Part 91

Special Flight Operations

91.303 Aerobatic Flight

No person may operate an aircraft in aerobatic flight

- (a) Over any congested area of a city, town, or settlement;
- (b) Over an open air assembly of persons;
- (c) Within the lateral boundaries of the surface areas of Class B, Class C, Class F, or Class G airspace designated for an airport;
- (d) Within 4 nautical miles of the center line of any airway;
- (e) Below an altitude of 1,500 feet above the surface; or
- (f) When flight visibility is less than 3 statute miles (4.8 km).

91.305 Flight Test Areas

No person may flight test an aircraft except over open water, or sparsely populated areas, having light air traffic

Type of Aviation Operation

CASR Part 91

Special Flight Operations

91.307 Parachutes and Parachuting

- (a) No pilot of a civil aircraft may allow a parachute that is available for emergency use to be carried in that aircraft unless it is an approved type and
- (1) If a chair type (canopy in back), it has been packed by a certificated and appropriately rated parachute rigger within the preceding 120 days; or
 - (2) If any other type, it has been packed by a certificated and appropriately rated parachute rigger_
 - (i) Within the preceding 120 days, if its canopy, shrouds, and harness are composed exclusively of nylon, rayon, or other similar synthetic fiber or materials that are substantially resistant to damage from mold, mildew, or other fungi and other rotting agents propagated in a moist environment; or
 - (ii) Within the preceding 60 days, if any part of the parachute is composed of silk, pongee, or other natural fiber, or materials not specified in Paragraph (a)(2)(i) of this section.

Type of Aviation Operation
CASR Part 91
Special Flight Operations

91.307 Parachutes and Parachuting

- (b) Except in an emergency, no pilot in command may allow, and no person may make, a parachute jump from an aircraft within Indonesia except in accordance with Part 105.
- (c) Unless each occupant of the aircraft is wearing an approved parachute, no pilot of a civil aircraft carrying any person (other than a crewmember) may execute any intentional maneuver that exceeds -
 - (1) A bank of 60° relative to the horizon; or
 - (2) A nose up or nose down attitude of 30° relative to the horizon.

Type of Aviation Operation
CASR Part 91
Special Flight Operations

91.307 Parachutes and Parachuting

- (d) Paragraph (c) of this section does not apply to_
- (1) Flight tests for pilot certification or rating; or
 - (2) Spins and other flight maneuvers required by the regulations for any certificate or rating when given by_
 - (i) A certificated flight instructor; or
 - (ii) An airline transport pilot instructing in accordance with Section 61.169 of the CASRs.
- (e) For the purposes of this section, "approved parachute" means_
- (1) A parachute manufactured under a type certificate; or
 - (2) A personnel carrying military parachute identified by an NAF, AAF, or AN drawing number, an AAF order number, or any other military designation or specification number.

Type of Aviation Operation

CASR Part 91

Special Flight Operations

91.309 Towing: Gliders

- (a) No person may operate a civil aircraft towing a glider unless___
- (1) The pilot in command of the towing aircraft is qualified under Section 61.69 of the CASRs;
 - (2) The towing aircraft is equipped with a tow hitch of a kind, and installed in a manner, that is approved by the Director;
 - (3) The towline used has breaking strength not less than 80 percent of the maximum certificated operating weight of the glider and not more than twice this operating weight. However, the towline used may have a breaking strength more than twice the maximum certificated operating weight of the glider if –
 - (i) A safety link is installed at the point of attachment of the towline to the glider with a breaking strength not less than 80 percent of the maximum certificated operating weight of the glider and not greater than twice this operating weight.
 - (ii) A safety link is installed at the point of attachment of the towline to the towing aircraft with a breaking strength greater, but not more than 25 percent greater, than that of the safety link at the towed glider end of the towline and not greater than twice the maximum certificated operating weight of the glider;

Type of Aviation Operation
CASR Part 91
Special Flight Operations

91.309 Towing: Gliders

- (a) No person may operate a civil aircraft towing a glider unless___
- (4) Before conducting any towing operation within the lateral boundaries of the surface areas of Class B, Class C, Class F or Class G airspace designated for an airport, or before making each towing flight within such controlled airspace if required by ATC, the pilot in command notifies the control tower. If a control tower does not exist or is not in operation, the pilot in command must notify the DGCA flight service station serving that controlled airspace before conducting any towing operations in that airspace; and
 - (5) The pilots of the towing aircraft and the glider have agreed upon a general course of action, including takeoff and release signals, airspeeds, and emergency procedures for each pilot.
- (b) No pilot of civil aircraft may intentionally release a towline, after release of a glider, in a manner that endangers the life of property of another

Type of Aviation Operation
CASR Part 91
Special Flight Operations

91.319 Aircraft Having Experimental Certificates: Operating Limitations

- (a) No person may operate an aircraft that has an experimental certificate____
 - (1) For other than the purpose for which the certificate was issued; or
 - (2) Carrying persons or property for compensation or hire.
- (b) No person may operate an aircraft that has an experimental certificate outside of an area assigned by the Director until it is shown that_
 - (1) The aircraft is controllable throughout its normal range of speeds and throughout all the maneuvers to be executed; and
 - (2) The aircraft has no hazardous operating characteristics or design features.
- (c) Unless otherwise authorized by the Director in special operating limitations, no person may operate an aircraft that has an experimental certificate over a densely populated area or in a congested airway. The Director may issue special operating limitations for particular aircraft to permit takeoffs and landings to be conducted over a densely populated area or in a congested airway, in accordance with terms and conditions specified in the authorization in the interest of safety in air commerce.

Type of Aviation Operation

CASR Part 91

Special Flight Operations

91.319 Aircraft Having Experimental Certificates: Operating Limitations

- (d) Each person operating an aircraft that has an experimental certificate shall____
 - (1) Advise each person carried of the experimental nature of the aircraft;
 - (2) Operate under VFR, day only, unless otherwise specifically authorized by the Director; and
 - (3) Notify the control tower of the experimental nature of the aircraft when operating the aircraft into or out of airports with operating control towers.
- (e) The Director may prescribe additional limitations that the Director considers necessary, including limitations on the persons that may be carried in the aircraft.

Regulation Requirements

Regulation Requirements

CASR Part 121

121.153 Aircraft Requirements General

- (a) Except as provided in paragraph (b) of this section, no air operator certificate holder may operate an aircraft, unless there has been issued with respect to, and carried on board that aircraft:
- (1) a certificate of registration as a civil aircraft, issued by Indonesia,
 - (2) a valid certificate of airworthiness, or
 - (3) a document approved by DGAC for the purpose of certifying the airworthiness of that aircraft,
 - (4) a current weight and balance document,
 - (5) a radio license authorizing all radio apparatus installed in that aircraft,
 - (6) any other document deemed appropriate by the Director, which gives evidence as to the legal or operational status of that aircraft.

Regulation Requirements

CASR Part 121

121.153 Aircraft Requirements General

(b) An Air Operator Certificate holder may use an approved weight and balance control system based on average, assumed, or estimated weight to comply with applicable airworthiness requirements and operating limitations.

121.157 Aircraft Certification and Equipment Requirements

Newly type certificated airplanes. No person shall operate any aircraft under this part that was type certificated by the country of manufacture after July 1993 unless the aircraft meets the requirements of Parts ,25 of the CASRs

121.81 Inspection Authority

Each certificate holder shall allow the Director, at any time or place, to make any inspections or tests to determine its compliance with the CASRs, its Operating certificate and operations specifications, or its eligibility to continue to hold its certificate.

Regulation Requirements

CASR Part 135

135.153 Aircraft Requirements General

- (a) Subject to Subsection (b) of this section, no person shall operate any aircraft under this part, unless there has been issued with respect to, and carried on board that aircraft:
- (1) a certificate of registration as a civil aircraft, issued by Indonesia,
 - (2) a valid certificate of airworthiness, or
 - (3) a document approved by DGAC for the purpose of certifying the airworthiness of that aircraft,
 - (4) a current weight and balance document,
 - (5) a radio licence authorizing all radio apparatus installed in that aircraft,
 - (6) any other document deemed appropriate by the Director, which gives evidence as to the legal or operational status of that aircraft.

Regulation Requirements

CASR Part 135

135.153 Aircraft Requirements General

- (b) The Director may approve an aircraft to be operated under this part without meeting certain requirements of Subsection (a) of this section provided that:
- (1) the aircraft is operated in accordance with a Minimum Equipment List approved for that aircraft,
 - (2) the aircraft is the subject of a certificate of airworthiness or equivalent document issued by a contracting state, or
 - (3) the aircraft is registered as a civil aircraft in a contracting state.

Regulation Requirements

CASR Part 135

135.155 Aircraft Certification and Equipment Requirements

- (a) Subject to Section 135.157 of this part, no air carrier shall operate an aircraft unless it meets the applicable performance and equipment requirements contained in this part.
- (b) No person shall operate any aircraft under this part that was type certificated by the country of manufacture after July 1993 unless the aircraft meets the requirements of Parts 23,25,27 or 29 of the CASRs.

135.37 Inspection Authority

- Each air carrier and each person employed by the air carrier shall allow the Director, at any time or place, to make any inspections, tests or other such inquiries, to determine its compliance with the CASRs, its Air Operator certificate and operations specifications, or its eligibility to continue to hold its certificate.

END of DAY 1

Thank You

DAY 2

- Airworthiness
- Notification of incidence and accident
- Maximum Duty & Flight Times
- Rest Periods
- Relevant CASR Part 61
- Progress Test

Airworthiness

Airworthiness

Basic Legislations

- **Annex 8**
- **UU No.1 Tahun 2009**
- **CASR :**
 - **Part 91**
 - **Part 23 Airworthiness Standards: Normal, Utility, Acrobatic and Commuter Category Airplane**
 - **Part 25 Airworthiness Standards: Transport Category Airplanes**
 - **Part 27 Airworthiness Standards: Normal Category Rotorcraft**
 - **Part 29 Airworthiness Standards:**
 - **Part 31 Airworthiness Standards: Manned Free Balloons**
 - **Part 35 Airworthiness Standards: Propellers**
 - **Part 39 Airworthiness Directives**

Airworthiness

Annex 8

3.2.Issuance and renewal of a Certificate of Airworthiness

3.2.1 A certificate of Airworthiness shall be issued by a Contracting State on the basis of satisfactory evidence that the aircraft complies with the design aspect of the appropriate airworthiness requirement

3.2.3 A Certificate of Airworthiness shall be renewed or shall remain valid, subject to the law of the State of Registry, provided that the State of Registry shall require that the continuing airworthiness of the aircraft shall be determined by a periodical inspection at appropriate intervals having regard to lapse of time and type of service or, alternatively, by means of a system of inspection, approved by the State, that will produce at least an equivalent result

Airworthiness

Annex 8

3.3. Standard form of Certificate of Airworthiness

3.3.1 The Certificate of Airworthiness shall contain the information shown in figure 1 and shall be generally similar to it

3.3.2 When Certificate of Airworthiness are issued in a language other than English, they shall include an English translation.

Note, _ Article 29 of the Convention on International Civil Aviation requires that the Certificate of Airworthiness be carried on board every aircraft engaged in international navigation

Airworthiness

Annex 8

3.4. Aircraft limitation and information

Each aircraft shall be provided with a flight manual, placards , or other documents stating the approved limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements, and additional instructions and information necessary for the safe operation of the aircraft.

3.5 Temporary loss of airworthiness

Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render (mengubah) the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

Airworthiness

Annex 8

3.6. Damage to Aircraft

- 3.6.1 When an aircraft has sustained (menderita/mengalami) damage, the State of Registry shall judge whether the damage is of a nature such that the aircraft is no longer airworthy as defined by the appropriate airworthiness requirements.
- 3.6.2 If the damage is sustained or ascertained (diketahui) when the aircraft is in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming (melanjutkan) its flight on the condition that they shall advise the State of Registry immediately, communicating to it all details necessary to formulate the judgment referred to in 3.6.1

Airworthiness

Annex 8

Example Standard form of Certificate of Airworthiness

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1 NATIONALITY AND REGISTRATION MARKS N2631A	2 MANUFACTURER AND MODEL PIPER PA-22-135	3 AIRCRAFT SERIAL NUMBER 22-903	4 CATEGORY NORMAL
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: NONE			
6 TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE 08-10-95	FAA REPRESENTATIVE <i>Marion W. Williams</i> MARION W. WILLIAMS		DESIGNATION NUMBER SW-FSDO-OKC
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)		GPO 892-804	

Airworthiness

Annex 8

3.6. Damage to Aircraft

3.6.3 When the State of Registry considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition; the State of Registry may, however. In exceptional circumstances. Prescribe particular limiting conditions to permit the aircraft to fly without fare-paying passengers to an aerodrome at which it will be restored to an airworthy condition, and the Contracting State that had originally, in accordance with 3.6.2, prevented the aircraft from resuming flights shall permit such flight.

3.6.4 When the State of Registry considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight,

Airworthiness

Annex 8

Aircraft's aspects to be check

- **Flight**
- **Structure**
- **Engines**
- **Propeller**
- **Power plant installation**
- **Instruments and equipment**

Airworthiness

UU No.1 Tahun 2009

- **Pasal 34**

- (1) Setiap pesawat udara yang dioperasikan wajib memenuhi standar kelaikudaraan.
- (2) Pesawat udara yang telah memenuhi standar kelaikudaraan sebagaimana dimaksud pada ayat (1) diberi sertifikat kelaikudaraan setelah lulus pemeriksaan dan pengujian kelaikudaraan.

- **Pasal 35**

Sertifikat Kelaikudaraan sebagaimana dimaksud dalam Pasal 34 ayat (2) terdiri atas:

- a. sertifikat kelaikudaraan standar; dan
- b. sertifikat kelaikudaraan khusus.

Airworthiness

UU No.1 Tahun 2009

- **Pasal 36**

Sertifikat kelaikudaraan standar diberikan untuk pesawat terbang kategori transpor, normal, kegunaan (*utility*), aerobatik, komuter, helikopter kategori normal dan transpor, serta kapal udara dan balon berpenumpang.

- **Pasal 37**

(1) Sertifikat kelaikudaraan standar sebagaimana dimaksud dalam Pasal 36 terdiri atas:

- a. sertifikat kelaikudaraan standar pertama (*initial airworthiness certificate*) yang diberikan untuk pesawat udara pertama kali dioperasikan oleh setiap orang; dan
- b. sertifikat kelaikudaraan standar lanjutan (*continous airworthiness certificate*) yang diberikan untuk pesawat udara setelah sertifikat kelaikudaraan standar pertama dan akan dioperasikan secara terus menerus.

Airworthiness

UU No.1 Tahun 2009

- **Pasal 37** (cont.)

(2) Untuk memperoleh sertifikat kelaikudaraan standar pertama sebagaimana dimaksud pada ayat (1) huruf a, pesawat udara harus:

- a. memiliki sertifikat pendaftaran yang berlaku;
- b. melaksanakan proses produksi dari rancang bangun, pembuatan komponen, pengetesan komponen, perakitan, pemeriksaan kualitas, dan pengujian terbang yang memenuhi standar dan sesuai dengan kategori tipe pesawat udara;
- c. telah diperiksa dan dinyatakan sesuai dengan sertifikat tipe atau sertifikat validasi tipe atau sertifikat tambahan validasi Indonesia; dan
- d. memenuhi persyaratan standar kebisingan dan standar emisi gas buang.

Airworthiness

UU No.1 Tahun 2009

- **Pasal 37** (cont.)

(3) Untuk memperoleh sertifikat kelaikudaraan standar lanjutan sebagaimana dimaksud pada ayat (1) huruf b, pesawat udara harus:

- a. memiliki sertifikat pendaftaran yang masih berlaku;
- b. memiliki sertifikat kelaikudaraan yang masih berlaku;
- c. melaksanakan perawatan sesuai dengan standar perawatan yang telah ditetapkan;
- d. telah memenuhi instruksi kelaikudaraan yang diwajibkan (*airworthiness directive*);
- e. memiliki sertifikat tipe tambahan apabila terdapat penambahan kemampuan pesawat udara;
- f. memenuhi ketentuan pengoperasian; dan
- g. memenuhi ketentuan standar kebisingan dan standar emisi gas buang.

Airworthiness

UU No.1 Tahun 2009

Pasal 38

- Sertifikat kelaikudaraan khusus diberikan untuk pesawat udara yang penggunaannya khusus secara terbatas (*restricted*), percobaan (*experimental*), dan kegiatan penerbangan yang bersifat khusus.

Pasal 64

- Proses sertifikasi kelaikudaraan sebagaimana dimaksud dalam Pasal 34 ayat (2), sertifikasi operator pesawat udara dan sertifikasi pengoperasian pesawat udara sebagaimana dimaksud dalam Pasal 41 ayat (2), sertifikasi organisasi perawatan pesawat udara sebagaimana dimaksud dalam Pasal 48, sertifikasi organisasi perawatan pesawat udara di luar negeri sebagaimana dimaksud dalam Pasal 49, dan lisensi personel pesawat udara sebagaimana dimaksud dalam Pasal 58 ayat (1) dilaksanakan oleh lembaga penyelenggara pelayanan umum.

Airworthiness

CASR Part 91

- **91.7 Civil Aircraft Airworthiness**
- (a) No person may operate a civil aircraft unless it is in an airworthy condition.
- (b) The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight. The pilot in command shall discontinue the flight when unairworthy mechanical, electrical, or structural conditions occur.

Notification of Incidence and Accident

Notification of incidence and accident

Basic Legislations

- UU No.1 Tahun 2009
- CASR Part 830

Notification of incidence and accident UU No.1 Tahun 2009

Pasal 354

- Kapten penerbang yang sedang bertugas yang mengalami keadaan bahaya atau mengetahui adanya pesawat udara lain yang diindikasikan sedang menghadapi bahaya dalam penerbangan wajib segera memberitahukan kepada unit pelayanan lalu lintas penerbangan.

Pasal 355

- Setiap personel pelayanan lalu lintas penerbangan yang bertugas wajib segera memberitahukan kepada instansi yang tugas dan tanggung jawabnya di bidang pencarian dan pertolongan setelah menerima pemberitahuan atau mengetahui adanya pesawat udara yang berada dalam keadaan bahaya atau hilang dalam penerbangan.

Notification of incidence and accident

CASR Part 830.2 Definitions

- **Aircraft accident**

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

- (1) a person is fatally or seriously injured as a result of:
 - (i) being in the aircraft, or
 - (ii) direct contact with any part of the aircraft, including parts which have become detached (terlepas) from the aircraft, or
 - (iii) direct exposure to jet blast,
- *except* when the injuries are from natural causes, self-inflicted (diakibatkan) or inflicted by other persons, or when the injuries are to stowaways (penumpang gelap) hiding (sembunyi) outside the areas normally available to the passengers and crew; or

Notification of incidence and accident

CASR Part 830.2 Definitions

- **Aircraft accident**

(2) the aircraft sustains damage or structural failure which:

(i) adversely affects the structural strength, performance or flight characteristics of the aircraft, and

(ii) would normally require major repair or replacement of the affected component,

- *except* for engine failure or damage, when the damage is limited to the engine, its cowlings (penutup mesin) or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or

(3) the aircraft is missing or is completely inaccessible

Notification of incidence and accident

CASR Part 830.2 Definitions

- **Fatal injury**

Fatal injury means any injury which results in death within 30 days of the accident.

- **Incident**

Incident means an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

- **Serious incident**

Serious incident means an incident involving circumstances indicating that an accident nearly occurred.

Notification of incidence and accident

CASR Part 830.2 Definitions

- **Serious injury**

An injury which is sustained by a person in an accident and which:

- (1) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- (2) results in a fracture of any bone (except simple fractures of fingers, toes (jari2 kaki) or nose); or
- (3) involves lacerations (tearing or injury) which cause severe hemorrhage (bleeding), nerve (syaraf), muscle (otot) or tendon (urat daging) damage; or
- (4) involves injury to any internal organ; or
- (5) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- (6) involves verified exposure to infectious (menular) substances or injurious radiation.

Notification of incidence and accident

CASR Part 830.5 Immediate Notification

- (a) The operator of any civil aircraft, or any foreign aircraft shall immediately, and by the most expeditious (cepat) means available, notify the National Transportation Safety Committee (NTSC) and the Directorate General of Air Communications (DGAC) when an aircraft **accident** occurs.
- (b) When an aircraft is overdue (beyond the time fixed) and is believed to have been involved in an **accident**, it shall be reported to both NTSC and DGAC.
- (c) When an aircraft is involved in the following serious **incidents**, it shall be reported immediately to both NTSC and DGAC:
 - (1) Flight control system malfunction or failure;
 - (2) Inability of any required flight crewmember to perform normal flight duties as a result of injury or illness;
 - (3) Damage to property;

Notification of incidence and accident

CASR Part 830.5 Immediate Notification

- (4) For large multi engine aircraft (more than 12,500 pounds maximum takeoff weight);
- (i) In-flight failure of electrical systems which requires the sustained use of an emergency bus powered by a backup source such as a battery, auxiliary power unit, or air driven generator to retain flight control or essential instruments;
 - (ii) In-flight failure of hydraulic systems that results in sustained reliance (depended upon) on the sole (one and only) remaining hydraulic or mechanical system for movement of flight control surfaces;
 - (iii) Sustained loss of the power or thrust produced by two or more engines; and
 - (iv) An evacuation of an aircraft in which an emergency egress (going out) system is utilized.

Notification of incidence and accident

CASR Part 830.5 Immediate Notification

- (5) Near collisions requiring an avoidance maneuver to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.
- (6) Controlled flight into terrain only marginally avoided.
- (7) Aborted take-offs on a closed (pendek) or engaged (busy;occupied) runway.
- (8) Take-offs from a closed or engaged runway with marginal separation from obstacle (s).
- (9) Landings or attempted landings on a closed or engaged runway.
- (10) Gross failures to achieve predicted performance during take-off or initial climb.
- (11) Fires and smoke in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.
- (12) Events requiring the emergency use of oxygen by the flight crew.

Notification of incidence and accident

CASR Part 830.5 Immediate Notification

- (13) Aircraft structural failures or engine disintegrations not classified as an accident.
- (14) Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
- (15) Fuel quantity requiring the declaration of an emergency by the pilot.
- (16) Take-off or landing incidents. Incidents such as undershooting, overrunning or running off the side of runways.
- (17) System failures, weather phenomena, operations outside the approved flight envelope or other occurrences which could have caused difficulties controlling the aircraft.
- (18) Failures of more than one system in a redundancy system mandatory for flight guidance and navigation.

Notification of incidence and accident

CASR Part 830.5 Immediate Notification

- (d) When an aircraft is involved in an incident which is not listed in 830.5(c), it shall be reported to DGAC.
- (e) An airport authority and/or an air navigation services agency who knows that there is an aircraft accident/incident shall immediately report to the NTSC and to the DGAC

Maximum Duty & Flight Times

Maximum Duty & Flight Times

Definitions

- **FLIGHT TIME** the total elapsed time from the moment the aircraft first moves under its own power for the purpose of take off, until the time it comes to rest at the end of the flight.
- **FLIGHT DUTY TIME** the total elapsed period from the time a crewmember is required to report for duty, to the time that crewmember has completed all official duties with respect to a flight or series of flights and is released for an official crew rest.
- **FLIGHT DECK DUTY TIME** is the period of time UTILIZED by Flight Crew who actively works and occupied Flight Deck Crew seat.
- **REST PERIOD** The period of time during which a crewmember is released from all official duty or contact by the company. This period must exclude all time spent commuting by the most direct route, between the company designated rest facility and assigned duty station and, a specified period of prone rest with at least one additional hour provided for physiological needs.

Maximum Duty & Flight Times

Definitions

- “Required Day Off” – A period of time consisting of 24 consecutive hours during which time a pilot, flight attendant or flight operations officer are free from all duties or contact by the company.
- A required day off shall commence at midnight or, at the completion of any required crew rest.
- A required day off is provided at a person’s residence and is exclusive of any travel time between that person’s residence, and the place where such person reports for, or is released from duty.

Maximum Duty & Flight Times

121.471 Flight time limitations and rest requirements : All crewmember

- (a) Each air carrier **shall relieve** each flight crewmember engage in scheduled air transportation from all further duty for **at least 24 consecutive hours** during **any 7 consecutive days**
- (b) An air carrier **may not assign** a flight crewmember and flight crewmember **may not accept assignment** to any duty with the air carrier during any required **rest period**
- (c) **Time spent** in transportation that an air carrier requires of a flight crewmember and provides to **transport the crewmember to an airport** at which he is to serve on a flight as a crewmember, **or from an airport** at which he was relieved from duty to return to his home station, **is not considered part of a rest period**

Maximum Duty & Flight Times

121.472 Duty time limitations : All crewmember

- An air carrier may not assign a flight crew member and a flight crew member may not accept an assignment where the flight crew member's flight duty time in any 24 hours consecutive hours will exceed **14 hours**
- For any aircraft that requires a **flight engineer** as part of the crew, a crew member's flight duty time may be extended to **15 hours**
- Where a flight crew is augmented by the **addition of one pilot**, flight duty time may be extended beyond 14 hours up to **16 hours** if
 - A passenger seat for the off-duty pilot is available in the passenger compartment.
 - The additional pilot occupies a flight deck observer seat during take-off and landing.
 - The maximum flight deck duty time is 12 hours.
 - Two hours are added to the required rest period prior to the next flight duty period

Maximum Duty & Flight Times

121.472 Duty time limitations : All crewmember

- Where rest is taken during a flight duty period, flight duty time may be **extended beyond 14 hours** if:
 - The air carrier provides the flight crew member with advance notice of the split flight duty time.
 - One-third of the flight duty time precedes (mendahului) the rest period
 - A rest period of at least four hour in suitable accommodation is provided.
 - The flight crew member's rest is not interrupted by the air carrier during the rest period.
 - The flight duty time is extended by one-half the length of the rest period to a maximum of three hours.

Rest Periods

Rest Periods

121.475 Crewmember on Reserve

- Where a crewmember is required to standby on reserve status, that crewmember must be given an opportunity to received not less than 8 consecutive hours of prone (mudah) rest within each 24 hours reserve period, and;
 - (a) during which rest period there has been no contact from the carrier, and
 - (b) the crewmember has been given not less than 24 hours notice as to when that rest period has been scheduled

Rest Periods

121.481 Flight time limitations and rest requirements : Two pilot crews

- (a) An air carrier may schedule a pilot to fly in an airplane that has a crew of **two pilots** for **eight hours or less** during any **24 consecutive hours** without a rest period during these eight hours.
- (b) An air carrier may not schedule a flight crewmember and a flight crewmember may not accept an assignment for flight time in air transportation or in other commercial flying if that crewmember's total flight time in all commercial flying will exceed_
 - (1) 1,050 hours in any calendar year
 - (2) 110 hours in any calendar month
 - (3) 30 hours in any 7 consecutive days
- (c) An air carrier **may not schedule** a flight crewmember and a flight crewmember **may not accept** an assignment for flight time during the 24 consecutive hours preceding the scheduled completion of any flight segment **without a scheduled rest period during that 24 hours of at least 9 consecutive hours of rest for 9 hours or less of scheduled flight time**

Rest Periods

121.483 Flight time limitations : Two pilot and one additional flight crewmember

- (a) No flag or supplemental air carrier may schedule a pilot to fly, in an airplane that has a crew of two pilots and at least one additional flight crewmember, for a total of **more than 12 hours during any 24 consecutive hours.**
- (b) If a pilot has flown 20 or more hours during any 48 consecutive hours or 24 or more hours during any 72 consecutive hours, he must be given at least 24 consecutive hours of rest during any seven consecutive days
- (c) No pilot may fly as a flag crewmember more than_
 - (1) 120 hours during any 30 consecutive days;
 - (2) 300 hours during any 90 consecutive days; or
 - (3) 1,050 hours during any 12 calendar month period

Rest Periods

121.485 Flight time limitations : Three or more pilots and an additional flight crewmember

- (a) Each air carrier shall schedule its flight hours to **provide adequate rest periods** on the ground for each pilot who is away from his base and who is a pilot on an airplane that has a crew of three or more pilots and an additional flight crewmember. It shall also **provide adequate sleeping quarters** on the airplane whenever a pilot is scheduled to fly more than 12 hours during any 24 consecutive hours.
- (b) Each air carrier shall give each pilot, upon return to his base from any flight or series of flights, a **rest period that is at least twice the total number of hours he flew** since the last rest period at his base. During the rest period required by this paragraph, the air carrier may not require him to perform any duty for it. If the required rest period is more than seven days, that part of the rest period in excess of seven days may be given at any time before the pilot is again scheduled for flight duty on any route.

Rest Periods

121.485 Flight time limitations : Three or more pilots and an additional flight crewmember

(c) No pilot may fly as a flight crewmember more than_

- (1) 120 hours during any 30 consecutive days;
- (2) 300 hours during any 90 consecutive days; or
- (3) 1,050 hours during any 12 calendar month period

(d) If half the crewmembers flight time during any 90 consecutive days is as part of a crew composed of two pilots and one additional crewmember then that crewmember is limited 300 hours in any 90 consecutive days

121.489 Flight time limitations : Other commercial flying

- No pilot that is employed as a pilot by an air carrier may do any other commercial flying if that commercial flying plus his flying in air transportation will exceed any flight time limitation in this part

Simulation Flight Duty

[illegible]

CASR 121.472 (a); (c)

Simulation

max 30 hours FT in 5 days in consecutive 7 days

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1						1		2			3		4		5		6							
2						1		2			3		4		5		6							
3								Rest Requirement 121.471 (a)																
4						1		2			3		4		5		6							
5						1		2			3		4		5		6							
6						1		2			3		4		5		6							
7								Rest Requirement 121.471 (a)																

CASR 121.472 (a) ; 121.481 (a); (b)

Simulation

max 30 hours FT in 4 days in consecutive 7 days

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1							1	2	3	4			5	6	7	8								
2							Rest Requirement 121.471 (a)																	
3							1	2	3	4			5	6	7	8								
4							1	2	3	4			5	6	7	8								
5							Rest Requirement 121.471 (a)																	
6							1	2	3	4			5	6	7	8								
7							Rest Requirement 121.471 (a)																	

CASR 121.472 (a) ; 121.481 (a); (b)

Simulation

max 30 hours FT in 4 days in consecutive 7 days

	1	2	3	4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2						
										0	1	2	3	4	5	6	7	8	9	0	1	2	3	4						
1							1	2	3	4	5	6	7	8																
2							Rest Requirement 121.471 (a)																							
3							1	2	3	4	5	6																		
4							1	2	3	4	5	6	7	8																
5							Rest Requirement 121.471 (a)																							
6							1	2	3	4	5	6	7	8																
7							Rest Requirement 121.471 (a)																							

CASR 121.472 (a) ; 121.481 (a); (b)

Relevant CASR Part **61**,

Relevant CASR

Part 61,

61.3 Requirements for Licences, Ratings, and Authorizations

- (a) **Pilot licence.** No person may act as pilot in command or in any other capacity as a required pilot flight crewmember of a **civil aircraft of Indonesia registry** unless he has in his personal possession a current pilot licence issued to him under this part. However, when the aircraft is **operated within a foreign country** a current pilot licence issued by the country in which the aircraft is operated may be used.
- (b) **Pilot licence :** Foreign aircraft. No person may, within the Republic of Indonesia, act as pilot in command or in any other capacity as a required pilot flight crewmember of a **civil aircraft of foreign registry** unless he has in his personal possession a current pilot licence issued to him under this part, or a pilot licence issued to him or validated for him by the country in which the aircraft is registered.

Relevant CASR

Part 61

61.3 Requirements for Licences, Ratings, and Authorizations

(c) Medical certificate. Except for free balloon pilots piloting balloons and glider pilots piloting gliders, no person may act as pilot in command or in any other capacity as a required pilot flight crewmember of an aircraft under a licence issued to him under this part, unless he has in his personal possession an appropriate, current medical certificate issued under Part 67 of the CASRs.

However, when the aircraft is operated within a foreign country with a current pilot licence issued by that foreign country, evidence of current medical qualification for that foreign licence, issued by that foreign country, may be used.

In the case of a pilot licence issued on the basis of a foreign pilot licence under Part 61.75, evidence of current medical qualification accepted for the issued of that foreign licence is used in place of a medical certificate.

Relevant CASR

Part 61

61.3 Requirements for Licences, Ratings, and Authorizations

- (d) **Flight Instructor Licence.** Except for lighter – than – air flight instruction in lighter – than – air aircraft, and for instruction in air transportation service given by the holder of an Aeroplane Transport Pilot Licence under Part 61.169, **no person other than the holder of a Flight Instructor Licence** issued by the Director General with an appropriate rating on that licence may-
 - (1) Give any of the flight instruction required to qualify for a solo flight, solo cross country flight, or for the issue of a pilot or Flight Instructor Licence or rating;
 - (2) Endorse a pilot logbook to show that he has given any flight instruction; or
 - (3) Endorse a student pilot licence or logbook for solo operating privileges

Relevant CASR

Part 61

61.3 Requirements for Licences, Ratings, and Authorizations

(e) Instrument rating. No person may act as pilot in command or co-pilot of a civil aircraft under instrument flight rules, or in weather conditions less than the minimums prescribed for VFR flight unless;

- (1) In the case of an aeroplane, he holds an instrument rating or an airline transport pilot licence with an aeroplane rating on it;
- (2) In the case of a helicopter, he holds a helicopter instrument rating or an airline transport pilot licence with helicopter category and a helicopter class rating;
- (3) In the case of a glider, he holds an instrument rating (aeroplane) or an airline transport pilot licence with an aeroplane category rating; or
- (4) In the case of an airship, he holds a commercial pilot licence with lighter-than – air category and airship class ratings.

Relevant CASR

Part 61

61.3 Requirements for Licences, Ratings, and Authorizations

(f) Category II pilot authorization.

(1) No person may act as pilot in command of a civil aircraft in a Category II operation unless he holds a current Category II pilot authorization for that type aircraft or, in the case of a civil aircraft of foreign registry, he is authorized by the country of registry to act as pilot in command of that aircraft in category II operation.

(2) No person may act as second in command of a civil aircraft in a Category II operation unless he holds a current appropriate instrument rating or an appropriate airline transport pilot licence or, in the case of a civil aircraft of foreign registry, he is authorized by the country of registry to act as second in command of that aircraft in category II operations. This paragraph does not apply to operations conducted by the holder of a certificate issued under Parts 121 and 135 of the CASRs.

Relevant CASR

Part 61

61.3 Requirements for Licences, Ratings, and Authorizations

- **(g) Inspection of licence.** Each person who holds a pilot licence, Flight Instructor Licence, medical certificate, authorization, or licence required by this part shall present it for inspection upon the request of the Director General or his authorized representative.

Relevant CASR

Part 61

61.5 Licences and Ratings Issued Under This Part :

- (a) The following licences are issued under this part:
 - (1) Pilot Licences;
 - (i) Student pilot.
 - (ii) Sport pilot.
 - (iii) Private pilot.
 - (iv) Commercial pilot.
 - (v) Airline transport pilot
 - (2) Flight Instructor Licences

Relevant CASR

Part 61

61.5 Licences and Ratings Issued Under This Part :

(b) The following ratings are placed on pilot licences (other than student pilot) where applicable:

- (1) Aircraft category ratings: (i) Aeroplane ; (ii) Rotorcraft ; (iii) Glider ;
(iv) Lighter-than-air
- (2) Aeroplane class ratings; (i) Single engine land ; (ii) Multiengine land ;
(iii) Single engine sea ; (iv) Multiengine Sea
- (3) Rotorcraft class ratings; (i) Helicopter ; (ii) Gyroplane
- (4) Lighter-than-air class ratings ; (i) Airship ; (ii) Free balloon
- (5) Aircraft type ratings;
 - (i) Large aircraft, other than lighter-than-air
 - (ii) Small turbojet powered aircraft
 - (iii) Helicopters for operations requiring an airline transport pilot licence
 - (iv) Other aircraft type ratings specified by the Director General through aircraft type licence procedures
- (6) Instrument rating (on private and commercial pilot licence only):
 - (i) Instrument Aeroplanes
 - (ii) Instrument Helicopter

Relevant CASR

Part 61

61.5 Licences and Ratings Issued Under This Part :

(c) The following ratings are placed on Flight Instructor Licences where applicable:

- (1) Aircraft category ratings: (i) Aeroplane ;
(ii) Rotorcraft ;
(iii) Glider
- (2) Aeroplane class ratings: (i) Single engine ;
(ii) Multiengine
- (3) Rotorcraft class ratings: (i) Helicopter ;
(ii) Gyroplane
- (4) Instrument rating (on private and commercial pilot licence only):
(i) Instrument Aeroplanes ;
(ii) Instrument Helicopter

Relevant CASR

Part 61

61.11 Expired Pilot Licences and Reissuance

- (a) No person who holds an expired pilot licence or rating may exercise the privileges of that pilot licence or rating.
- (b) A private or commercial pilot licence or a special purpose pilot licence, issued on the basis of a foreign pilot licence, expires on the expiration date stated thereon. A licence without an expiration date is issued to the holder of the expired licence only if he meets the requirements of Part 61.75 for the issue of a pilot licence based on a foreign licence.

Relevant CASR

Part 61

61.75 Pilot Licence Issued on Basis of a Foreign Pilot License

- (a) Purpose. The holder of a current private, commercial or airline transport pilot licence issued by a foreign contracting State to the convention on International Civil Aviation may apply for a pilot licence under this Part authorizing him to act as a pilot of a civil aircraft of Indonesian registry.
- (b) Licence issued. A pilot licence is issued to an applicant under this Part, specifying the number and State of issuance of the foreign pilot licence on which it is based. An applicant who holds a foreign private pilot licence is issued a private pilot licence, and an applicant who holds a foreign commercial or airline transport pilot licence is issued a commercial pilot licence, if-
 - (1) He meets the requirements of this Part;
 - (2) His foreign pilot licence does not contain an endorsement that he has not met all of the standards of ICAO for that licence; and
 - (3) He does not hold a Republic of Indonesia pilot licence of private pilot grade or higher.
 - (4) There is a document from the issuing authority verifying the authenticity and validity of the foreign pilot license.

Relevant CASR

Part 61

61.75 Pilot Licence Issued on Basis of a Foreign Pilot License

- (c) Limitation on licences used as basis for a Republic of Indonesia licence. Only one foreign pilot licence may be used as a basis for issuing a pilot licence under this Part.
- (d) Aircraft ratings issued. Aircraft ratings listed on the applicant's foreign pilot licence, in addition to any issued after testing under the provisions of this part, are placed on the applicant's pilot licence.
- (e) Instrument rating issued. An instrument rating is issued to an applicant if
 - (1) His foreign pilot licence authorizes instrument privileges; and
 - (2) Within 24 calendar months preceding the month in which he makes application for a licence, he passed a test on the instrument flight rules in Subpart B of Part 91 of the CASRs, including the related procedures for the operation of the aircraft under instrument flight rules.

Relevant CASR

Part 61

61.75 Pilot Licence Issued on Basis of a Foreign Pilot License

(f) Medical standards and certification. An applicant must submit evidence that he currently meets the medical standards for the foreign pilot licence on which the application for a licence under this Part is based. A current medical certificate issued under Part 67 of the CASRs is accepted as evidence that the applicant meets those standards. However, a medical certificate issued under part 67 of the CASRs is not evidence that the applicant meets those standards outside the Republic of Indonesia, unless the State that issued the applicant's foreign pilot licence also accepts that medical certificate as evidence of meeting the medical standards for his foreign pilot licence.

Relevant CASR

Part 61

- **61.75 Pilot Licence Issued on Basis of a Foreign Pilot License**

(g) Limitations placed on pilot licence.

(1) If the applicant cannot read, speak, and understand the English language, the Director General places any limitation on the licence that he considers necessary for safety.

(2) A licence issued under this Part is not valid for agricultural aircraft operations, or the operation of an aircraft in which persons or property are carried for compensation or hire. This limitation is also placed on the licence.

(h) Operating privileges and limitations. The holder of a pilot licence issued under this Part may act as a pilot of a civil aircraft of Indonesia registry in accordance with the pilot privileges authorized by the foreign pilot licence on which that licence is based, subject to the limitations of this part and any additional limitations placed on his licence by the Director General. He is subject to these limitations while he is acting as a pilot of the aircraft within or outside the Republic of Indonesia. However, he may not act as pilot in command, or in any other capacity as a required pilot flight crewmember, of a civil aircraft of Indonesia registry that is carrying persons or property for compensation or hire

Relevant CASR

Part 61

- **61.75 Pilot Licence Issued on Basis of a Foreign Pilot License**

- (i) Flight Instructor Licence. A pilot licence issued under this Part does not satisfy any of the requirements of this part for the issuance of a Flight Instructor Licence.
- (j) Foreign Pilot License Validation. The holder of a current private, commercial or airline transport pilot issued by a foreign contracting state to the Convention on International Civil Aviation may have its license validated for the purpose of operating an Indonesian registered civil aircraft under the following conditions :
 - (1) The originality of the license is confirmed by the issuing authority prior to the issuance of validation
 - (2) The validity period of the validation is only for 1 (one) year after the date of its issuance or as long as the original medical certificate remain valid. The validity may be extended when the Director finds it to be necessary, but in any case it can be extended only once for a maximum period of 1 (one) year.
 - (3) A foreign pilot license may be used only once as basis for issuing a validation under this Part.
 - (4) The original validation document or paper , bearing all the the privileges granted and its limitations, shall be carried with the original license while performing duties.

Relevant CASR

Part 61

61.13 Application and Qualification

- (a) An application for a licence and rating or for an additional rating under this part is made on a form and in a manner prescribed by the Director General. Each applicant must show evidence that the application fee, prescribed by ministerial decree, has been paid.
- (b) An applicant who meets the requirements of this part is entitled to an appropriate pilot licence with aircraft ratings. Additional aircraft category, class, type and other ratings, for which the applicant is qualified, may be added to his licence. However, the Director General may refuse to issue licences to person who are not citizens of the Republic of Indonesia and who do not reside in the Republic of Indonesia.
- (c) An applicant for a pilot licence who holds a medical certificate under Part 67.19 of the CASRs with special limitations on it, but who meets all other requirement for that pilot licence, may be issued a pilot licence containing such operating limitations as the Director General determines are necessary because of the applicant's medical deficiency.

Relevant CASR

Part 61

- **61.13 Application and Qualification .**

- (d) A Category II pilot authorization is issued as a part of the applicant's instrument rating or airline transport pilot licence. Upon original issue the authorization contains a limitation for Category II operation of 1,600 feet RVR and a 150-foot decision height. This limitation is removed when the holder shows that since the beginning of the sixth preceding calendar month he has made three Category II ILS approaches to a landing under actual or simulated instrument conditions with a 150 – foot decision height.
- (e) Unless Authorized by the Director General
 - (1) A person whose pilot licence is suspended may not apply for any pilot or a Flight Instructor Licence or any rating during the period of suspension; and
 - (2) A person whose Flight Instructor Licence is suspended may not apply for any rating to be added to that licence during the period of suspension
- (f) Unless the Order of revocation provides otherwise.
 - (1) A person whose pilot licence is revoked may not apply for any pilot or Flight Instructor Licence or rating for 1 year after the date of revocation; and
 - (2) A person whose Flight Instructor Licence is revoked may not apply for any Flight Instructor Licence for 1 year after date of revocation.

Relevant CASR

Part 61

61.15 Offenses Involving Alcohol or Drugs

- (a) A conviction for the violation of any national law relating to the growing, processing manufacture, sale, disposition, transportation, or import of narcotics, drugs, marihuana, or depressant or stimulant drugs or substances is grounds for-
 - (1) Denial of an application for any licence or rating issued under this part for a period of up to 1 year after the date of final conviction; or
 - (2) Suspension or revocation of any licence or rating issued under this part.
- (b) The commission of an act prohibited by Part 91.17 (a) or Part 91.19(a) of the CASRs is grounds for
 - (1) Denial of an application for any licence or rating issued under this part for a period of up to 1 year after the date of that act; or
 - (2) Suspension or revocation of any licence or rating issued under this part.

Relevant CASR

Part 61

61.17 Temporary Licence

- (a) A temporary pilot or Flight Instructor Licence, or a rating, effective for a period of not more than 30 days, may be issued to a qualified applicant pending a review of his qualifications and the issuance of a permanent licence or rating by the Director General.

The permanent licence or rating is issued to an applicant found qualified and a denial thereof is issued to an applicant found not qualified.

- (b) A temporary licence issued under Paragraph (a) of this Part expires.
 - (1) At the end of the expiration date stated thereon; or
 - (2) Upon receipt by the applicant, of
 - (i) The licence or rating sought; or
 - (ii) Notice that the licence or rating sought is denied

Relevant CASR

Part 61

61.19 Duration of pilot and Flight Instructor Licences

- (a) **Pilot licences.** Any pilot licence (other than a student pilot licence) issued under this part is **issued with no expiration date**. However, the holder of a pilot licence issued on the basis of a foreign pilot licence may exercise the privileges of that licence only while the foreign pilot licence on which that licence is based is effective.
- (b) General. The holder of a licence with an expiration date may not, after that date, exercise the privileges of that licence. However, a pilot licence bearing an expiration date, issued within the period of one year before the effective date of this part of the CASRs, may be exchanged for a new pilot licence without an expiration date if presented to the Directorate of Air Communications (DGAC) for renewal before the expiration date of the original licence.

Relevant CASR

Part 61

61.19 Duration of pilot and Flight Instructor Licences

- (c) **Student pilot licence.** A student pilot licence expires at the end of the 24th calendar month after the month in which the licence is issued.
- (d) **Flight Instructor Licence.** A Flight Instructor Licence
 - (1) Is effective only while the holder has a current pilot licence and a medical certificate appropriate to the pilot privileges being exercised; and
 - (2) Expires at the end of the 24th calendar month after the month the licence was last issued or renewed.
- (e) **Surrender, suspension, or revocation.** Any pilot licence or Flight Instructor Licence issued under this part ceases to be effective if it is surrendered, suspended, or revoked.
- (f) **Return of licence.** The holder of any licence issued this part that is suspended or revoked shall, upon the Director General's request, return it to the Director General.

Relevant CASR

Part 61

61.21 Duration of Category II Pilot Authorization

- A category II pilot authorization expires at the end of the sixth calendar month after the authorization was last issued or renewed.

Upon passing a practical test it is renewed for each type aircraft for which an authorization is held.

However, an authorization for any particular type aircraft for which an authorization is held will not be renewed to extend beyond the end of the 12th calendar month after the practical test was passed in that type aircraft.

If the holder of the authorization passes the practical test for a renewal in the calendar month before the authorization expires, he is considered to have passed it during the month the authorization expired.

Relevant CASR

Part 61

- **61.23 Duration of Medical Certificates**

- (a) A first-class medical certificate expires at the end of the last day of-
 - (1) The sixth calendar month after the month of the date of examination shown on the certificate, for operations requiring an airline transport pilot licence;
 - (2) The sixth calendar month after the month of the date of examination shown on the certificate, for operations requiring a commercial pilot licence; and
 - (3) The 12th calendar month after the month of the date of examination shown on the certificate, for operations requiring a private, sporting, or student pilot licence.
- (b) A second-class medical certificate expires at the end of the last day of _ (1) The 12th calendar month after the month of the date examination shown on the certificate, for operations requiring, a private, sport, or student pilot licence.

Relevant CASR

Part 61

- **61.29 Replacement of Lost or Destroyed Licence**

- (a) An application for the replacement of a lost or destroyed licence issued under this part is to be made to the DGAC, Directorate of Airworthiness Certification.
 - (1) State the name of the person to whom the licence was issued, the permanent mailing address, date and place of birth of the licence holder, and any available information regarding the grade, number, and date of issue of the licence, and the rating on it; and
 - (2) Be accompanied by a check giro or post wesel for the cost of the replacement licence, payable to the DGAC.
 - (3) Police report from the local police office
- (b) An application for the replacement of a lost or destroyed medical certificate shall be made by letter to the DGAC, Aviation Medical Center, accompanied by a receipt for the cost of the replacement licence, payable to the DGAC.

Relevant CASR

Part 61

- **61.29 Replacement of Lost or Destroyed Licence**

(c) A person who has lost a licence issued under this part, or a medical certificate issued under part 67 of the CASRs, or both, may obtain a facsimile message (fax) from the DGAC confirming that it was issued. The fax may be carried as a licence for a period not to exceed 60 days pending his receipt of the duplicate licence under Paragraph (a) of (b) of this Part, unless he has been notified that the licence has been suspended or revoked

Relevant CASR

Part 61

- **61.35 Written tests: Prerequisites and passing grades.**
 - (a) An applicant for a written test must-
 - (1) Show that he has satisfactorily completed the ground instruction course required by this part for the licence or rating sought;
 - (2) Present as personal identification a licence, driver's licence, *Kartu Tanda Penduduk* (KTP), or other officially-approved document; and
 - (3) Present a birth certificate or other official document showing that he meets the age requirement prescribed in this part for the licence sought not later than 2 years from the date of application for the test.
 - (b) The minimum passing grade is specified by the Director General on each written test sheet or booklet furnished to the applicant. This Part does not apply to the written test for an airline transport pilot licence or a rating associated with that licence.

Relevant CASR

Part 61

- **61.49 Retesting After Failure**

- (a) An applicant for a written or practical test who fails that test may not apply for retesting until 30 days after the date the test was failed. However, in the case of a first failure, the applicant may apply for retesting before the 30 days have expired provided the applicant presents a logbook or training record endorsement from an authorized instructor who has given the applicant remedial instruction and finds the applicant competent to pass the test.
- (b) An applicant for a flight instructor licence with an aeroplane category rating, or for a Flight Instructor Licence with a glider category rating, who has failed the practical test due to deficiencies of knowledge or skill relating to stall awareness, spin entry, spins, or spin recovery techniques must, during the retest, satisfactorily demonstrate both knowledge and skill in these areas in an aircraft of the appropriate category that is certificated for spins. *CASR*

PROGRESS TEST

END OF DAY2

Thank You