



DIREKTORAT JENDERAL PERHUBUNGAN UDARA
KEMENTERIAN PERHUBUNGAN



SOSIALISASI ULANG KETAATAN TERHADAP PROSEDUR STANDAR OPERASIONAL PERSIAPAN PENERBANGAN



RUANG MATARAM KEMENTERIAN PERHUBUNGAN
Jakarta, Kamis / 12 JANUARI 2017

EDARAN KESELAMATAN SE 28 TAHUN 2016



Perihal

Ketaatan terhadap prosedur standar operasional persiapan penerbangan.

Keberlakuan

Operator penerbangan pemegang AOC 121 dan 135.

EDARAN KESELAMATAN SE 28 TAHUN 2016



Rekomendasi

Operator penerbangan pemegang AOC 121 dan 135 agar memastikan pemenuhan terhadap ketentuan yang terkait dengan persiapan penerbangan yang diantaranya meliputi hal-hal sbb:

1. Langkah preflight actions sebagaimana dipersyaratkan dalam CASR 91.103
2. Pemenuhan persyaratan pencegahan penyalahgunaan *alcohol* dan *drug* sebagaimana dipersyaratkan dalam CASR 91.17

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Rekomendasi

3. Pemenuhan persyaratan medis sebagaimana dipersyaratkan dalam CASR 61.3(c) sehingga tidak timbul potensi pelanggaran terhadap CASR 61.53 *operations during medical deficiency*
4. Pengecekan kesehatan sebelum terbang sesuai dengan CASR 121.535 (a) dan (b) dan CASR 135.537
5. *Briefing* kepada *pilot in command* sebelum terbang sesuai dengan CASR 121.601 dan CASR 135.609

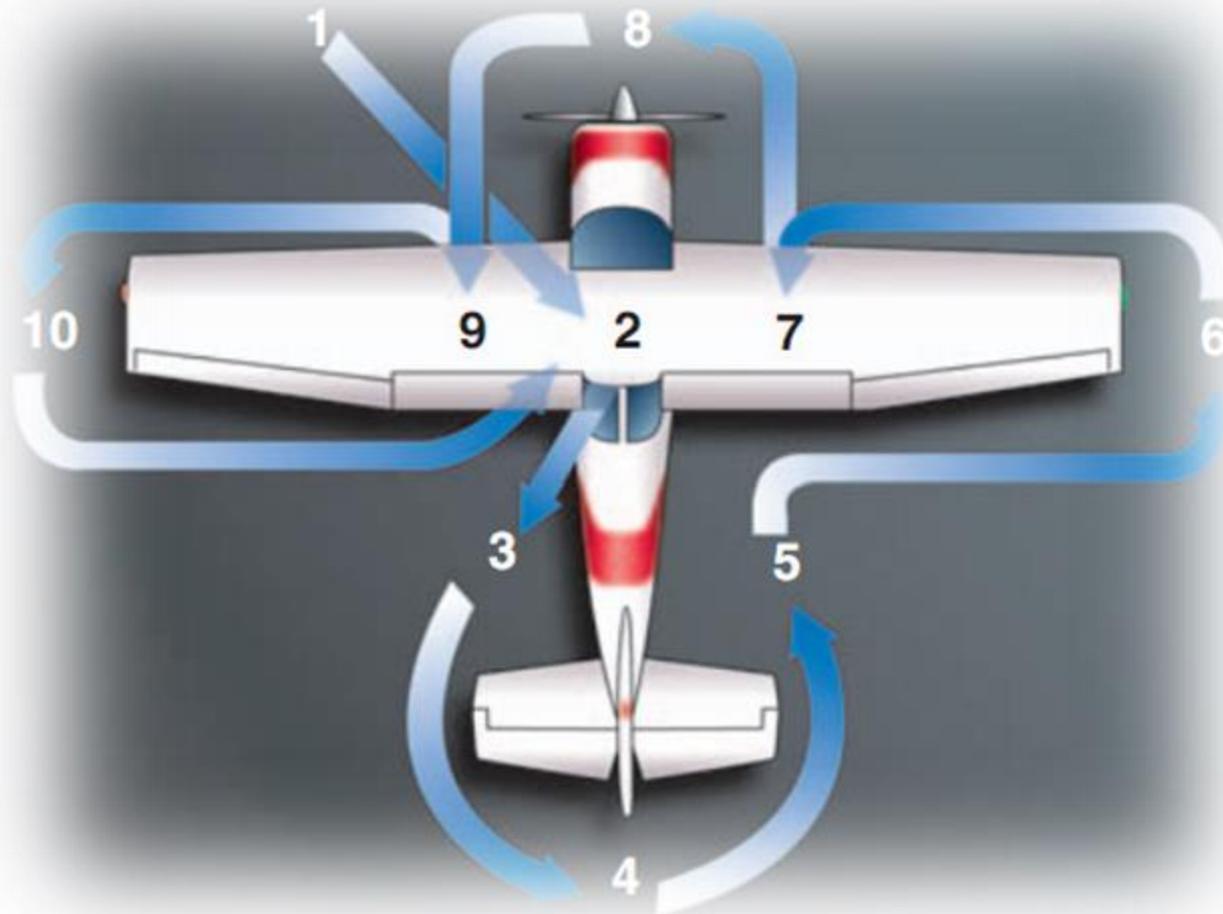
EDARAN KESELAMATAN SE 28 TAHUN 2016



Rekomendasi

6. *Dispatching* atau *flight release procedures* sebagaimana dipersyaratkan didalam *subpart U CASR 121* dan *subpart Q CASR 135*
7. *Flight crew reporting time* sebagaimana dipersyaratkan didalam *Operating Manual* setiap operator penerbangan
8. *Boarding procedures* sebagaimana dipersyaratkan didalam *Operating Manual* setiap operator penerbangan

PRE-FLIGHT ACTION





91.103 Pre-flight Action

Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include:

- a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC;





91.103 Pre-flight Action

- b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:
 - 1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and
 - 2) For civil aircraft other than those specified in Paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.



91.103 Preflight Action

c) No person may operate an aircraft without available on board all the essential information concerning the search and rescue services in the area over which an aircraft will be flown, such this information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.



Alcohol and Drugs



91.17 Alcohol Or Drugs



- a) No person may act or attempt to act as a crewmember of a civil aircraft
1. Within 8 hours after consuming alcohol;
 2. While under the influence of alcohol;
 3. While using any drug that affects the person's faculties in any way contrary to safety; or
 4. While having 0.04 percent by weight or more alcohol in the blood.



91.17 Alcohol Or Drugs



b) Except in an emergency, no pilot of a civil aircraft may allow a person who appears to be intoxicated or who demonstrates by manner or physical indications that the individual is under the influence of drugs (except a medical patient under proper care) to be carried in that aircraft.





91.17 Alcohol Or Drugs

- c) A crewmember shall do the following:
- 1) On request of a law enforcement officer, submit to a test to indicate the percentage by weight of alcohol in the blood, when
 - i. The law enforcement officer is authorized by law to conduct the test or to have the test conducted; and
 - ii. The law enforcement officer is requesting submission to the test to investigate a suspected violation of a law governing the same or substantially similar conduct prohibited by Paragraph (a)(1), (a)(2), or (a)(4) of this section.



91.17 Alcohol Or Drugs

- c) A crewmember shall do the following:
 - 2) Whenever the Director has a reasonable basis to believe that a person may have violated Paragraph (a)(1), (a)(2), or (a)(4) of this section, that person shall, upon request by the Director, furnish the Director, or authorize any clinic, hospital, doctor, or other person to release to the Director, the results of each test taken within 4 hours after acting or attempting to act as a crewmember that indicates percentage by weight of alcohol in the blood.



91.17 Alcohol Or Drugs

d) Whenever the Director has a reasonable basis to believe that a person may have violated Paragraph (a)(3) of this section, that person shall, upon request by the Director, furnish the Director, or authorize any clinic, hospital, doctor, or other person to release to the Director, the results of each test taken within 4 hours after acting or attempting to act as a crewmember that indicates the presence of any drugs in the body.



91.17 Alcohol Or Drugs

e) Any test information obtained by the Director under Paragraph (c) or (d) of this section may be evaluated in determining a person's qualifications for any airman certificate or possible violations of the CASRs and may be used as evidence in any legal proceeding.



121.537 Alcohol or Drugs



No person may act or attempt to act as a crewmember of a civil aircraft in contravention of CASR Part 91.17 and Part 91.19.



Medical Examination



61.3 (c) 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.

61.53 Operations during Medical Deficiency



No person may act as pilot in command, or in any other capacity as a required pilot flight crewmember while he has a known medical deficiency, or increase of a known medical deficiency, that would make him unable to meet the requirements for his current medical certificate.



121.535 & 135.537 Medical Examination for Pilots, Cabin Crews, and Engineers before Performing Their Duties



- a) Certificate holders shall examine medical condition for each pilot, cabin crew and engineer before performing their duties for operational of the aircraft in accordance with the current provision of the CASR.



121.535 & 135.537 Medical Examination for Pilots, Cabin Crews, and Engineers before Performing Their Duties



- b) Certificate holder shall prepare medical condition monitoring system for each pilot, cabin crew, and engineer before performing their duties for operational of the aircraft and examining minimum for blood pressure and alcohol contamination for each flight.




**BE
SMART
AND
SAY NO
TO DRUGS**

FLIGHT DISPATCH



121.601 Aircraft Flight Operations Officer Information to Pilot in Command: Domestic and Flag Air Carriers



- a) The flight operations officer shall provide the pilot in command all available current reports or information on airport conditions and irregularities of navigation facilities that may affect the safety of the flight.
- b) Before beginning a flight, the flight operations officer shall provide the pilot in command with all available weather reports and forecasts of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude windshear, for each route to be flown and each airport to be used.



121.601 Aircraft Flight Operations Officer Information to Pilot in Command: Domestic and Flag Air Carriers



- c) During a flight, the flight operations officer shall provide the pilot in command any additional available information of meteorological conditions including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude windshear), and irregularities of facilities and services that may affect the safety of the flight.
- d) In order to comply with (a) and (b), FOO shall explain the information by briefing in person to pilots.



135.609 Dispatch and In-flight Briefing



- a) The flight operations officer shall provide the pilot in command all available current reports or information on airport conditions and irregularities of navigation facilities that may affect the safety of the flight.
- b) Before beginning a flight, the flight operations officer shall provide the pilot in command with all available weather reports and forecasts of weather phenomena that may affect the safety of flight, including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind-shear, for each route to be flown and each airport to be used.



135.609 Dispatch and In-flight Briefing



- c) During a flight, the flight operations officer shall provide the pilot in command any additional available information of meteorological conditions including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind-shear, and irregularities of facilities and services that may affect the safety of the flight.
- d) In order to comply with (a) and (b), FOO shall explain the information by briefing in person to pilots.



121.107 Dispatch Centres, Flag and Domestic Air Carriers



Each domestic and flag air carrier must show that it has enough dispatch centers, adequate for the operations to be conducted, that are located at points necessary to ensure proper operational control of each flight.

Setiap operator penerbangan harus menyediakan dispatch center yang cukup menyesuaikan dengan area operasi operator penerbangan tersebut. Dispatch center digunakan untuk menunjang operational control dimana harus dapat mengcover semua area operasional pesawat.



121.395 Flight Operations Officer: Domestic and Flag Air Carriers.



Each domestic and flag air carrier shall provide enough qualified flight operations officers at each dispatch center to ensure proper operational control of each flight.

FOO secara fungsi dibutuhkan di Dispatch Center untuk melaksanakan fungsi operational control termasuk proses dispatch dan flight following.





121.593 Dispatching authority: Domestic operations.

Except when an airplane lands at an intermediate airport specified in the original dispatch release and remains there for not more than one hour, no person may start a flight unless an aircraft dispatcher specifically authorizes that flight.



=> Untuk domestic operations, FOO harus melakukan dispatch release ulang ketika penerbangan yang dia release transit di intermediate airport lebih dari 1 jam (dalam 1 flight number) dengan memperhatikan update weather dan aeronautical data

121.595 Dispatching Authority: Flag operations.



- a) No person may start a flight unless a flight operations officer specifically authorizes that flight.
- b) No person may continue a flight from an intermediate airport without re-dispatch if the airplane has been on the ground more than six hours.

=> FOO harus release setiap flag operation dan ketika penerbangan yang dia release transit di intermediate airport lebih dari 6 jam (dalam 1 flight number), FOO harus melakukan dispatch release ulang dengan memperhatikan update weather dan aeronautical data



121.597 Flight Release Authority: Supplemental Air Carriers.



- a) No person may start a flight under a flight following system without specific authority from the person authorized by the operator to exercise operational control over the flight.



121.597 Flight Release Authority: Supplemental Air Carriers.



b) No person may start a flight unless the pilot in command or the person authorized by the operator to exercise operational control over the flight has executed a flight release setting forth the conditions under which the flights will be conducted. The pilot in command may sign the flight release only when he and the person authorized by the operator to exercise operational control believe that the flight can be made with safety.



121.597 Flight Release Authority: Supplemental Air Carriers.



c) No person may continue a flight from an intermediate airport without a new flight release if the aircraft has been on the ground more than six hours.

=>Untuk supplemental operation (cargo dan charter operation) operational control tidak harus dilaksanakan oleh FOO namun cukup authorized person yang tentunya sudah mendapatkan training sesuai dengan tugas dan fungsinya. Pada umumnya lebih mudah untuk menugaskan seseorang dengan kualifikasi pemegang FOO license.



135.395 Flight Operations Officers



- a) A certificate holder shall provide sufficient flight operations officers to meet the operational control requirements of Subsection 593 (c) of subpart P.
- b) FOO required by this Subpart shall normally be stationed at operational bases or airports from which the certificate holder operated originating flights using aircraft with a maximum certified take-off weight (MCTOW), of greater than 12500 pounds, or as prescribed by the Director.



135.395 Flight Operations Officers



=>Setiap operator harus menyediakan personil FOO yang cukup dengan memperhatikan kompleksitas operasional operator penerbangan untuk menjalankan fungsi operasional control yang lokasinya sudah ditentukan oleh operator penerbangan dan disetujui oleh Direktorat Jenderal Perhubungan Udara.



135.593 Co-Authority Dispatch System



Except as otherwise authorized by the Director, each certificate holder that operates turbojet aeroplanes, or large aircraft with a passenger seating configuration of 10 or more, in a commuter air transportation service, shall release such aircraft under a coauthority dispatch system as laid down in Subsection (c) of section 135.597.



135.595 Pilot Self-Dispatch System



- a) Any certificate holder not required to release its flight under a co-authority dispatch system should release its flights;
 - 1) under a pilot self-dispatch system as laid down in Subsection (d) of section 135.597, or at the company's discretion,
 - 2) a co-authority dispatch system as laid down in Subsection (c) of section 597, or where required by the Director,
 - 3) any dispatch system which exceeds the minimum requirements of a pilot self dispatch system but does not fully meet the co-authority requirements.

135.595 Pilot Self-Dispatch System



- b) In any case the Director must be satisfied that adequate operational control is being maintained, notwithstanding the size or complexity of any certificate holder.



135.595 Pilot Self-Dispatch System



=> Untuk operator penerbangan dengan basis sertifikasi CASR Part 135, terdapat 2 sistem dispatch yaitu:

- a) Co-Authority Dispatch berlaku untuk pesawat turbojet atau large aircraft (MCTOW lebih dari 5700kg/12500 pounds) dengan konfigurasi tempat duduk untuk 10 penumpang atau lebih pada commuter operation (scheduled basis). Sedangkan untuk charter operation (unscheduled basis), sistem dispatch ini tidak wajib untuk dijalankan. Sistem ini menganut kewenangan dan tanggung jawab bersama antara PIC dan FOO untuk fungsi operational control suatu penerbangan.

135.595 Pilot Self-Dispatch System



- b) Pilot Self Dispatch berlaku untuk ketentuan selain tersebut pada sistem Co-Authority Dispatch. Sistem ini mendelegasikan kewenangan dan tanggung jawab untuk fungsi operational control suatu penerbangan hanya kepada PIC.

- c) Direktorat Jenderal Perhubungan Udara dapat menentukan jenis sistem dispatch selain yang tersebut diatas dengan melihat kompleksitas dan jenis pengoperasian untuk mendapatkan level safety yang maksimal.



**“OUR SKIES MUST BE SAFE...
AND IT STARTS FROM THE GROUND”**

TERIMA KASIH