

KEMENTERIAN PERHUBUNGAN

DIREKTORAT JENDERAL PERHUBUNGAN UDARA

PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA

NOMOR : KP 163 TAHUN 2018

TENTANG

PETUNJUK TEKNIS BAGIAN 8900 – 6.7

(*STAFF INSTRUCTION 8900 – 6.7*)

UJI KECAKAPAN DAN KOMPETENSI ANGGOTA AWAK PESAWAT UDARA

(*FLIGHT CREW MEMBER PROFICIENCY AND COMPETENCY CHECKS*)

DENGAN RAHMAT TUHAN YANG MAHA ESA

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

- Menimbang:
- a. bahwa dalam Subbagian 121.441 Lampiran Peraturan Menteri Perhubungan Nomor PM 28 Tahun 2013 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 121 (*Civil Aviation Safety Regulation Part 121*) tentang Persyaratan-Persyaratan Sertifikasi dan Operasi Bagi Perusahaan Angkutan Udara Yang Melakukan Penerbangan Dalam Negeri, Internasional dan Angkutan Udara Niaga Tidak Berjadwal (*Certification and Operating Requirements: Domestic, Flag, and Supplemental Air Carriers*) sebagaimana telah diubah beberapa kali, terakhir dengan Peraturan Menteri Perhubungan Nomor PM 61 Tahun 2017, telah diatur bahwa pemegang sertifikat operator pesawat udara (AOC) 121 harus menggunakan awak pesawat udara yang telah lolos memenuhi uji kecakapan dan kompetensi;
 - b. bahwa Subbagian 135.153 (b) Lampiran Keputusan Menteri Perhubungan Nomor KM 18 Tahun 2002 tentang Persyaratan – Persyaratan Sertifikasi dan Operasi Bagi Perusahaan Angkutan Udara Niaga Untuk Penerbangan

Komuter dan Charter sebagaimana telah beberapa kali diubah, terakhir dengan Peraturan Menteri Perhubungan Nomor PM 63 Tahun 2017 telah mengatur bahwa pemegang sertifikat operator pesawat udara (AOC) 135 harus menggunakan awak pesawat udara yang telah lolos memenuhi uji kecakapan dan kompetensi;

- c. bahwa berdasarkan pertimbangan sebagaimana dimaksud dalam huruf a dan huruf b, perlu menetapkan Peraturan Direktur Jenderal Perhubungan Udara tentang Petunjuk Teknis Bagian 8900 – 6.7 (*Staff Instruction 8900 – 6.7*) Uji Kecakapan Dan Kompetensi Anggota Awak Pesawat Udara (*Flight Crew Member Proficiency And Competency Checks*);

- 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 5);
 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 Bagi Perusahaan Angkutan Udara Niaga Untuk Penerbangan Komuter dan Charter sebagaimana telah beberapa kali diubah, terakhir dengan Peraturan Menteri Perhubungan Nomor PM 63 Tahun 2017;
 5. Peraturan Menteri Perhubungan Nomor PM 28 Tahun 2013 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 121 (*Civil Aviation Safety Regulation Part 121*) tentang Persyaratan-Persyaratan Sertifikasi dan Operasi Bagi Perusahaan Angkutan Udara Yang Melakukan Penerbangan Dalam Negeri, Internasional dan Angkutan

Udara Niaga Tidak Berjadwal (*Certification and Operating Requirements: Domestic, Flag, and Supplemental Air Carriers*) sebagaimana telah diubah beberapa kali, terakhir dengan Peraturan Menteri Perhubungan Nomor PM 61 Tahun 2017;

6. Peraturan Menteri Perhubungan Nomor 59 Tahun 2015 tentang Kriteria, Tugas, dan Wewenang Inspektur Penerbangan sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor 142 Tahun 2016;
7. Peraturan Menteri Perhubungan Nomor PM 59 Tahun 2015 Tentang Kriteria, Tugas dan Wewenang Inspektur sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 142 Tahun 2016;
8. Peraturan Menteri Perhubungan Nomor PM 189 Tahun 2015 tentang Organisasi dan Tata Kerja Kementerian Perhubungan sebagaimana telah diubah terakhir dengan Peraturan Menteri Perhubungan Nomor PM 117 Tahun 2017;

MEMUTUSKAN:

Menetapkan : PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG PETUNJUK TEKNIS BAGIAN 8900 – 6.7 (*STAFF INSTRUCTION 8900 – 6.7*) UJI KECAKAPAN DAN KOMPETENSI ANGGOTA AWAK PESAWAT UDARA (*FLIGHT CREW MEMBER PROFICIENCY AND COMPETENCY CHECKS*).

Pasal 1

Memberlakukan Petunjuk Teknis Bagian 8900 – 6.7 (*Staff Instruction 8900 – 6.7*) Uji Kecakapan Dan Kompetensi Anggota Awak Pesawat Udara (*Flight Crew Member Proficiency And Competency Checks*) sebagaimana tercantum dalam Lampiran yang merupakan bagian tak terpisahkan dari Peraturan ini.

Pasal 2

Direktur Kelaikudaraan dan Pengoperasian Pesawat Udara mengawasi pelaksanaan Peraturan ini.

Pasal 3

Pada saat Peraturan ini mulai berlaku, ketentuan dalam Volume 3 Bab 13 Lampiran Peraturan Direktur Jenderal Perhubungan Udara Nomor SKEP/45/III/2010 Tentang Staff Instruction 8400 (SI 8400) Flight Operations Inspector's Handbook, dicabut dan dinyatakan tidak berlaku.

Pasal 4

Peraturan Direktur Jenderal ini mulai berlaku sejak tanggal ditetapkan.

Ditetapkan : Jakarta

Pada tanggal : 24 MEI 2018


DIREKTUR JENDERAL PERHUBUNGAN UDARA

ttd

Dr. Ir. AGUS SANTOSO, M.Sc.

Salinan sesuai dengan aslinya

KEMENTERIAN
DIREKTORAT JENDERAL
PERHUBUNGAN UDARA



ENDAH PURNAMA SARI

Pembina / (IV/a)

NIP. 19680704 199503 2 001

Staff Instruction

SI 8900-6.7

FLIGHT CREW MEMBER PROFICIENCY AND
COMPETENCY CHECKS

Edition : 1
Amendment : 0
Date : 24 May 2018

AMENDMENT RECORD LIST

Amendment No.	Issue Date	Reference
Original (Edition 1)	24 May 2018	

FOREWORD

1. PURPOSE : This Staff Instruction has been prepared to guide and assist all Directorate of Airworthiness and Aircraft Operation personnel, Directorate General of Civil Aviation, operators (AOC) or applicants dealing with DGCA, in properly discharging their responsibilities and efficiently accomplishing their assigned tasks.
2. REFERENCES : This Staff Instruction should be used in accordance with the applicable regulations.
3. CANCELLATION : Staff Instruction SI 8400 Volume 3 Chapter 13 are has been cancelled.
4. AMENDMENT : The amendment of this Staff Instruction shall be approved by the Director General of Civil Aviation.

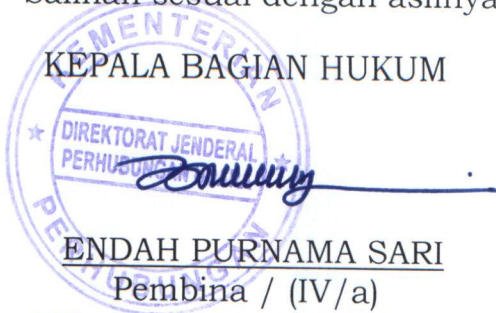
DIRECTOR GENERAL OF CIVIL AVIATION

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Dr. Ir. AGUS SANTOSO, M.Sc.

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KEPALA BAGIAN HUKUM



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CHAPTER I – INTRODUCTION

1. GENERAL

Flight crew proficiency checks are required twice each year for an air transport pilot-in command. This chapter describes the maneuvers and procedures which must be performed by all pilots during such an air transport Pilot Proficiency Check, along with performance standards for evaluating the performance of those maneuvers and procedures. All maneuvers and procedures must be performed in-flight in an airplane or in a DGCA approved Level I or Level II flight simulator.

2. BACKGROUND AND OBJECTIVES.

Operators are required to conduct proficiency and competency checks to ensure that all flight crew members are competently performing their duties and responsibilities. CASR 121.441 and CASR 135.471 provides the information of the validity period. CASR 121.441 and CASR 135.471 states that inspectors must ensure that proficiency checks of the operator's flight crew personnel are carried out in accordance with the standards and frequency prescribed in the regulations. Qualified inspectors should be authorized to administer proficiency and competency checks or to observe these checks at any time as an inspection job function. The objectives of a proficiency or competency check inspection are as follows:

- Evaluate individual aircrew performing their duties and responsibilities
 - Assess the effectiveness of the operator's training program
 - Evaluate individual company check pilot performing their duties and responsibilities
 - Evaluate the effectiveness of the operator's trend analysis, standardization, and quality control program
 - Identify previously approved or accepted operational procedures, manuals, or checklists which are deficient
 - Assess the effectiveness of the operator's simulators and equipment
- a. *Flight crew member Competency.* A flight crew member must perform specific events in an aircraft, an aircraft simulator, a flight training device, or a combination thereof during a proficiency or competency check. The events performed during the check depend on the type of operation conducted and the flight crew member's duty position (PIC, SIC, or FE).
- b. *Evaluating the Operator's Training Program.* The analysis of proficiency or competency check inspection results is an excellent means for the DGCA to ensure the continued effectiveness of an operator's training program. When deficient areas are identified, they should be rectified by changes in the operator's training program. For example, if inspection comments repeatedly indicate deficiencies in the area of non precision approaches, the DGCA should require the operator to emphasize that event in flight training curriculum segments.

- c. *Competency of Each company check pilot.* The inspector will observe company check pilot or examiners conducting proficiency or competency checks. These observations enable the DGCA to evaluate both the individual company check pilot performing his duties as well as the company's entire company check pilot program.
- 1) The company check pilot is responsible for ensuring that all required flight test events are completed in a realistic flight scenario, for providing adequate preflight and post flight briefings for the airman being checked, and for objectively evaluating the airman's performance. An evaluation of the company check pilot's ability to actually perform the flight events of the proficiency or competency check is not normally part of a company check pilot inspection. A company check pilot should maintain basic qualification in the duty position in accordance with applicable DGCA regulations. Should a question concerning the company check pilot's basic qualifications arise, a separate inspection may be conducted in accordance with statutes which the country should have regarding re-examination for competency.
 - 2) Inspectors will place emphasis on the competence of each company check pilot as an evaluator. Before designation, each company check pilot must be observed performing those company check pilot duties which will be authorized after designation. After designation, when resources permit, each company check pilot will be observed annually. When resources do not permit annual observations, observations should be conducted as frequently as possible. Priority should be placed on observing those company check pilot who have not been observed for the longest period of time.
 - 3) Whenever a question concerning a company check pilot's competency arises, a company check pilot inspection should be conducted as soon as possible. For example, an inspection of a company check pilot should be conducted immediately if an airman, whom the company check pilot has passed on a proficiency or competency check, is subsequently found to be deficient in terms of the qualification standards.
- d. *Effectiveness of an Operator's Trend Analysis, Standardization, and Quality Control Program.* Operators should collect, record, and analyze the results from proficiency and competency checks to detect and correct deficiencies in training programs, procedures, and checklists. The DGCA will encourage operators with more than 10 crewmembers in any duty position to establish trend analysis. Inspectors will evaluate the effectiveness of these programs.
- e. *Manuals, Procedures, and Checklists.* Inspectors can use the data from proficiency or competency checks, combined with data from other inspections (such as cockpit, en route, and ramp inspections), to identify deficiencies in manuals, procedures, or checklists previously approved or accepted by the DGCA. Checklist procedures, Minimum Equipment List (MEL)/Configuration Deviation List (CDL) procedures, and specific flight

maneuvers and procedures are operational areas that may require change to ensure compliance with the regulations or safe operating practices.

f. Simulators and Equipment. In the course of monitoring proficiency of competency checks, inspectors will have the opportunity to observe the operation of flight simulators, CPTs, and other training devices. Any obvious deterioration in the operation or maintenance of a simulator or training device should be brought to the attention of the operator.

3. PROFICIENCY/COMPETENCY CHECK INSPECTION AREAS.

Five specific areas may be identified as areas to be observed and evaluated during proficiency or competency check inspections:

- Competency of flight crew member being checked
- Content of check
- Competency of company check pilot as an evaluator
- Manuals, procedures, and checklists
- Flight simulators and training equipment

a. Flight crew member competency. This inspection area applies to the knowledge, ability, and proficiency of the flight crew member receiving the proficiency or competency check, as demonstrated by his performance during a series of required maneuvers and flight regimes. The inspector takes into account such items as:

- 1) Knowledge of the aircraft, its systems, and components
- 2) For pilots: Proper control of airspeed, configuration, direction, altitude, and attitude in accordance with the procedures and limitations contained in the manufacturers aeroplane flight manual, the operator's Aircraft Operating Manual, checklists, and other material applicable to the type of aircraft.
- 3) For pilots: Control of the aircraft as delineated above over full range of maneuvers and flight regimes including takeoff, climb, cruise, descent, approach, landing, and during emergency and abnormal situations.
- 4) For flight engineers: Management of the aircraft systems from the flight engineer position through a variety of flight regimes and in a variety of normal, abnormal, and emergency situations.
- 5) Crew coordination (cockpit resource management and coordination with ground personnel and cabin crew)
- 6) Currency of the flight crew member's manuals
- 7) Possession of appropriate ratings and endorsements

A list of required, graded maneuvers is contained in the "Pilot Proficiency" (Part A) and "Flight Engineer Proficiency" (Part B) sections of the Proficiency Check Report at the end of this chapter. Separate columns are provided for indicating whether the maneuvers or procedures are accomplished in the aircraft or simulator. Spaces are also provided for indicating whether or not the flight crew member's license is current and has the appropriate endorsements, whether or not the airman's personal manuals are kept up to

date, and for indicating whether or not the results of the written or oral equipment examination was satisfactory or unsatisfactory.

- b. **Content of Check.** In this inspection area the inspector evaluates whether all of the required maneuvers were accomplished in the course of the check. Operators normally develop their own company forms to provide a list of items to be accomplished by company check pilot, and to serve as a record of the results of the completed check. When items required by regulations are not accomplished by the company check pilot during the report form or a lack of understanding of the contents of the form by the company check pilot.
 - c. **Competency of company check pilot as an Evaluator.** This inspection area applies to the inspector evaluating the manner in which a company check pilot conducts the check, the accuracy and completeness of the company check pilot's observations, and the validity of the outcome. Such items as company check pilot briefings (before and after the check), are observed and evaluated by the inspector during the conduct of the check.
 - d. **Manuals, Procedures and Checklists.** This inspection area refers to the inspector observing the manuals, procedures, and checklists used during the conduct of the flight. While conducting proficiency or competency check inspections, inspectors have an opportunity to observe deficiencies in previously approved or accepted material that can only be detected while the material is in use. Such observations may provide the only opportunities inspectors have to observe the operator's non-normal and emergency procedures in use.
 - e. **Flight Simulators and Training Equipment.** This inspection area refers to the condition of the aircraft, simulators, or training devices which are used to conduct the check. When evaluating the equipment, inspectors should determine that required inspections been conducted, observed discrepancies are recorded on maintenance logs, and the equipment in an adequate state of repair.
4. **GENERAL INSPECTION PRACTICES AND PROCEDURES.**

A proficiency or competency check inspection is either accomplished by the inspector conducting a check or by the inspector observing a company check pilot conducting a check. In either case, the inspector should be adequately prepared to conduct the inspection.

- a. In addition to becoming thoroughly familiar with the operator's manuals, the inspector should be required to qualify in the operation of the aircraft, simulators, or training devices. Inspectors should be familiar with the following areas before conducting proficiency and competency check inspections:
 - 1) Inspector, safety pilot, and crew qualification for simulators, flight training devices, and aircraft

- 2) Acceptable methods for presenting the maneuvers and events of the check in simulators, flight training devices, and aircraft
 - 3) Acceptable standards of performance
- b. When a proficiency check or competency check is conducted by a company check pilot and observed by an inspector, both the airman being checked and the competency of the company check pilot administering the check are evaluated by the inspector. The company check pilot should be responsible for:
- 1) completing all required checking events
 - 2) providing suitable briefings before and after the session
 - 3) fairly and objectively evaluating the flight crew member being checked
- c. After the check is completed, the inspector should be responsible for debriefing both the flight crew member who was checked (if the company check pilot's debriefing was inadequate) and for debriefing the company check pilot who conducted the check.
- 1) The inspector's primary responsibility is to observe and evaluate the overall conduct of the check. The inspector should refrain from asking questions of the airman being checked, refrain from attempting to control the type or sequence of checking events, and refrain from interfering in any way with the manner in which the company check pilot conducts the check.
 - 2) It is the company check pilot's responsibility to conduct a complete and proper check. The inspector's responsibility is to evaluate the performance of both the airman being checked and the company check pilot, to debrief each one, and to properly record the inspection results. Should the company check pilot's performance be unsatisfactory, the inspector should complete and sign the evaluation form of the airman receiving the check. Should the company check pilot fail to complete all required items on a check (which have been satisfactory to that point) the inspector should bring this fact to the attention of the company check pilot and ensure all events are completed.
- d. While certain training benefits are gained during proficiency or competency checks, the purpose of a check is to have the airman's state of proficiency evaluated and to ensure that the last training conducted has been sufficient to ensure the flight crew member's proficiency throughout the interim period. If the company check pilot conducting the check observes minor deficiencies (and believes that minor instruction may correct the situation) the company check pilot may suspend the check temporarily, conduct remedial training, and then resume the check. However, company check pilot should not repeat events several times until they are performed in an acceptable manner.
- 1) When a proficiency or competency check is interrupted to conduct training, that check should still be completed within the time frame the operator originally scheduled for the check. If training is so extensive that the check cannot be completed in the allotted time, the inspector should grade the check unsatisfactory and place the flight crew member in prequalification training.
 - 2) If an inspector is conducting the check and unsatisfactory performance is observed, the inspector should complete as much of the remaining

flight events as possible or terminate the check. Inspectors should not conduct flight crew member training during proficiency or competency checks.

- 3) Inspectors should record the time required to complete checks and the amount of remedial training conducted while the check was suspended. Supervisory Inspectors should compare the time these checks require when conducted by company check pilot and inspectors. The Supervisory Inspector should periodically compare these times against the time allotted for the check by the operator.

APPENDIX A

APPLICABLE FORM.

DGCA Form No. 8400-13, Air Operator Pilot/FE Proficiency Check Report

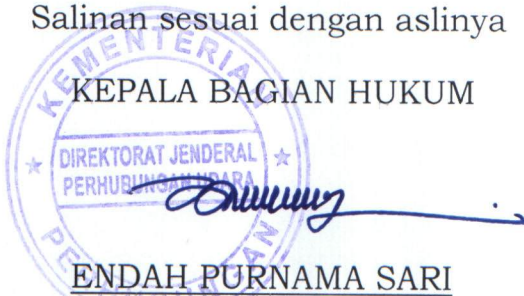
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