



**MENTERI PERHUBUNGAN
REPUBLIK INDONESIA**

PERATURAN MENTERI PERHUBUNGAN REPUBLIK INDONESIA

NOMOR PM 152 Tahun 2015

TENTANG

**PERUBAHAN KEDELAPAN ATAS KEPUTUSAN MENTERI PERHUBUNGAN
NOMOR KM 18 TAHUN 2002 TENTANG PERSYARATAN-PERSYARATAN
SERTIFIKASI DAN OPERASI BAGI PERUSAHAAN ANGKUTAN UDARA NIAGA
UNTUK PENERBANGAN KOMUTER DAN CHARTER**

DENGAN RAHMAT TUHAN YANG MAHA ESA

MENTERI PERHUBUNGAN REPUBLIK INDONESIA,

- Menimbang : a. bahwa sehubungan dengan terdapat beberapa standar baru terkait sertifikasi dan pengoperasian perusahaan angkutan udara untuk penerbangan komuter dan charter, perlu dilakukan perubahan terhadap Keputusan Menteri Perhubungan Nomor KM 18 Tahun 2002 Tentang Persyaratan-Persyaratan Sertifikasi Dan Operasi Bagi Perusahaan Angkutan Udara Niaga Untuk Penerbangan Komuter Dan Charter;
- b. bahwa berdasarkan pertimbangan sebagaimana dimaksud dalam huruf a dan b, perlu menetapkan Peraturan Menteri Perhubungan tentang Perubahan Kedelapan Atas Keputusan Menteri Perhubungan Nomor KM 18 Tahun 2002 tentang Persyaratan-Persyaratan Sertifikasi Dan Operasi Bagi Perusahaan Angkutan Udara Niaga Untuk Penerbangan Komuter dan Charter;

- Mengingat :
1. Undang-Undang Republik Indonesia Nomor 1 Tahun 2009 tentang Penerbangan (Lembaran Negara Republik Indonesia Tahun 2009 Nomor 1, Tambahan Lembaran Negara Republik Indonesia Nomor 4956);
 2. Peraturan Presiden Nomor 7 Tahun 2015 tentang Organisasi Kementerian Negara (Lembaran Negara Republik Indonesia Tahun 2015 Nomor 8);
 3. Peraturan Presiden Nomor 40 Tahun 2015 tentang Kementerian Perhubungan (Lembaran Negara Republik Indonesia Tahun 2015 Nomor 75);
 4. Keputusan Menteri Perhubungan Nomor KM 18 Tahun 2002 tentang Persyaratan-Persyaratan Sertifikasi dan Operasi Perusahaan Angkutan Udara Niaga Berjadwal Dan Angkutan Udara Niaga Tidak Berjadwal sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 34 Tahun 2015;
 5. Peraturan Menteri Perhubungan Nomor KM 60 Tahun 2010 tentang Organisasi dan Tata Kerja Departemen Perhubungan sebagaimana telah diubah dengan Peraturan Menteri Perhubungan Nomor PM 68 Tahun 2013;

MEMUTUSKAN :

Menetapkan : PERATURAN MENTERI PERHUBUNGAN TENTANG PERUBAHAN KEDELAPAN ATAS KEPUTUSAN MENTERI PERHUBUNGAN NOMOR KM 18 TAHUN 2002 TENTANG PERSYARATAN-PERSYARATAN SERTIFIKASI DAN OPERASI BAGI PERUSAHAAN ANGKUTAN UDARA NIAGA UNTUK PENERBANGAN KOMUTER DAN CHARTER.

Pasal I

Beberapa ketentuan dalam Lampiran Keputusan Menteri Perhubungan Nomor KM 18 Tahun 2002 tentang Persyaratan-Persyaratan Sertifikasi Dan Operasi Bagi Perusahaan Angkutan Udara Untuk Penerbangan Komuter Dan Charter sebagaimana telah diubah terakhir dengan Peraturan Menteri

Si

Dan Charter sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 34 Tahun 2015, diubah sebagai berikut:

1. Mengubah definisi "*Extended Over Water Operations*", pada butir 135.1 yang berbunyi sebagai berikut:

135.1 Definition and Abbreviation

"Extended over water". A flight operated over water at a distance of more than 93 km (50 NM), or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing.

2. Menambah definisi "*Category A*" dan "*Category B*" pada butir 135.1 di antara definisi "*Captain*" dan "*Certificate*", yang berbunyi sebagai berikut:

Category A, with respect to transport category rotorcraft, means multiengine rotorcraft designed with engine and system isolation features specified in Part 29 and utilizing scheduled takeoff and landing operations under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight in the event of engine failure.

"Category B", with respect to transport category rotorcraft, means single-engine or multiengine rotorcraft which do not fully meet all Category A standards. Category B rotorcraft have no guaranteed stay-up ability in the event of engine failure and unscheduled landing is assumed.

3. Menghapus butir 135.11 sehingga berbunyi sebagai berikut:

135.11 DELETED

4. Mengubah butir 135.43 sehingga berbunyi sebagai berikut:

135.43 Required Management Personnel

- (a) Each applicant for a certificate under this subpart must show that it has sufficient qualified management personnel to provide adequate direction in all operational matters and ensure an acceptable level of safety is being maintained. Such personnel must be employed on a full time basis in at least the following or equivalent positions:
- (1) Managing or President Director
 - (2) Director of Safety (Company Aviation Safety Officer)
 - (3) Director of Operations
 - (4) Chief Pilot
 - (5) Chief of Flight Attendants (as applicable)
 - (6) Director of Maintenance
 - (7) Chief Inspector
 - (8) Other supervisory positions required by Subsection (c) of this section.
- (b) Where an air carrier chooses to rename the managerial positions listed in Subsection (a) of this section, the organization chart must indicate which position the changed title is intended to replace.
- (c) In consideration of the scope and size of an air carrier, where the Director is satisfied that it would be more appropriate, or in the interest of safety, he may approve or require, the development of:
- (1) alternate positions,
 - (2) a different number of positions, or,

- (d) The individuals who serve in the positions required or approved under paragraph (a) or (b) of this section and anyone in a position to exercise control over operations conducted under the operating certificate must—
 - (1) Be qualified through training, experience, and expertise;
 - (2) To the extent of their responsibilities, have a full understanding of the following materials with respect to the certificate holder's operation—
 - (i) Aviation safety standards and safe operating practices;
 - (ii) Civil Aviation Safety Regulations (CASR);
 - (iii) The certificate holder's Operations Specifications;
 - (iv) The manual required by section 135.135 of the CASR;
 - (3) Discharge their duties to meet applicable legal requirements and to maintain safe operations; and
 - (4) Certified passing the fit and proper test.
- (e) Each air carrier shall submit for approval, the names of the persons nominated to each position required by this subpart on an acceptable nomination form, giving sufficient details to demonstrate that the candidates qualifications, experience and background.
- (f) Where any change to the list of approved managers is proposed or has taken place beyond the company's control, the company shall notify the Director within 7 days, of any temporary assignments to these positions and within 30

(g) (Failure of any manager approved under this part to discharge their responsibilities in a safe and proper manner, may be grounds for revocation by the Director, of that approval.

5. Mengubah butir 135.51 sehingga berbunyi sebagai berikut:

135.51 Applicability

This subpart prescribes rules governing the specific operations of any air carrier that is the holder of an operations specification issued under this part, authorizing aerial work operations pursuant to Subsection 135.03(b) of this part.

6. Mengubah butir 135.53 sehingga berbunyi sebagai berikut:

135.53 Helicopter External Cargo Loads Operating Rules

Each air carrier authorized in its operations specifications to carry external loads by a helicopter shall perform such operations in accordance with CASR Part 133.

7. Menghapus butir 135.55, 135.57, 135.59, 135.61, 135.63, 135.65, dan 135.67 sehingga berbunyi sebagai berikut:

135.55 DELETED

135.57 DELETED

135.59 DELETED

135.61 DELETED

135.63 DELETED

135.65 DELETED

135.67 DELETED

8. Mengubah butir 135.69 sehingga berbunyi sebagai berikut:

135.69 Operating Rules for the Dispersal of Products

- (a) Each air carrier authorized in its operations specifications to disperse any product from an aircraft shall perform such operations in accordance with CASR Part 137.
- (b) Each person who is authorized to perform agriculture aircraft operations shall conduct such operation in accordance with CASR Part 137, except:
 - (1) Government or local government conducting agricultural aircraft operations with public aircraft.
 - (2) The holder of a rotorcraft external-load operator authorization under part 133 of the CASR conducting an agricultural aircraft operation, involving only the dispensing of water on forest fires by rotorcraft external-load means.

9. Mengubah butir 135.83 sehingga berbunyi sebagai berikut:

135.83 Applicability

This subpart prescribes the standards for each certificate holder authorized to operate under this part, required to maintain a safety management system.

10. Mengubah butir 135.85 sehingga berbunyi sebagai berikut:

135.85 Safety Management System

- (a) A certificate holder shall have in place a Safety Management System (SMS) that is acceptable to DGCA. The SMS of a certificate holder shall:
 - (1) be established in accordance with the

- (i) Safety policy and objectives;
- (ii) Safety risk management;

- (iii) Safety assurance; and
- (iv) Safety promotion.

(2) be commensurate with the size of the certificate holder and the complexity of its capability.

(b) In order to be acceptable to the DGCA, the SMS shall meet the requirements set forth in Appendix G of this Part.

11. Mengubah butir 135.87 sehingga berbunyi sebagai berikut:

135.87 DELETED

12. Mengubah butir 135.101 sehingga berbunyi sebagai berikut:

135.101 Flight Attendants

(a) Subject to Subsections (b) and (c) of this section, no air carrier shall operate an aircraft with passengers on board, unless at least the following number flight attendants are on board.

(1) 1 to 30 passengers on board, one flight attendant.

(b) Notwithstanding subsection (a) of this section, no air carrier shall operate an aircraft with passengers on board, with fewer flight attendants than the number required to satisfy the following conditions:

(1) where the air carrier has been authorized to extend a flight duty time limitation and such extension requires the carriage of additional flight attendants.

(2) where due to extenuating circumstances, it

6.

- (c) Notwithstanding Subsection (a) of this section, an air carrier may operate an aircraft with passengers on board, without a flight attendant provided:
 - (1) the aircraft is certified for a maximum of 18 or fewer passenger seats,
 - (2) the pilots are capable from their normal crew stations, to maintain throughout the flight, visual and aural monitoring of all passengers on board, and
 - (3) the flight crew are trained in the company procedures for the, supervision, briefing and handling of the passengers for all normal and emergency conditions.
 - (d) Where a flight has been assigned more than one flight attendant, the air carrier shall designate an in-charge flight attendant.
 - (e) Cabin crew seats shall be located near floor level and other emergency exits as required by the DGCA for emergency evacuation.
13. Menambah butir 135.106 di antara butir 135.105 dan butir 135.107 yang berbunyi sebagai berikut:
- 135.106 Refuelling with passengers on board or rotors turning
- No air carrier may allow a helicopter to be refueled when passengers are embarking, on board, or disembarking; or the rotor are turning unless:
- (a) The helicopter is manned by qualified personnel ready to initiate and direct an evacuation; and
 - (b) Two-way communication is maintained between the qualified personnel in the helicopter and the ground crew supervising the refueling.

14. Menghapus butir 135.115 dan butir 135.117 sehingga berbunyi sebagai berikut:

135.115 DELETED

135.117 DELETED

15. Mengubah butir 135.135 sehingga berbunyi sebagai berikut:

135.135 Contents

- (a) Each manual required by Section 135.133 must:

- (1) Include instructions and information necessary to allow the personnel concerned to perform their duties and responsibilities with a high degree of safety;
- (2) Be in a form that is easy to revise;
- (3) Have the date of last revision on each page concerned; and
- (4) Not be contrary to any applicable Civil Aviation Safety Regulation.

- (b) The operation manual, which may be issued in separate parts corresponding to specific aspects of operations shall be organized with the following structure:

- (1) General;
- (2) Aircraft operating information;
- (3) Areas, routes and aerodromes; and
- (4) Training.

- (c) The general part or section of the operations manual shall contain at least the following:

- (1) administration and control of the operations manual:
 - (i) introduction;
 - (ii) system of amendment and revision;
- (2) organization and responsibilities:
 - (i) organizational structure;

- (iii) duties and responsibilities of operationsmanagement personnel, PIC, and crew member other than PIC;
- (3) operational control and supervision:
 - (i) supervision of the operation by the air operator.
 - (ii) system of promulgation of additional operational instructions and information;
 - (iii) operational control as prescribed in Subpart Q of this part;
- (4) crew composition:
 - (i) crew composition. An explanation of the method for determining crew compositions.
 - (ii) designation of the PIC. The rules applicable to the designation of a PIC;
- (5) qualifications of flight crew, cabin crew, flight operations officer and other operations personnel.
- (6) flight and duty time limitation and rest requirement. The scheme developed by the operator inaccordg with applicable requirement.
- (7) crew health precaution. The relevant regulations and guidance for crew members concerning health.
- (8) operating procedures:
 - (i) flight preparation instructions. As applicable to the operation:
 - (A) criteria for determining the usability of aerodromes;
 - (B) the method for determining

- (C) the method for determining aerodrome operating minima;
 - (D) en-route operating minima for visual flight rules (VFR) flights. Policy regarding VFR flights, including a description of en route operating minima for VFR flights or VFR portions of a flight, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing;
 - (E) presentation and application of aerodrome and en-route operating minima;
 - (F) interpretation of meteorological information.;
 - (G) determination of the quantities of fuel and oil carried;
 - (H) maintaining weight and centre of gravity within approved limit.
- (9) ground handling arrangements and procedures,. :
- (i) fuelling procedures. including refueling and defueling when passenger are embarking, on board or disembarking
 - (ii) aircraft, passengers and cargo handling procedures related to safety.
 - (iii) procedures for the refusal of embarkation.;
 - (iv) de-icing and anti-icing on the ground (as applicable).

(10) flight procedures, including:

- (i) standard operating procedures (SOP) for each phase of flight;
- (ii) instructions on the use of normal checklists and the timing for their use;
- (iii) departure contingency procedures;
- (iv) instructions on the maintenance of altitude awareness and the use of automated or flight crew altitude call-outs;
- (v) instructions on the use of autopilots and auto-throttles in instrument meteorological conditions (IMC), in RVSM airspace and when conducting performance-based navigation procedures, as applicable;
- (vi) instructions on the clarification and acceptance of ATC clearances, particularly where terrain clearance is involved;
- (vii) departure and approach briefings;
- (viii) procedures for familiarization with areas, routes and aerodromes;
- (ix) stabilized approach procedure;
- (x) limitation on high rates of descent near the surface;
- (xi) conditions required to commence or to continue an instrument approach;
- (xii) instructions for the conduct of precision and non-precision instrument approach procedures;

- (xiii) allocation of flight crew duties and procedures for the management of crew workload during night and IMC instrument approach and landing operations; and
 - (xiv) the circumstances during which a radio listening watch is to be maintained.
- (11) Navigation equipment. A list of the navigational equipment to be carried including any requirements relating to operations where performance-based navigation is prescribed;
- (12) Navigation procedures. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration shall be given to:
- (i) standard navigational procedures including policy for carrying out independent cross-checks of keyboard entries where these affect the flight path to be followed by the aircraft;
 - (ii) in-flight re-planning;
 - (iii) procedures in the event of system degradation;
 - (iv) where relevant to the operations, the long range navigation procedures, engine failure procedure for extended operations (ETOPS) and the identification and utilization of diversion aerodromes;

- (v) instructions and training requirements for the avoidance of controlled flight into terrain and policy for the use of Terrain Awareness and Warning System (TAWS);
- (vi) policy, instructions, procedures and training requirements for the avoidance of collisions and the use of the airborne collision avoidance system (ACAS);
- (vii) information and instructions relating to the interception of civil aircraft including:
 - (A) procedures for pilots-in-command of intercepted aircraft; and
 - (B) visual signals for use by intercepting and intercepted aircraft;
- (viii) for aeroplanes intended to be operated above 49 000 ft (15 000 m), procedure for cosmic radiation.
- (13) policy and procedures for in-flight fuel management.
- (14) Procedures for operating in, and/or avoiding, potentially hazardous atmospheric conditions and operating restrictions.
- (15) incapacitation of crew members. Procedures to be followed in the event of incapacitation of crew members in flight. Examples of the types of incapacitation and the means for recognizing them shall be included;
- (16) cabin safety requirements. Procedures covering cabin preparation for flight, in-flight requirements and preparation for landing ;
- (17) passenger briefing procedures. The contents,

- (20) non-revenue flights. Procedures and limitations, including persons who may be carried on such flights;
- (21) oxygen requirements. An explanation of the conditions under which oxygen shall be provided and used;
- (22) dangerous goods and weapons:
 - (i) transport of dangerous goods. Information, instructions and general guidance on the transport of dangerous goods including:
 - (A) air operator's policy on the transport of dangerous goods;
 - (B) guidance on the requirements for acceptance, labelling, handling, stowage and segregation of dangerous goods;
 - (C) procedures and actions to be taken for responding to emergency situations involving dangerous goods;
 - (D) duties and training of all personnel involved; and
 - (E) instructions on the carriage of company material;
 - (ii) transport of weapons. The conditions under which weapons, munitions of war and sporting weapons may be carried;
- (23) security;
 - (i) security policies and procedures;
 - (ii) security instructions and guidance;
 - (iii) preventative security measures and training;

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- (iv) aeroplane search procedures and guidance on least-risk bomb locations where practicable.
- (24) handling of accidents and occurrences. Procedures for the handling, notifying and reporting of accidents and occurrences.
- (25) rules of the air. Rules of the air including:
 - (i) territorial application of the rules of the air;
 - (ii) interception procedures;
 - (iii) ATC clearances, adherence to flight plan and position reports;
 - (iv) the ground/air visual codes for use by survivors, description and use of signal aids; and
 - (v) distress and urgency signals;
- (26) safety management system (SMS). Details of the safety management system;
- (d) Aircraft operating information. The part or section containing aircraft operating information shall contain at least the following:
 - (1) general information and units of measurement. General Information (e.g., aircraft dimensions), including a description of the units of measurement used for the operation of the aircraft type concerned and conversion tables;
 - (2) certification and operational limitations. A description of the certified limitations and the applicable operational limitations;
 - (3) normal, abnormal, and emergency procedures:

- (i) The normal procedures and duties assigned to the crew, the appropriate checklists, the system for use of the checklists, specific flight deck procedures, and a statement covering the necessary coordination procedures between flight and cabin crew, as applicable;
 - (ii) abnormal and emergency procedures and duties. The manual shall contain a listing of abnormal and emergency procedures assigned to crew members with appropriate check-lists that include a system for use of the check-lists and a statement covering the necessary coordination procedures between flight and cabin crew.
- (4) performance data. Performance data shall be provided in a form in which it can be used without difficulty. Performance material which provides the necessary data to allow the flight crew to comply with the approved aircraft flight manual performance requirements shall be included to allow the determination of take-off, climb, cruise, descent, approach, and landing.
- (5) supplementary and additional performance data which provide the necessary data to allow the flight crew to comply with the approved aircraft flight manual.
- (6) flight planning data:
 - (i) flight planning. Specific data and instructions necessary for pre-flight and

- flights to isolated aerodromes shall be included for the flight plan and the operational flight plan; and
- (ii) fuel calculations. The method for calculating the fuel needed for the various stages of flight;
- (7) weight and balance calculations. Instructions and data for the calculation of weight and balance including:
- (i) calculation system (e.g. index system);
 - (ii) information and instructions for completion of weight and balance documentation, including manual and computer generated types;
 - (iii) limiting weight and centre of gravity of the various versions; and
 - (iv) dry operating weight and corresponding centre of gravity or index;
- (8) loading:
- (i) loading procedures. Instructions for loading and securing the load in the aircraft;
 - (ii) loading dangerous goods. The operations manual shall contain a method to notify the PIC when dangerous goods are loaded in the aircraft (if applicable);
- (9) survival and emergency equipment including oxygen:
- (i) list of survival equipment to be carried;
 - (ii) oxygen usage. The procedure for determining the amount of oxygen required and the quantity that it available;

- (iii) emergency equipment usage. A description of the proper use of emergency equipment.
 - (10) emergency evacuation procedures;
 - (11) aircraft systems. A description of the aircraft systems, related controls and indications and operating instructions.
- (e) Areas, routes and aerodromes. The route guide part or section of the operations manual shall contain at least the following:
- (1) the route guide will ensure that the flight crew will have for each flight, information relating to communication facilities, navigation aids, aerodromes, instrument approaches, instrument arrivals and instrument departures as applicable for the operation, and such other information as the operator may deem necessary in the proper conduct of flight operations;
 - (2) each route guide shall contain at least the following information:
 - (i) the minimum flight altitudes for each aircraft to be flown;
 - (ii) aerodrome operating minima for each of the aerodromes that are likely to be used as aerodromes of intended landing or as alternate aerodromes;
 - (iii) the increase of aerodrome operating minima in case of degradation of approach or aerodrome facilities;
 - (3) Information related to the level of RFFS (rescue and fire fighting services) protection that is deemed acceptable by the operator.

(f) Training. The training part or section of the operations manual shall contain at least the following:

- (1) flight crew training programme;
- (2) cabin crew duties training programme;
- (3) flight operations officer / flight dispatcher training programme.

16. Menghapus butir 135.137, 135.145, dan 135.147 sehingga berbunyi sebagai berikut:

135.137 DELETED

135.145 DELETED

17. Mengubah butir 135.157 sehingga berbunyi sebagai berikut:

135.157 Inoperable Instruments and Equipments

(a) No person may takeoff an aircraft with inoperable instruments or equipment installed unless the following conditions are met:

- (1) An approved MEL must be onboard on aircraft;
- (2) An operations specification authorizing operations in accordance with an approved Minimum Equipment List has been issued by DGCA;
- (3) The approved Minimum Equipment List must:
 - (i) Be prepared subject to the limitations specified in Sub-section (b) of this section.
 - (ii) Provide for the operation of the aircraft with certain instruments and equipment in an inoperable condition.
 - (iii) Be based upon, but no less restrictive than, the relevant master minimum

- (4) Records identifying the inoperable instruments and equipment and the information required by Paragraph (a)(3)(ii) of this section must be available to the pilot.
 - (5) The aircraft is released and operated in accordance with all applicable maintenance and operational conditions and limitations contained in the Minimum Equipment List.
 - (b) The following instruments and equipment may not be included in the Minimum Equipment List:
 - (1) Instruments and equipment that are either specifically or otherwise required by the airworthiness requirements under which the aircraft is type certificated and which are essential for safe operations under all operating conditions.
 - (2) Instruments and equipment required by an airworthiness directive to be inoperable condition unless the airworthiness directive provides otherwise.
 - (3) Instruments and equipment required for specific operations by this part.
 - (c) Notwithstanding Paragraphs (b)(1) and (b)(3) of this section, an aircraft with inoperable instruments or equipment may be operated under a special flight permit issued pursuant to Sections 21.197 and 21.199 of CASR Part 21.
18. Mengubah butir 135.159 sehingga berbunyi sebagai berikut:
- 135.159 DELETED

19. Mengubah butir 135.309 sehingga berbunyi sebagai berikut:

135.309 Communication And Navigation Equipment:
Ifr Operations

- (a) No person may operate an aircraft, unless—
 - (1) The en route navigation aids necessary for navigating the aircraft along the route (e.g., ATS routes, arrival and departure routes, and instrument approach procedures, including missed approach procedures if a missed approach routing is specified in the procedure) are available and suitable for use by the aircraft navigation systems required by this section;
 - (2) The aircraft used in those operations is equipped with at least—
 - (i) Except as provided in paragraph (b) of this section, two approved independent navigation systems suitable for navigating the aircraft along the route to be flown within the degree of accuracy required for ATC;
 - (ii) One marker beacon receiver providing visual and aural signals; and
 - (iii) One ILS receiver; and
 - (3) For operations where a navigation specification for performance-based navigation has been prescribed, an aircraft shall,:
 - (i) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and

- (b) Use of VOR navigation equipment. If VOR navigation equipment is used to comply with paragraph (a) of this section, no person may operate an aircraft unless it is equipped with at least one approved DME or suitable RNAV system.
- (c) Airplane communication equipment requirements. No person may operate a turbojet airplane having a passenger seat configuration, excluding any pilot seat, of 10 seats or more, or a multiengine airplane in a commuter operation, under IFR operations unless the airplane is equipped with—
 - (1) At least two independent communication systems necessary under normal operating conditions to fulfill the functions specified in 121.347; and
 - (2) At least one of the communication systems required by paragraph (c)(1) of this section must have two-way voice communication capability.
- (d) No person may operate an airplane having a passenger seat configuration less than 10 seats, under IFR operations unless the airplane is equipped with communication equipment as required by section 91.307(d) and (h).
- (e) Helicopter communication equipment requirements. No person may operate a helicopter under IFR operations unless the helicopter is equipped with communication equipment as required by section 91.307(d) and (h).

(f) Additional aircraft communication equipment requirements. In addition to the requirements in paragraphs (c) of this section, no person may operate an aircraft under IFR operations unless it is equipped with at least:

- (1) Two microphones; and
- (2) Two headsets or one headset and one speaker.

20. Mengubah butir 135.311 sehingga berbunyi sebagai berikut:

135.311 Communication And Navigation Equipment
For Aircraft Operations Under VFR

(a) No person may operate an aircraft under VFR unless the aircraft is equipped with the two-way radio communication equipment necessary under normal operating conditions to fulfill the following:

- (1) Communicate with at least one appropriate station from any point on the route, except in remote locations and areas of mountainous terrain where geographical constraints make such communication impossible.
- (2) Communicate with appropriate air traffic control facilities from any point within Class B, Class C, or Class D airspace, or within a Class E surface area designated for an airport in which flights are intended; and
- (3) Receive meteorological information from any point en route, except in remote locations and areas of mountainous terrain where geographical constraints make such communication impossible.

- (b) No person may operate an aircraft at night under VFR unless that aircraft is equipped with—
 - (1) Two-way radio communication equipment necessary under normal operating conditions to fulfill the functions specified in paragraph (a) of this section; and
 - (2) Navigation equipment suitable for the route to be flown.

21. Mengubah butir 135.319 sehingga berbunyi sebagai berikut:

135.319 Terrain Awareness And Warning System

- (a) No person may operate a turbine-powered airplane configured with 10 or more passenger seats, excluding any pilot seat, unless that airplane is equipped with an approved Terrain Awareness and Warning System (TAWS) that meets the requirements for Class A equipment in the FAA Technical Standard Order (TSO)-C151 or its equivalent. The airplane must also include an approved terrain situational awareness display.
- (b) No person may operate a turbine-powered airplane configured with 6 to 9 passenger seats, excluding any pilot seat, unless that airplane is equipped with an approved Terrain Awareness and Warning System (TAWS) that meets as a minimum the requirements for Class B equipment in the FAA Technical Standard Order (TSO)-C151 or its equivalent.
- (c) Airplane Flight Manual. The airplane Flight Manual shall contain appropriate procedures for—

- (1) The use of the Terrain Awareness and Warning System (TAWS); and
 - (2) Proper flight crew reaction in response to the Terrain Awareness and Warning System (TAWS) audio and visual warnings.
22. Menghapus butir 135.320 sehingga berbunyi sebagai berikut:
- 135.320 DELETED
23. Mengubah butir 135.322 sehingga berbunyi sebagai berikut:
- 135.322 Traffic Alert and Collision Avoidance System (TCAS)

All turbine-engined airplanes of a maximum certificated take-off mass in excess of 5700 kg or authorized to carry more than 19 passengers shall be equipped with a Traffic Alert and Collision Avoidance System (TCAS II). If a TCAS II system is installed, it must be capable of coordinating with TCAS units that meet FAA TSO C-119 or its equivalent.

24. Mengubah butir 135.329 sehingga berbunyi sebagai berikut:
- 135.329 Flight Recorder
- No certificate holder may operate an aircraft unless it is equipped with an approved flight recorder, as required by CASR 91.231.
25. Mengubah butir 135.335 sehingga berbunyi sebagai berikut:
- 135.335 Oxygen Equipment Requirements
- (a) *Unpressurized aircraft*. No person may operate an unpressurized aircraft at altitudes prescribed in this section unless it is equipped with enough oxygen dispensers and oxygen to supply the pilots under 135.535(a) and to supply, when flying—

those altitudes that is of more than 30 minutes duration; and

- (2) Above 15,000 feet MSL, oxygen to each occupant of the aircraft other than the pilots.

(b) *Pressurized aircraft.* No person may operate a pressurized aircraft—

- (1) At altitudes above 25,000 feet MSL, unless at least a 10-minute supply of supplemental oxygen is available for each occupant of the aircraft, other than the pilots, for use when a descent is necessary due to loss of cabin pressurization; and

- (2) Unless it is equipped with enough oxygen dispensers and oxygen to comply with paragraph (a) of this section whenever the cabin pressure altitude exceeds 10,000 feet MSL and, if the cabin pressurization fails, to comply with 135.89 (a) or to provide a 2-hour supply for each pilot, whichever is greater, and to supply when flying—

- (i) At altitudes above 10,000 feet through 15,000 feet MSL, oxygen to at least 10 percent of the occupants of the aircraft, other than the pilots, for that part of the flight at those altitudes that is of more than 30 minutes duration; and

- (ii) Above 15,000 feet MSL, oxygen to each occupant of the aircraft, other than the pilots, for one hour unless, at all times during flight above that altitude, the aircraft can safely descend to 15,000 feet MSL within four minutes, in which case only a 30-minute supply is

(c) The equipment required by this section must have a means—

- (1) To enable the pilots to readily determine, in flight, the amount of oxygen available in each source of supply and whether the oxygen is being delivered to the dispensing units; or
- (2) In the case of individual dispensing units, to enable each user to make those determinations with respect to that person's oxygen supply and delivery; and
- (3) To allow the pilots to use undiluted oxygen at their discretion at altitudes above 25,000 feet MSL.

26. Menghapus butir 135.337, 135.339, 135.341 dan 135.343 sehingga berbunyi sebagai berikut:

135. 337 DELETED

135. 339 DELETED

135. 341 DELETED

135. 343 DELETED

27. Mengubah butir 135.351 pada Sub Bagian K sehingga berbunyi sebagai berikut:

135.351 Aircraft Overwater Operations

(a) All seaplanes including amphibians operated as seaplanes for all flights shall be equipped with:

- (1) one life jacket, or equivalent individual floatation device, for each person on board, stowed in a position readily accessible from the seat or berth;
- (2) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable;
- (3) one sea anchor (drogue).

- (b) All landplanes, when conduct extended over water operation shall carry one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth.
- (c) All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when:
 - (1) engaged in offshore operations, or other overwater operations as determined by Director General; or
 - (2) flying over water at a distance from land corresponding to more than 10 minutes at normal cruise speed when helicopter operating in performance Category A; or
 - (3) flying over water beyond auto rotational or safe forced landing distance from land when operating in performance Category B.
- (d) All helicopters operating in accordance with the paragraph (c) shall be equipped with:
 - (1) one life jacket or equivalent individual flotation device with a means of electric illumination for the purpose of facilitating the location of persons, for each person on board, stowed in a position easily accessible from the seat of the person for whose use it is provided. For offshore operations the life jacket shall be worn constantly unless the occupant is wearing an integrated survival suit that includes the functionality of the lifejacket;

- (2) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and
 - (3) equipment for making the pyrotechnical distress signals.
 - (e) all airplanes when used over routes on which the airplane may be over water and at more than a distance corresponding to 30 minutes or 185 km (100 NM), whichever is the lesser, shall be equipped with:
 - (1) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and
 - (2) equipment for making the pyrotechnical distress.
28. Menghapus butir 135.353 sehingga berbunyi sebagai berikut:
135.353 DELETED
29. Mengubah butir 135.359 sehingga berbunyi sebagai berikut:
135.359 Marking of Break-In Points
No person may operate an aircraft having break-in area on fuselage to rescue crew during emergency unless

- (a) Marked as shown in appendix
- (b) The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.
- (c) If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.

30. Menambah butir 135.360 setelah butir 135.359 yang berbunyi sebagai berikut:

135.360 Empty Weight And Center Of Gravity:
Currency Requirement

- (a) No person may operate a multiengine aircraft unless the current empty weight and center of gravity are calculated from values established by actual weighing of the aircraft within the preceding 36 calendar months.
- (b) Paragraph (a) of this section does not apply to—
 - (1) Aircraft issued an original airworthiness certificate within the preceding 36 calendar months; and
 - (2) Aircraft operated under a weight and balance system approved in the operations specifications of the certificate holder.

31. Mengubah butir 135.363 sehingga berbunyi sebagai berikut:

135.363 Responsibility for Airworthiness

- (a) Each certificate holder is primarily responsible for—
 - (1) The airworthiness of its aircraft, including airframe, aircraft engines, propellers, appliances, and parts thereof;

- (2) The performance of the maintenance, preventive maintenance, and alteration of its aircraft, including airframes, aircraft engines, propellers, appliances, emergency equipment, and parts thereof, in accordance with its manual and the related regulations; and
 - (3) Obtaining and assessing the continuing airworthiness informations and recommendations from the organizations responsible for the type design.
- (b) A certificate holder may make arrangements with another person for the performance of any maintenance, preventive maintenance, or alterations. However, this does not relieve the certificate holder of the responsibility specified in paragraph (a) of this section.

32. Mengubah butir 135.365 sehingga berbunyi sebagai berikut:

135.365 Maintenance, Preventive Maintenance, and Alteration Organization.

- (a) Each certificate holder that performs any of its maintenance (other than required inspections), preventive maintenance, or alterations, and each person with whom it arranges for the performance of that work must have an organization adequate to perform the work. Additionally, the housing, facilities, equipment, materials, and data shall comply with CASR 145 subpart C.
- (b) Each certificate holder that performs any inspection required by its manual in accordance with section 135.369(e)(18) (in this subpart referred to as "required inspections") and each

- (c) Each person performing required inspections in addition to other maintenance, preventive maintenance, or alteration, shall organize the performance of those functions so as to separate the required inspection functions from the other maintenance, preventive maintenance, and alteration functions. The separation shall be below the level of administrative control at which overall responsibility for the required inspection functions and other maintenance, preventive maintenance, and alterations functions are exercised.

33. Mengubah butir 135.367 sehingga berbunyi sebagai berikut:

135.367 Maintenance Program

- (a) Each certificate holder shall have a maintenance program, approved by the DGCA and contain the following informations:
 - (1) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aircraft;
 - (2) when applicable, a continuing structural integrity programme;
 - (3) procedures for changing or deviating from (1) and (2) above; and
 - (4) when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and engines;
 - (5) maintenance task as required inspection items.
- (b) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such;

- (c) Maintenance program required by this section shall be developed by considering the human factor principles;
 - (d) Copies of all amendments to the maintenance program shall be furnished promptly to all organizations or persons to whom the maintenance program has been issued.
34. Mengubah butir 135.368 sehingga berbunyi sebagai berikut:
- 135.368 DELETED
35. Mengubah butir 135.369 sehingga berbunyi sebagai berikut:
- 135.369 Company Maintenance Manual Requirements
- (a). The certificate holder shall provide the Director with a Company Maintenance Manual accepted by DGCA.
 - (b). The Company Maintenance Manual shall have statement of compliance; signed declaration by the chief executive.
 - (c). The design of the manual shall observe Human Factors principles.
 - (d). The certificate holder shall ensure that the Company Maintenance Manual is amended as necessary to keep the information contained therein up to date.
 - (e). The Company Maintenance Manual shall have procedures to control, amend and distribute the company maintenance manual and all amendments promptly to all organizations or persons to whom the manual has been issued, including each of its supervisory personnel and make it available to its other personnel in their work area. The certificate holder is responsible for

- (f). The certificate holder shall provide the DGCA with a copy of the Company Maintenance Manual, together with all amendments and/or revisions to it and shall incorporate in it such mandatory material as the DGCA may require.
- (g). The Company Maintenance Manual may be issued in separate parts, and shall contain the following information:
 - (1) Procedure for the administrative arrangements between the certificate holder and the approved maintenance organization if applicable;
 - (2) Maintenance procedures and the procedures for completing and signing a maintenance release as required by CASR 135.709;
 - (3) A chart or description of the certificate holder's organization required by CASR 135.365;
 - (4) The names, duties and responsibilities of the person or persons specified in point (3) including matters for which they have responsibility to deal directly with the Director on behalf of the certificate holder;
 - (5) The procedures and programs required by CASR 135.367 that must be followed in performing maintenance, preventive maintenance, and alterations of that certificate holder's airplanes, including airframes, aircraft engines, propellers, appliances, emergency equipment, and parts thereof;
 - (6) Procedure for recording of maintenance carried out and retention of maintenance

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- (7) Procedures for reporting the occurrence or detection of each failure, malfunction, or defect required by CASR 135.703 and 135.705;
- (8) Procedures for obtaining and assessing continuing airworthiness informations and implementing any resulting actions, as required by CASR 135.363 (a) (3);
- (9) Procedure for implementing action resulting from airworthiness directive as required by CASR 39;
- (10) Procedures for establishing and maintaining a system of analysis and continued monitoring of the performance and effectiveness of the maintenance programme, as required by CASR 135.373;
- (11) a description of aircraft types and models to which the manual applies;
- (12) procedures for ensuring that unserviceable systems and components affecting airworthiness are recorded and rectified, as required by CASR 135.157;
- (13) Detailed description of the scope of work undertaken by the certificate holder.
- (14) A description of the organization's procedures and quality system as required by CASR 145.211(c);
- (15) A description of the housing, facilities, equipment, and materials as required by CASR 135.365(a);
- (16) Procedure for training program for the maintenance personnel employed by the certificate holder applicable to their assigned

(17) The list of personnel authorized to sign the maintenance release and the scope of their authorization;

(18) Procedure for required inspection items as required by CASR 135.367(a)(5) and 135.371, and must include method of performing, designations authorized personnel, buy back, and acceptance or rejections.

36. Mengubah butir 135.373 sehingga berbunyi sebagai berikut:

135.373 Continuing Analysis and Surveillance

(a). Each certificate holder shall establish and maintain a system for the continuing analysis and surveillance of the performance and effectiveness of its maintenance program and for the correction of any deficiency in those programs, regardless of whether those programs are carried out by the certificate holder or another person.

(b). The continuing analysis and surveillance system shall include—

(1) a function to monitor maintenance program performance to ensure that everyone, including all of operators maintenance providers comply with the company maintenance manual and with all applicable regulations, through a system of audits and investigations of operational events;

(2) a function to monitor maintenance program effectiveness to ensure that the maintenance programs is producing the desired result, through a system of data collection and analysis of operational data that results from operations of aircraft.

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37. Mengubah butir 135.383 sehingga berbunyi sebagai berikut:

135.383 Composition of Flight Crew

- (a). No certificate holder may operate an aircraft with less than two pilots, where the aircraft:
 - (1) has a passenger seating configuration of 10 or more passenger seats;
 - (2) is carrying passengers and is being operated IFR;
 - (3) is required by its aircraft operating limitations or the Aircraft Flight Manual.
 - (4) is operating under this part for the kind of operation being conducted.
- (b). The flight crew shall include at least one member who holds a valid radiotelephone operator licence, issued or validated by the DGCA, authorizing operation of the type of radio transmitting equipment to be used.

38. Mengubah butir 135.473 sehingga berbunyi sebagai berikut:

135.473 Line Checks: Routes and Aiports

- (a) No certificate holder shall assign a pilot to act, and no person shall act, as pilot-in- command of a multi-engine airplane which has a MTOW of greater than 12500 pounds, or is a turbojet airplane unless that pilot has passed a line check as required by section 121.440.
- (b) No certificate holder shall assign a pilot to act, and no person shall act, as pilot-in- command of an airplane on a route or route segment unless that pilot has complied with section 121.443 and 121.445.

- (c) No certificate holder shall assign a pilot to act, and no person shall act, as pilot-in-command of a helicopter on an operation for which that pilot is not currently qualified unless such pilot
 - (1) has an adequate knowledge of the operation to be flown in accordance with section 121.443.
 - (2) shall have made takeoff and landing at one or more representative heliports, as member of the flight crew and accompanied by a pilot who is qualified for the operation.
- (d) A certificate holder shall not continue to utilize a pilot as a pilot-in-command of a helicopter on an operation unless, within the preceding 12 months, the pilot has made at least one representative flight as a pilot member of the flight crew, or as a check pilot, or as an observer on the flight deck. In the event that more than 12 months elapse in which a pilot has not made such a representative flight, prior to again serving as a pilot-in-command on that operation, that pilot must requalify in accordance with paragraph (c)(1) and (2) of this section.

39. Mengubah butir 135.569 sehingga berbunyi sebagai berikut:

135.569 In-flight Fuel Management

- (a) The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.

- (1) The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.
- (2) The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel.
- (3) The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

40. Mengubah butir 135.583 sehingga berbunyi sebagai berikut:

135.583 Aircraft Security

Each certificate holder shall establish a security program which shall;

- (1) Provide for the safety of persons and property traveling with the air carrier against acts of unlawful interference;
- (2) Prohibit unauthorized access to the aircraft;
- (3) Ensure that baggage carried in the aircraft is checked by a responsible agent and that

- (4) Ensure that cargo and checked baggage carried aboard the aircraft is handled in a manner that prohibits unauthorized access;
- (5) Require a security inspection of the aircraft before placing it in service and after it has been left unattended;
- (6) Ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage and for inspecting aircraft for concealed weapons, explosives or other dangerous devices when a well-founded suspicion exists that the aircraft may be the object of an act of unlawful interference. The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aircraft.
- (7) Be in writing signed by the air carrier or any person delegated authority in this matter;
- (8) Be approved by the DGCA
 - (a) For the purposes of this section;
 - (1) Security Program means measures adopted to safeguard international civil aviation against acts of unlawful interference.
 - (2) Regulated Agent means an agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo, courier and express parcels or mail.

- (b) A certificate holder shall establish and maintain an approved security training programme which ensures crew members act in the most appropriate manner to minimize the consequences of acts of unlawful interference. As a minimum, the programme shall include the following elements:
 - (1) determination of the seriousness of any occurrence;
 - (2) crew communication and coordination;
 - (3) appropriate self-defense responses;
 - (4) use of non-lethal protective devices assigned to crew members whose use is authorized by the State of the Operator;
 - (5) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behavior and passenger responses;
 - (6) live situational training exercises regarding various threat conditions;
 - (7) flight deck procedures to protect the aircraft; and
 - (8) aircraft search procedures and guidance on least-risk bomb locations where practicable.
- (c) A certificate holder shall also establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aeroplane so that they contribute to the prevention of acts of sabotage or other forms

41. Mengubah butir 135.597 sehingga berbunyi sebagai berikut:

135.597 Operational Control System

- (a) Each air carrier shall establish an operational control system as defined in Section 135.1, "Operational Control System," (OCS), for the purpose of dispatching and monitoring the progress of each flight as required by this subpart. The OCS, including the titles and functions of those persons authorized to exercise operational control over a flight, shall be published in the COM.
- (b) An air carrier shall develop and publish its procedures for the type, or types of OCS/s, it intends to use for the purpose of releasing its aircraft. Such systems shall meet the definitions of Section 135.1, "co-authority dispatch", or, "pilot self-dispatch".
- (c) Under a co-authority dispatch system, the Director of Operations has delegated authority and responsibility for operational control over each flight, jointly, to the pilot in command and the flight operations officer, under which system;
 - (1) The Flight Operations Officer is responsible for:
 - (i) preparation of the operational flight plan as described in Section 135.601 of this subpart, except;
 - (A) for flights operated in accordance with VFR, only those items of the operational flight plan identified with an asterisk in Section 135.601 need be recorded, and

- (B) for aerial work operations, the flight planning and flight release shall meet such standards as determined by the Director in consideration of the operation being undertaken.
 - (ii) flight crew briefing and signing the flight release,
 - (iii) monitoring the progress of each flight,
 - (iv) issuing necessary information for the safety of the flight;
 - (v) assisting the captain in decision making with respect to the continuation, diversion or termination of a flight, and
 - (vi) follows the procedures made pursuant to Section 135.559 of Subpart P, during the progress of an emergency.
- (2) The PIC is responsible for;
- (i) the review of all dispatch documents relating to the proposed flight and signing for his acceptance of the flight release,
 - (ii) providing the FOO with flight information relating to the progress condition and arrival of the flight, if required,
 - (iii) returning to the company, all flight documents required, pursuant to Subpart V of CASR Part 121, to be retained by the company and,
 - (iv) Conducting the flight in accordance with all published rules and regulations relating to such flight.

- (3) The Director of operations is responsible for ensuring the flight documents required by Subpart V of CASR Part 121 are retained for a period of not less than 90 days or as otherwise determined by the Director.
- (4) The air carrier is responsible for ensuring such communication equipment and facilities as appropriate to the flight watch or flight following system required, are in place and serviceable.
- (d) Under a pilot-self-dispatch system, the director of operations has delegated the authority and responsibilities laid down in Subsection (c), (1) and (2), of this section to the pilot in command. In the event of an emergency however, the director of operations or his delegate, shall be responsible for the appropriate actions laid down in section 135.559 of Subpart P.
- (e) Where a flight release has been issued with respect to a flight, and not withdrawn prior to the take-off, the pilot in command has the final authority as to the departure, continuation, diversion or termination of that flight.
- (f) Each crewmember, passenger or other person on board an aircraft during flight time, is subject to the authority of the pilot in command of that aircraft.
- (g) The pilot in command of an aircraft during flight time is responsible for the safety of all passengers, crewmembers or other persons on board that aircraft.
- (h) No pilot may operate an aircraft in a careless or reckless manner so as to endanger life or property.

- (i) (Subject to Subsection (d) of this section, no air carrier shall dispatch a flight unless a flight release has been prepared and signed by a flight operations officer, except where the aircraft is:
 - (1) a propeller driven aircraft with a maximum certified take-off weight of 12500 e pounds or less,
 - (2) operated in a class E all cargo configuration,
 - (3) a helicopter,
 - (4) conducting aerial work operations,
 - (5) so authorized in the air carrier operation specifications.
- (j) Where an aircraft is of a type required to be released by a flight operations officer, such flight release shall be by a means acceptable to the Director as appropriate to the type of operation.
- (k) Where a flight release has been issued with respect of a flight, it shall remain in force for the duration of the flight, from the originating point, to the final destination including enroute stops, except where:
 - (1) the aircraft has been delayed or otherwise detained at the originating point, or any enroute station stop for a period of more than 4 hours,
 - (2) any flight crewmember has been changed from the original crew,
 - (3) any member of the flight crew has exceeded his or her maximum flight duty time, necessitating an extension to such duty period,
 - (4) the aircraft has been involved in an incident or occurrence which may have altered the status of the maintenance release;

(5) due to operational requirements the aircraft was forced to divert to an alternate or other airport, not included in the planned itinerary; or

(6) in the opinion of the PIC or FOO, there has been significant change in the operational weather, or other conditions upon which the flight release was issued, thereby rendering it invalid.

(l) Operators shall at all times have available for immediate communication to rescue coordination centres.

42. Mengubah butir 135.623 sehingga berbunyi sebagai berikut:

135.623 Alternate Airport Criteria

(a) No person may dispatch an airplane under IFR unless he lists at least one alternate airport for each destination airport in the operational flight plan. When the weather conditions forecast for the destination and first alternate airport are marginal, at least one additional alternate must be designated. However, no alternate airport is required if for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport the appropriate weather reports or forecasts, or any combination of them, indicate:

- (1) The ceiling will be at least 2,000 feet above the airport elevation;
- (2) Visibility will be at least 5 Kilometers;
- (3) the aircraft will have sufficient fuel to meet the requirements of Section 135.639(b); and

- (4) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure.

43. Mengubah butir 135.637 sehingga berbunyi sebagai berikut:

135.637 Minimum Fuel Requirement for Airplane

- (a) No person may release/dispatch or takeoff an airplane for operations within Indonesia, unless there is enough fuel supply, considering airplane mass, notice to airman, meteorological conditions, MEL/CDL, and any delays that are expected in flight, to include the following:
 - (1) Taxi fuel – which shall be the amount of fuel expected to be consumed before take-off;
 - (2) Trip fuel – which shall be the amount of fuel required to enable the airplane to fly from take-off, or the point of in-flight re-planning, until landing at the destination aerodrome taking into account the operating conditions in the data provided by the manufacturer;
 - (3) Contingency fuel – which shall be the amount of fuel required to compensate for unforeseen factors. It shall be five percent of the planned trip fuel or of the fuel required from the point of in-flight re-planning based on the consumption rate used to plan the trip fuel, but in any case, shall not be lower than the amount required to fly for five minutes at holding speed at 450 m (1500 ft) above the destination aerodrome in standard conditions;

- (4) Destination alternate fuel – which shall be
 - (i) Where a destination alternate aerodrome is required, the amount of fuel required to enable the airplane to:
 - (A) Perform a missed approach at the destination aerodrome;
 - (B) Climb to the expected cruising altitude;
 - (C) Fly the expected routing;
 - (D) Descend to the point where the expected approach is initiated; and
 - (E) Conduct the approach and landing at the destination alternate aerodrome; or
 - (ii) Where two destination alternate aerodromes are required, the amount of fuel, as calculated in (4)(i) above, required to enable the airplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or
 - (iii) Where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the airplane to fly for 15 minutes at holding speed at 450 m (1500 ft) above destination aerodrome elevation in standard conditions; or

8.

- (iv) Where the aerodrome of intended landing is an isolated aerodrome:
 - (A) For a reciprocating engine airplane, the amount of fuel required to fly for 45 minutes plus 15 percent of the flight time planned to be spend atcruising level, including final reserve fuel, or two hours, whichever is less; or
 - (B) For a turbine-enginedairplane, the amount of fuel required to fly fortwo hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;
- (5) Final reserve fuel – which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required, or a pre-calculated value for each airplane type and variant in the fleet rounded up to an easily recalled figure:
 - (i) For a reciprocating engine airplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the Authority; or
 - (ii) For a turbine-engine airplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1500 ft) above aerodrome elevation in standard conditions;

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- (6) Additional fuel – which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with trip fuel, contingency fuel, destination alternate fuel and final reserve fuel above is not sufficient to:
 - (i) Allow the airplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss or pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route;
 - (A) To fly for 15 minutes at holding speed at 450 m (1500 ft) above the aerodrome elevation in standard conditions; and
 - (B) Make an approach and landing;
 - (C) Allow an airplane engaged in ETOPS to comply with the ETOPS critical fuel scenario as established by the Authority;
 - (D) Meet additional requirements not covered above.
- (7) Discretionary fuel – shall be the extra amount of fuel to be carried at the discretion of the PIC.

- (b) The DGCA may approve a variation to these requirements provided the operator can demonstrate an equivalent level of safety will be maintained through a safety risk assessment that includes at least the following:
 - (1) Flight fuel calculations;
 - (2) Capabilities of the operator to include:
 - (i) A data-driven method that includes a fuel consumption monitoring programme; and/or
 - (ii) The advanced use of alternate aerodromes; and
 - (3) Specific mitigation measures.
 - (c) The certificate holder shall re-analysis the use of fuel after flight commencement for purposes other than originally intended during pre-flight planning for adjustment of the planned operation.
44. Mengubah butir 135.639 pada Sub Bagian Q sehingga berbunyi sebagai berikut:
- 135.639 Minimum Fuel Requirement for Helicopter
- (a) No person may release a flight or take off in a helicopter within Indonesia unless it has sufficient fuel to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.
 - (b) *VFR operations.* The fuel and oil carried in order to comply with 135.639.(a) shall, in the case of VFR operations, be at least the amount sufficient to allow the helicopter:
 - (1) to fly to the heliport to which the flight is planned;
 - (2) to fly thereafter for a period of 20 minutes at best-range speed; and

6.

(3) to have an additional amount of fuel, sufficient to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.

(c) *IFR operations.* The fuel carried in order to comply with 135.639.(a) shall, in the case of IFR operations, be at least the amount sufficient to allow the helicopter:

(1) to fly to the heliport to which the flight is planned;

(2) to have a final reserve fuel to fly 30 minutes at holding speed at 450 m (1 500 ft) above the destination heliport under standard temperature conditions and approach and land;

(3) to have an additional amount of fuel, sufficient to provide for the increased consumption on the occurrence of any of the potential contingencies;

(4) when destination alternate is required, to fly to and execute an approach at an alternate specified in the flight plan.

45. Mengubah butir 135.709 pada Sub Bagian R sehingga berbunyi sebagai berikut:

135.709 Maintenance Release or Aircraft Log Entry

(a) No certificate holder may operate an aircraft after maintenance, preventive maintenance or alterations are performed on the aircraft unless the certificateholder, or the person with whom the certificate holder arranges for the performance of the maintenance, preventive maintenance, or

- (b) The maintenance release or log entry required by paragraph (a) of this section must:
 - (1) Be prepared in accordance with the procedures set forth in the certificate holder's manual.
 - (2) Include a certification that:
 - (i) The maintenance work performed was completed satisfactorily in accordance with approved data and the requirements of the certificate holder's manual. The entry shall include basic details of the maintenance carried out, the date such maintenance was completed, and reference the approved data used;
 - (ii) All items required to be inspected were inspected by an authorized person who determined that the work was satisfactorily completed;
 - (iii) No known condition exists that would make the airplane unairworthy; and
 - (iv) So far as the work performed is concerned, the aircraft is in condition for safe operation; and
 - (3) Be signed by an authorized licensed aircraft maintenance engineer under Part 65.
 - (4) The entries cannot be erased.
- (c) Notwithstanding paragraph (b)(3) of this section, after maintenance, preventive maintenance, or alterations performed by a Approved Maintenance Organization that is located outside Republic of Indonesia, the maintenance release or log entry required by paragraph (a) of this section may be

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command and must keep a record thereof for at least two months.

- (e) Instead of restating each of the conditions of the certification required by paragraph (b) of this section, the certificate holder may state in its manual that the signature of an authorized licensed aircraft maintenance engineer constitutes that certification.

- 46. Menghapus Sub Bagian J sehingga berbunyi sebagai berikut:

SUB BAGIAN J DELETED

- 47. Mengubah ketentuan Appendix G. SAFETY MANAGEMENT SYSTEM sehingga berbunyi sebagai berikut

APPENDIX G. SAFETY MANAGEMENT SYSTEM

This appendix specifies the framework for the implementation and maintenance of an SMS. The framework comprises four components and twelve elements as the minimum requirements for SMS implementation:

- 1. Safety policy and objectives
 - 1.1 Management commitment and responsibility
 - 1.2 Safety accountabilities
 - 1.3 Appointment of key safety personnel
 - 1.4 Coordination of emergency response planning
 - 1.5 SMS documentation
- 2. Safety risk management
 - 2.1 Hazard identification
 - 2.2 Safety risk assessment and mitigation
- 3. Safety assurance
 - 3.1 Safety performance monitoring and measurement
 - 3.2 The management of change

1. Safety policy and objectives

1.1 Management commitment and responsibility

The certificate holder shall define its safety policy in accordance with international and national requirements. The safety policy shall:

- a. reflect organizational commitment regarding safety;
- b. include a clear statement about the provision of the necessary resources for the implementation of the safety policy;
- c. include safety reporting procedures;
- d. clearly indicate which types of behaviors are unacceptable related to the certificate holder's aviation activities and include the circumstances under which disciplinary action would not apply;
- e. be signed by the accountable executive of the organization;
- f. be communicated, with visible endorsement, throughout the organization; and
- g. be periodically reviewed to ensure it remains relevant and appropriate to the certificate holder.

1.2 Safety accountabilities

The certificate holder shall:

- a. identify the accountable executive who, irrespective of other functions, has ultimate responsibility and accountability, on behalf of the organization, for the implementation and maintenance of the SMS;
- b. clearly define lines of safety

- c. identify the accountabilities of all members of management, irrespective of other functions, as well as of employees, with respect to the safety performance of the SMS;
- d. document and communicate safety responsibilities, accountabilities and authorities throughout the organization; and
- e. define the levels of management with authority to make decisions regarding safety risk tolerability.

1.3 Appointment of key safety personnel

The certificate holder shall appoint a safety manager who is responsible for the implementation and maintenance of an effective SMS.

1.4 Coordination of emergency response planning

The certificate holder shall ensure that an emergency response plan is properly coordinated with the emergency response plans of those organizations it must interface with during the provision of its products and services.

1.5 SMS documentation

The certificate holder shall develop an SMS implementation plan, formally endorsed by the organization, that defines the organization's approach to the management of safety in a manner that meets the organization's safety objectives.

The certificate holder shall develop and maintain SMS documentation that describes

d. accountabilities, responsibilities and authorities for SMS processes and procedures; and

e. SMS outputs.

The certificate holder shall develop and maintain an SMS manual as part of its SMS documentation.

2. Safety risk management

2.1 Hazard identification

The certificate holder shall develop and maintain a process that ensures that hazards associated with its aviation products or services are identified.

Hazard identification shall be based on a combination of reactive, proactive and predictive methods of safety data collection.

2.2 Safety Risk Assessment and Mitigation

The certificate holder shall develop and maintain a process that ensures analysis, assessment and control of the safety risks associated with identified hazards.

3. Safety Assurance

3.1 Safety Performance Monitoring and Measurement

The certificate holder shall develop and maintain the means to verify the safety performance of the organization and to validate the effectiveness of safety risk controls.

The certificate holder's safety performance shall be verified in reference to the safety performance indicators and safety performance targets of the SMS.

3.2 The management of change

identify and manage the safety risks that may arise from those changes.

3.3 Continuous improvement of the SMS

The certificate holder shall monitor and assess the effectiveness of its SMS processes to enable continuous improvement of the overall performance of the SMS.

4. Safety Promotion

4.1 Training and Education

The certificate holder shall develop and maintain a safety training programme that ensures that personnel are trained and competent to perform their SMS duties.

The scope of the safety training programme shall be appropriate to each individual's involvement in the SMS.

4.2 Safety Communication

The certificate holder shall develop and maintain a formal means for safety communication that:

- a. ensures personnel are aware of the SMS to a degree commensurate with their positions;
- b. conveys safety-critical information;
- c. explains why particular safety actions are taken; and
- d. explains why safety procedures are introduced or changed.

48. Menghapus ketentuan Appendix D-A Description of Elements for A Flight Safety Program sehingga berbunyi sebagai berikut:

Appendix D-A Description of Elements for A Flight Safety Program

Pasal II

Peraturan Menteri ini mulai berlaku pada tanggal diundangkan.

Agar setiap orang mengetahuinya, memerintahkan pengundangan Peraturan Menteri Perhubungan ini dengan penempatannya dalam Berita Negara Republik Indonesia.

Ditetapkan di Jakarta
pada tanggal 2 Oktober 2015
MENTERI PERHUBUNGAN
REPUBLIK INDONESIA,
ttd.
IGNASIUS JONAN

Diundangkan di Jakarta
pada tanggal 23 Oktober 2015

DIREKTUR JENDERAL
PERATURAN PERUNDANG-UNDANGAN
KEMENTERIAN HUKUM DAN HAK ASASI MANUSIA
REPUBLIK INDONESIA,

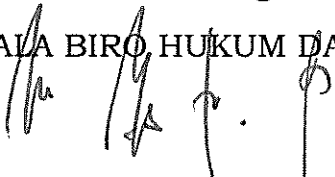
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WIDODO EKATJAHJANA

BERITA NEGARA REPUBLIK INDONESIA TAHUN 2015 NOMOR 1590

Salinan sesuai dengan aslinya

KEPALA BIRO HUKUM DAN KSLN,



SRI LESTARI RAHAYU

Pembina Tk. I (IV/b)

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