

**58th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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AGENDA ITEM 3: AVIATION SAFETY

**INDONESIA COMMITMENT IN STRENGTHENING REGIONAL
COOPERATION THROUGH TECHNICAL ASSISTANCE
FOR TIMOR-LESTE**

(Presented by Indonesia and Timor - Leste)

INFORMATION PAPER

SUMMARY

This paper promotes Indonesia's commitment in strengthening regional cooperation through technical assistance to AACTL Timor-Leste and encourages other countries to provide assistance to Member States in enhancing their safety monitoring capabilities.

INDONESIA'S COMMITMENT IN STRENGTHENING REGIONAL COOPERATION THROUGH TECHNICAL ASSISTANCE FOR TIMOR-LESTE

1. INTRODUCTION

Indonesia acknowledges the effort made by the Republic of Korea to host the 57th Conference of the Directors General of Civil Aviation of the Asia and Pacific Regions from 4 to 8 July, 2022 with theme topic “*Strengthening Regional Cooperation for the Restoration of Air Network with No Country Left Behind*” and the discussion paper 57/DP/1/1 on the ‘*ICAO'S Efforts in Strengthening Regional Cooperation to Support Restoration of The Air Network*’ presented by ICAO. This theme topic is most appropriate given the circumstances where the Asia Pacific region is still grappling with finding better ways to overcome the consequences of the COVID-19 pandemic.

At the end of 2022, Indonesia initiated short-term technical assistance and ended well in mid-2023 related validation of foreign pilot license and certification of aircraft A320. Those programs proved Indonesia confidence to provide technical assistance as part of its responsibility as ICAO Member State.

The President of Indonesia declared the end of the COVID-19 pandemic on August 2023 followed by re-activate various strategic policies. One of the strategic policies in aviation is through strengthening regional cooperation with neighbouring countries, namely Timor-Leste. Based on the previous program, Indonesia will consider this program into long-term technical assistance. The aim of the program is regulation development in terms of compliance with ICAO SARPS.

To support ICAO in achieving goal 2 of the Global Aviation Safety Plan ‘Strengthen State safety oversight capability’, Indonesia provides technical assistance to Timor-Leste in regard to the Certification of Air Operator Certificate and Aircraft. Timor-Leste for the first time operates transport category aircraft flying international routes.

2. DISCUSSION

2.1 Background

Indonesia continues its effort in maintaining and increasing ICAO USOAP Effective Implementation score as an indicator of capability in managing its safety oversight system. In the complex aviation business, both domestic and international, with gradual increase in traffic requires an extraordinary effort supported by a good and sustainable system.

For the moment Aero Dili is the only consider as national operator in Timor-Leste based in Dili City the Capital of the State, operates domestically using Cessna 172 and 207. During APANRIRG/33 held in Bali last year, the Delegation of Timor-Leste informally looking for assistance from Indonesia since their operator will operate a bigger aircraft type. The meeting continues physically in Jakarta and agreed to send 3 senior inspectors from Operations and Airworthiness to assist with the certification process.

This CE-6 activity includes aircraft inspection prior issuing Certificate of Airworthiness as well as document evaluation for the registration process. At the time of inspection, aircraft is situated in an aircraft maintenance facility in Bangkok, Thailand, and undergo some maintenance prior to be returned to service. In Dilli, DGCA operation and airworthiness works together with the AACTL inspector to continue certification process starting from phase 3 ‘document evaluation’, and phase 4 ‘demonstration’. Certification conducted in compliance with Timor-Leste established safety regulations where DGCA Indonesia assists the AACTL to ensure its compliance. DGCA inspectors make observation of certification task performed by AACTL inspectors and evaluate each task to ensure its compliance with related regulations. Document evaluation can be finalized within 2 months and demonstration performed in 1 month, including cabin safety demonstration. During phase 5 ‘certification’ the operator is awarded with operation specifications authorized to operate the aircraft.

Indonesia has experience in managing the aviation industry which is quite complex from the number of fleets, the number of aircraft operators and a number of flight traffic. In addition, Indonesia had considerable experience through involvement in international cooperation such as ICAO, FAA, EASA, and others as well as the level of achievement of existing ICAO SARPS.

Indonesia is noted to have several advantages in the context of resource management, especially in aviation oversight such as: qualified and highly competent human resources; well-organized organizational structure of regulators; improved civil aviation safety management; improved aviation safety supervision activities; and several significant developments in the safety of Indonesian civil aviation.

Based on this experience, Indonesia considers conducting a technical assistance program for Timor-Leste in long-term program by focusing on the following areas:

- a. the implementation of a review of regulations and technical guidelines in the entire area of Timor-Leste's civil aviation where ICAO considers that improvements are needed to the provisions and regulations contained in the said regulations and guidelines;
- b. supervision of the ANS area which may be carried out through OJT activities;
- c. preparation of the ICAO USOAP corrective action plan;
- d. assistance on safety oversight gap analysis;
- e. airport certification, personnel certification and validation.

2.2 Challenges

Good communication and coordination between DGCA and AACTL inspectors run the process well, however some troubles found during the activity. In order to make the program run more effectively, the need to be clearly defined in order to prepare the proper resources, considering not only budgeting constraint but also the availability of DGCA inspector. The assistance program should be well planned to ensure availability of both budget and inspector, thus a Bilateral Agreement or Memorandum of Understanding must be prepared. Certification tasks detailed in the schedule of event proposed by applicant and accepted by authority usually behind the schedule, thus closed coordination must be maintained to ensure any obstacle in each event can be timely encountered. Authority must provide inspector with adequate technical qualification in certificating aircraft and organization. Training both initial and renewal must be scheduled for both operation and airworthiness inspector.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper and encouraged to give assistance to Member States in strengthening their safety oversight capability.