

KEMENTERIAN PERHUBUNGAN

DIREKTORAT JENDERAL PERHUBUNGAN UDARA

PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA

NOMOR : KP 157 TAHUN 2018

TENTANG

PETUNJUK TEKNIS BAGIAN 8900 - 3.7

(STAFF INSTRUCTION 8900 – 3.7)

EVALUASI PESAWAT UDARA ASING YANG DIOPERASIKAN  
OLEH PEMEGANG SERTIFIKAT OPERATOR PESAWAT UDARA  
DAN EVALUASI PERUSAHAAN ANGKUTAN UDARA ASING YANG  
MENGOPERASIKAN PESAWAT UDARA

INDONESIA (*EVALUATE FOREIGN REGISTER AIRCRAFT OPERATE BY  
INDONESIAN AOC AND EVALUATE FOREIGN AOC OPERATING  
INDONESIAN REGISTERED AIRCRAFT*)

DENGAN RAHMAT TUHAN YANG MAHA ESA,

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

Menimbang : a. bahwa dalam Subbagian G Lampiran Peraturan Menteri Perhubungan Nomor PM 85 Tahun 2015 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 129 (*Civil Aviation Safety Regulations Part 129*) tentang Validasi dan Pengawasan Perusahaan Angkutan Udara Asing dan Operator Asing Yang Mengoperasikan Pesawat Udara Indonesia (*Validation and Surveillance of Foreign Air Operators and Foreign Operators of Indonesian-Registered Aircraft*) telah mengatur ketentuan mengenai perusahaan angkutan udara asing yang mengoperasikan pesawat udara Indonesia;

- b. bahwa dalam Subbagian 121.155 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 mengatur bahwa pemegang sertifikat operator pesawat udara (AOC) 121 dapat mengoperasikan pesawat udara asing;
- c. bahwa perlu disusun petunjuk teknis bagi Inspektur Kelaikudaraan dan Pengoperasian Pesawat Udara guna melakukan evaluasi pesawat udara asing yang dioperasikan oleh pemegang sertifikat operator pesawat udara (*air operator certificate*) dan evaluasi perusahaan angkutan udara asing yang mengoperasikan pesawat udara Indonesia;
- d. bahwa berdasarkan pertimbangan sebagaimana dimaksud pada huruf a, huruf b, dan huruf c, perlu menetapkan Peraturan Direktur Jenderal Perhubungan Udara tentang Petunjuk Teknis Peraturan Keselamatan Penerbangan Sipil Bagian 8900 - 3.7 (*Staff Instruction 8900 - 3.7*) Tentang Evaluasi Pesawat Udara Asing Yang Dioperasikan Oleh Pemegang Sertifikat Operator Pesawat Udara Dan Evaluasi Perusahaan Angkutan Udara Asing Yang Mengoperasikan Pesawat Udara Indonesia (*Evaluate Foreign Register Aircraft Operate By Indonesian AOC And Evaluate Foreign AOC Operating Indonesian Registered Aircraft*);

- 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. 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;
5. 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;
6. Peraturan Menteri Perhubungan Nomor PM 85 Tahun 2015 tentang Peraturan Keselamatan Penerbangan Sipil Bagian 129 (*Civil Aviation Safety Regulations Part 129*) tentang Validasi dan Pengawasan Perusahaan Angkutan Udara Asing dan Operator Asing Yang Mengoperasikan Pesawat Udara Indonesia (*Validation and Surveillance of Foreign Air Operators and Foreign Operators of Indonesian-Registered Aircraft*);

7. Peraturan Menteri Perhubungan Nomor PM 189 Tahun 2015 tentang Organisasi dan Tata Kerja Kementerian Perhubungan sebagaimana telah diubah beberapa kali dan terakhir dengan Peraturan Menteri Perhubungan Nomor PM 117 Tahun 2017;

MEMUTUSKAN :

Menetapkan : PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG PETUNJUK TEKNIS BAGIAN 8900 - 3.7 (STAFF INSTRUCTION 8900 - 3.7) EVALUASI PESAWAT UDARA ASING YANG DIOPERASIKAN OLEH PEMEGANG SERTIFIKAT OPERATOR PESAWAT UDARA DAN EVALUASI PERUSAHAAN ANGKUTAN UDARA ASING YANG MENGOPERASIKAN PESAWAT UDARA INDONESIA (*EVALUATE FOREIGN REGISTER AIRCRAFT OPERATE BY INDONESIAN AOC AND EVALUATE FOREIGN AOC OPERATING INDONESIAN REGISTERED AIRCRAFT*).

Pasal 1

Memberlakukan Petunjuk Teknis Peraturan Keselamatan Penerbangan Sipil Bagian 8900 - 3.7 (*Staff Instruction 8900 - 3.7*) Tentang Evaluasi Pesawat Udara Asing Yang Dioperasikan Oleh Pemegang Sertifikat Operator Pesawat Udara Dan Evaluasi Perusahaan Angkutan Udara Asing Yang Mengoperasikan Pesawat Udara Indonesia (*Evaluate Foreign Register Aircraft Operate By Indonesian AOC And Evaluate Foreign AOC Operating Indonesian Registered Aircraft*) 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

Sejak berlakunya peraturan ini, maka Volume 2 Bab 81, Bab 125 dan Bab 126 Lampiran Peraturan Direktur Jenderal Perhubungan Udara Nomor SKEP/44/III/2010 Tentang Staff Instruction 8300 (SI 8300) Airworthiness Inspector's Handbook, dicabut dan dinyatakan tidak berlaku.

Pasal 4

Peraturan ini mulai berlaku sejak tanggal ditetapkan

Ditetapkan : Jakarta

Pada tanggal : 23 MEI 2018

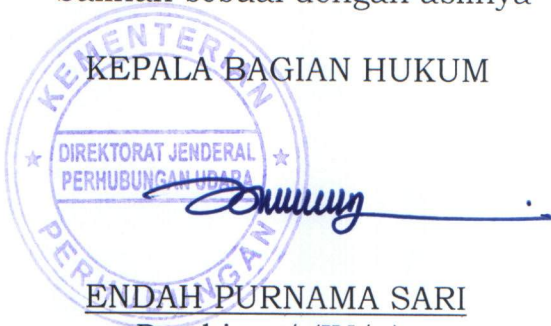
DIREKTUR JENDERAL PERHUBUNGAN UDARA

ttd

Dr. Ir. AGUS SANTOSO, M.Sc.

Salinan sesuai dengan aslinya

KEPALA BAGIAN HUKUM

The image shows a circular official stamp of the Directorate General of Civil Aviation, Ministry of Transportation. The stamp contains the text 'KEMENTERIAN PERHUBUNGAN UDARA' around the perimeter and 'DIREKTORAT JENDERAL PERHUBUNGAN UDARA' in the center. A handwritten signature in blue ink is written over the stamp.

ENDAH PURNAMA SARI

Pembina / (IV/a)

NIP. 19680704 199503 2 001

LAMPIRAN  
PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA  
NOMOR : KP 157 TAHUN 2018  
TANGGAL : 23 MEI 2018

---

# Staff Instruction

---

**SI 8900 - 3.7**

**EVALUATE FOREIGN REGISTERED AIRCRAFT OPERATED BY  
INDONESIAN AOC AND EVALUATE FOREIGN AOC OPERATING  
INDONESIAN REGISTERED AIRCRAFT**

Edition : 1

Amendment : 0

Date : 23 May 2018

---

**REPUBLIC OF INDONESIA - MINISTRY OF TRANSPORTATION  
DIRECTORATE GENERAL OF CIVIL AVIATION  
JAKARTA - INDONESIA**

## AMENDMENT RECORD LIST

Amendment No.	Issue Date	Reference
0 (Edition 1)	23 May 2018	

FOREWORD

1. PURPOSE : This Staff Instruction is prepared for use and guidance of DGCA inspector and applicant dealing with DGCA for evaluate foreign registered aircraft operated by Indonesian AOC and evaluate a foreign AOC operating Indonesian registered aircraft.
2. REFERENCES : This Staff Instruction should be used in accordance with the applicable regulations.
3. CANCELLATION : Staff Instruction SI 8300 Volume 2 Chapter 81, 125 and 126 have been cancelled.
4. AMENDMENT : The amendment of this Staff Instruction shall be approved by the Director General of Civil Aviation.

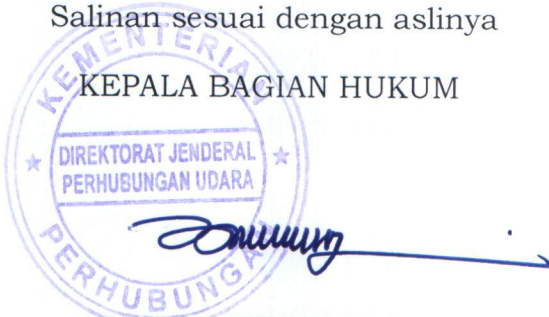
DIRECTOR GENERAL OF CIVIL AVIATION

ttd

Dr. Ir. AGUS SANTOSO, M.Sc.

Salinan sesuai dengan aslinya

KEPALA BAGIAN HUKUM



ENDAH PURNAMA SARI

Pembina / (IV/a)

NIP. 19680704 199503 2 001



## TABLE OF CONTENTS

AMENDMENT RECORD LIST.....	i
FOREWORD .....	ii
TABLE OF CONTENTS .....	iii
CHAPTER 1- EVALUATE FOREIGN REGISTERED AIRCRAFT OPERATED BY INDONESIAN AOC.....	1
1. OBJECTIVES .....	1
2. GENERAL .....	1
3. FOREIGN AIRWORTHINESS CERTIFICATES .....	1
4. DIFFERENCES AND/OR EXCEPTIONS OF MAINTENANCE TASKS .....	1
5. REFERENCES.....	2
6. PROCEDURES.....	2
7. TASK OUTCOMES.....	3
8. FUTURE ACTIVITIES.....	3
CHAPTER 2 - EVALUATE FOREIGN AOC OPERATING INDONESIAN REGISTERED AIRCRAFT.....	4
1. OBJECTIVE.....	4
2. GENERAL.....	4
3. MAINTENANCE PROGRAM AND MEL APPROVALS.....	5
4. MAINTENANCE PROGRAM REQUIREMENTS.....	5
5. MEL REQUIREMENTS.....	9
6. REFERENCES.....	9
7. PROCEDURES.....	10
8. TASK OUTCOMES.....	12
9. FUTURE ACTIVITIES.....	12
APPENDIX.....	14
APPLICABLE FORMS .....	14

CHAPTER 1  
EVALUATE FOREIGN REGISTERED AIRCRAFT OPERATED BY  
INDONESIAN AOC

1. OBJECTIVES

This task provides guidance for ensuring that foreign registered aircraft intended for use by Indonesian AOC meet CASR Parts 121 and 135 requirements.

2. GENERAL

An Indonesian AOC may operate a foreign registered civil aircraft. An aircraft must be leased or chartered with or without crew. The country of aircraft registry must be a member country of the convention of the International Civil Aviation Organization (ICAO).

3. FOREIGN AIRWORTHINESS CERTIFICATES

- a. The airworthiness requirements of foreign countries differ from Indonesian requirements. Aircraft changes may have to be made before an Indonesian operator can use a foreign aircraft. Such changes may invalidate the certificate. In such cases, an exemption may be required from the foreign airworthiness authority.
- b. To maintain the validity of the foreign airworthiness certificate, the Indonesian operator may have to perform more extensive inspections or tests than those required by its DGCA approved maintenance program and/or the CASR.

4. DIFFERENCES AND/OR EXCEPTIONS OF MAINTENANCE TASKS

The following maintenance tasks may be different from the foreign operator's maintenance program and will be exceptions to the foreign program. These exceptions shall be performed according to the certificate holder's maintenance program. Examples of differences are as follows:

- Inspection/maintenance of required emergency equipment
- Inspection/maintenance of encoding altimeters and transponders
- Inspection/maintenance of fire extinguishers, air and oxygen bottles, and hydrostatic tests and life limits.

NOTE: These differences and/or exceptions must be evaluated to ensure that the requirements to keep the foreign certificate of airworthiness current are retained.

## 5. REFERENCES

- CASR Parts 121 and CASR Parts 135.
- DGCA Form No. 120-70, Evaluate Foreign Registered Aircraft Operated by Indonesian AOC.
- DGCA Form 120-06A, Authorization, Condition & Limitation.

## 6. PROCEDURES

### a. Inspect Airworthiness Certificate

Ensure the certificate was issued by the country of registry and meets the registration and identification requirements of that country.

### b. Inspect the Aircraft

Ensure that:

- (1) The aircraft meets requirements for issuance of an Indonesian standard airworthiness certificate.
- (2) The aircraft conforms to its type design approved under an Indonesian type certificate.
- (3) The aircraft complies with applicable maintenance, operating, and equipment rules.
- (4) The aircraft complies with life-limited parts requirements.
- (5) The aircraft complies with the noise, fuel venting, and engine emission requirements of CASR Part 34 and CASR Part 36. Any further noise and/or emission requirements adopted or amended by the DGCA for Indonesian registered aircraft shall apply equally to foreign registered aircraft.
- (6) The operator must identify the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained
- (7) The operator must identify the current status of applicable airworthiness directives, including the date and methods of compliance, and if the airworthiness directive involves recurring action, the time and date when the next action is required.

### c. Inspect the Foreign Maintenance Program (If Adopted)

- (1) Ensure that the program meets levels of safety equivalent to the certificate holder's existing program. If the certificate holder does not have a program for the aircraft listed, the lessor's foreign program must be submitted to the DGCA and be justified as an acceptable initial maintenance program.
- (2) List all program differences and exemptions on the Authorization, Condition & Limitation paragraph A5.

- d. Ensure the Certificate Holder Has Filed a Lease or Charter Agreement With the DGCA. This agreement must be sent to the DGCA. It must satisfy the foreign country's requirements, including any special documentation required by that country to be carried on the aircraft.

7. TASK OUTCOMES

- a. File Form
- b. Completion of this task will result in one of the following:
  - Approval of the Authorization, Condition & Limitation.
  - A letter to the operator listing the reasons for rejection.
- c. Document Task
  - File all supporting paperwork in the operator's office file.

8. FUTURE ACTIVITIES

Surveillance i.a. w SI 8900-6.3, Auditing And Surveillance Procedure For Air Operator Certificate (AOC) Holders.

CHAPTER 2  
EVALUATE FOREIGN AOC OPERATING INDONESIAN REGISTERED  
AIRCRAFT

1. OBJECTIVE

A. Maintenance Program and Minimum Equipment List (MEL)

This chapter provides guidance in evaluating a maintenance program and the Minimum Equipment List (MEL) for a foreign AOC of an Indonesian registered aircraft under CASR Part 129 section 129.43. This regulation provides the maintenance and minimum equipment requirements for Indonesian registered aircraft operated by a foreign AOC or any foreign person engaged in common carriage solely outside the Indonesia. Each foreign AOC of an Indonesian registered aircraft must be sure to maintain its aircraft in accordance with a program acceptable to the DGCA (refer to § 129.43). Where the State of the Operator is not the State of Registry, the State of the Operator ensures that the MEL does not affect the aircraft's compliance with the airworthiness requirements applicable in the State of Registry. See International Civil Aviation Organization (ICAO) Annex 6, Part I, Chapter 6, paragraph 6.1.3, for commercial transport—airplanes; and Annex 6, Part III, Chapter 4, paragraph 4.1.3 for international operations—helicopters (provisions that require an approval).

B. ICAO Annex 8, Chapter 4

“Continuing Airworthiness of Aircraft” states that the continuing airworthiness of an aircraft shall be determined by the State of Registry in relation to the appropriate airworthiness requirements in force for that aircraft at the time of inspection. This applies to both normal inspections and to inspections after the aircraft has been damaged.

2. GENERAL

A. Definitions

(1) Airworthiness Inspector.

The Airworthiness Inspector assigned compliance responsibility for maintenance programs approved under CASR Part 129, section 129.43.

## (2) Expository manual.

A manual (existing or new) or a chapter, section, or appendix of an existing manual that describes the maintenance program under CASR Part 129.43 and the individual aircraft maintenance program. This description documents the programs to show compliance with the regulations and to show the scope of the DGCA's approval.

## B. Applicable Operations

Any operation of Indonesian registered aircraft engaged in air transportation by a foreign AOC / person solely outside the Indonesia is subject to the minimum equipment list and maintenance program requirements found in CASR Part 129, section 129.43.

## 3. MAINTENANCE PROGRAM AND MEL APPROVALS

- a. DGCA has the responsibility for approving maintenance programs and MELs for Indonesian registered aircraft.
- b. The operator's FCAA should be encouraged to participate in the maintenance program approval process. A written concurrence with the DGCA approval should be requested to ensure the FCAA understands and does not object to the maintenance program as approved by the DGCA.

## 4. MAINTENANCE PROGRAM REQUIREMENTS

The operator, using an DGCA-approved maintenance program, will ensure that Indonesian registered aircraft will be maintained in an Airworthy condition and in accordance with a program approved by the DGCA. Refer to Staff Instruction 8900-3.327,—Evaluation Of Air Operator Maintenance Program (MP), as amended, for guidance on what an acceptable maintenance program consists of and for a complete discussion of how the requirements of ICAO Annex 6, Part I or Part III as appropriate, and in Annex 8, apply to Indonesian registered aircraft operating under CASR Part 129, the ICAO standards are adopted as the basis for the DGCA approved maintenance programs. This applies to all operators including those operators who may not be ICAO members. The maintenance program must also meet the minimum requirements of the regulations.

## a. Identifying the Relevant Section

CASR Part 129, Section 129.43 establishes the requirements for approved maintenance and administration functions, while CASR Part 43 provides the performance standards for the maintenance function.

b. Approving the Maintenance Program

The evaluation of the aircraft maintenance programs will normally be accomplished by an airworthiness inspector. Approval of the maintenance program does not constitute approval of the foreign operator's maintenance facility or capability. The operator is responsible for ensuring that the aircraft is maintained in accordance with its approved maintenance program. Additionally, regulating and overseeing how a foreign AOC integrates Indonesian registered aircraft (including the DGCA-approved maintenance program) into its operations and maintenance systems is the responsibility of the State of the Operator under the ICAO Convention on International Civil Aviation.

- (1) The operator's manual system will consist of two tiers that will require specific approval. The first tier is that part of its manual system which describes the maintenance program that falls under CASR Part 129 and that meets the standards specified by ICAO Annex 6, and in Annex 8, concerning the operator's maintenance organization, administration, and control procedures as they apply to maintenance of Indonesian registered aircraft. The second tier is the aircraft program for each make and model of Indonesian registered aircraft operated by the CASR Part 129 operator.
- (2) Those parts of the operator's manual system that prescribe the maintenance programs must be identified in order to support the approval document. This is one of the most complex areas in the maintenance program approval process. The literature that the inspector has to work with may vary greatly according to the size of the operator. Therefore, the choice of what material must be included or referenced as the approved program will have to be resolved on a case by case basis for each operator.
  - a) If the operator's manuals are written or arranged in such a manner that the pertinent parts cannot be readily separated, the operator's entire manual system may be referenced in the approval document. In other cases, the operator may have a single manual, sometimes approved by the FCAA, that identifies all of the essential elements, but references other supportive manuals; or the operator's manual system may be arranged in such a way that specific chapters may be extracted and identified individually.
  - b) The airworthiness inspector should require the operator to develop additional procedures to support the ICAO standards or to meet unique DGCA requirements if these are missing from the operator's existing program. Therefore, the "expository manual" must be determined at the assigned inspector's discretion based on the circumstances that are found. This determination must also take into consideration

the method of revision control that will be employed to keep the approved programs current.

(3) The operator's mechanism for adjustment of aircraft maintenance programs will require thorough analysis. Its application to Indonesian registered aircraft must be well defined in the operator's program. Staff Instruction 8900-3.327, Evaluation Of Air Operator Maintenance Program (MP) does not require a separate, approved reliability document. If the operator uses reliability control to adjust its maintenance program, the system should be described in its manual with pertinent pages identified as part of the approved program. It is imperative that the approved program ensures DGCA access to reliability (and/or analytical) data to facilitate DGCA surveillance.

(4) The operator's expository manual may reference other approved documents that address specific tasks, i.e., an engine manufacturer's manual. The expository manual and significant referenced material that make up the approved program (under CASR Part 129) must be written in the English language. Secondary material can be in the local language if interpretation is available.

c. Revision Control

(1) The assigned airworthiness inspector and the foreign operator must agree on a system of revision control. This system of revision control must be part of the maintenance program document.

(2) Any operator changes to the approved maintenance program must be approved. However, if the revisions are approved by the operator's FCAA, which abides by the rules of ICAO, and the revisions are not contrary to CASR, then the assigned airworthiness inspector may choose to accept the maintenance program revision on that approval basis.

(3) Some changes will require prior DGCA approval regardless of whether the FCAA approves them. Since this is an area of inspector's judgment, there cannot be a list of rules.

a) Items that need prior DGCA approval must be decided on a case by case basis. The following are some examples:

- Staff Instruction 8900-3.327, -Evaluation Of Air Operator Maintenance Program (MP), as amended, provides that "C" and "D" check intervals as well as significant changes to their content should require prior approval.
- The assigned airworthiness inspector may determine that other significant or basic elements of the operator's aircraft maintenance program cannot be revised without prior approval.



- Prior approval may also be required for changes to basic elements within the CASR Part 129 maintenance administration program.
  - Some operators may have a reliability program that permits adjustment to their aircraft maintenance program without further approval from their FCAA. Any revision to the operator's manual that changes the administrative procedures controlling this type of program should require prior approval. Conversely, if the FCAA directly approves each change to the operator's aircraft maintenance program that is generated by the operator's reliability program, changes to the administrative procedures need not require prior DGCA approval.
- b) There may be numerous similar examples. However, in any event, the inspector should coordinate with the FCAA.
- (4) The maintenance program should establish a time frame within which to notify the DGCA of any revision to the approved program. A copy of the revision must be sent to the DGCA office responsible for maintaining the maintenance program.
- d. Standards for Record keeping
- ICAO Annex 6, Part I governs maintenance records requirements. Requirements should be included in the maintenance program under CASR Part 129. ICAO Annex 6, Part I, Chapter 8, subparagraph 8.4.1 now governs the CASR Part 129 operator's records requirements.
- To meet the requirements of CASR Part 43 and § 129.43, maintenance logbook entries and corrective actions must be made in the English language.
- e. Aircraft Maintenance
- The aircraft must be maintained by persons authorized under CASR Part 43, section 43.3.
- NOTE: CASR 43, Section 43.13 accepts the methods, procedures, and practices prescribed by a maintenance program approved under CASR Part 129. This allows for the maintenance release certification stated in ICAO Annex 6, Part I, Chapter 8, paragraph 8.8.
- f. Program Adoption
- A previously approved aircraft maintenance program adoption follows the guidelines found in Staff Instruction 8900-3.327, Evaluation Of Air Operator Maintenance Program (MP), as applicable.

## 5. MEL REQUIREMENTS

Each foreign AOC must obtain approval for an MEL under § 129.43 and ICAO Annex 6, Part I, Chapter 3. OpSpecs authorize MELs. Section 129.43 provides for the approval and use of an MEL by a foreign operator. Each foreign operator may develop its own MEL based on the Master Minimum Equipment List (MMEL) approved by the State of Design for the specific aircraft type. In seeking approval of its MEL, the foreign operator must show that the maintenance procedures in its maintenance program are adequate to support the use of its MEL. Alternatively, if the foreign operator has leased an Indonesian registered aircraft from a Indonesian AOC, the foreign operator may decide to maintain and operate the aircraft in accordance with the Indonesian AOC Maintenance Program and the Indonesian AOC DGCA-approved MEL. In either case, the foreign operator must submit both the MEL and the maintenance program for processing and approval to the DGCA. See SI 8900-4.4 Procedures for the Development Review and Approval of a MEL CDL.

### A. MEL Approval

All operators of Indonesian registered aircraft certified under CASR Part 129 OpSpecs and § 129.43 DGCA-approved maintenance programs who have DGCA-approved MELs must have an MEL management program. These operators have 6 months to develop, submit, and obtain DGCA approval for their MEL management program. The requirement of the MEL management program is that the foreign AOC shall develop and maintain a comprehensive program for managing the repair of items listed in the approved MEL. The foreign AOC shall include a description of the MEL management program in a document or in its manual. The MEL management program must include at least the following provisions:

- 1) A method that provides for tracking the date and, when appropriate, the time an item was deferred and subsequently repaired. The method must include a supervisory review of the number of deferred items per aircraft and a supervisory review of each deferred item to determine the reason for any delay in repair, length of delay, and the estimated repair date of the item.
- 2) A plan for bringing together parts, maintenance personnel, and aircraft at a specific time and place for repair.
- 3) A review of items deferred because of the unavailability of parts to ensure that a valid back order exists with a firm delivery date.
- 4) A description of the specific duties and responsibilities, by job title, of personnel who manage the MEL management program.

## B. Extension

Only foreign air operators can authorize an additional one-time extension to MEL category B and C items in accordance with the verbiage contained in their continuing authorization to approve one-time extension, as part of their DGCA-approved management program. Individual Airworthiness Inspectors are not authorized to approve such extension requests. A copy of the authorization must remain onboard each applicable aircraft.

NOTE: The foreign AOC is authorized to use a continuing authorization to approve a one-time extension to the maximum repair interval for category B and C items as specified in the approved MEL, provided that the DGCA receives notification within 24 hours of any extension approval. The foreign AOC is not authorized to approve any one-time extension to the maximum repair interval for category A and D items, as specified in the approved MEL. The DGCA may deny use of this continuing authorization if abuse is evident.

## 6. REFERENCES

- CASR Parts 21, 91, 129 and 145.
- Staff Instruction 8900-3.327,—Evaluation Of Air Operator Maintenance Program (MP), as amended.
- SI 8900-4.4 Procedures for the Development Review and Approval of a MEL CDL.
- International Civil Aviation Organization, Annex 6, Part 1.
- International Civil Aviation Organization, Annex 8.
- DGCA Form No. 120-33, Part 121/135 AOC Certification and Surveillance Checklist : Evaluation And Approval of Maintenance Program.
- DGCA Form No. 120-34, Part 121/135 AOC Certification and Surveillance Checklist : Evaluation And Approval of Minimum Equipment List (MEL).
- DGCA Form No. 120-71, Evaluate Foreign AOC Operating Indonesian Registered Aircraft.

## 7. PROCEDURES

### a. Receive Application Letter

The applicant must submit its application for foreign air operator OpSpecs in letter form. Ensure that the application includes the following documents for each leased Indonesian-registered aircraft operated by the applicant:

- Registration markings, as required by CASR Part 45;
- The lease agreement or a written memorandum of the terms thereof signed by both parties, if applicable;

- A proposed MEL tailored to the applicant's operations and based on the State of Design-approved MMEL, if applicable;
- A maintenance program that satisfies the requirements of § 129.43;
- Application for special purpose flight airman certificates, if applicable; and
- Letter of compliance to ICAO Annex 6, Part I, Chapters 8 and 11 for transport aircraft and ICAO Annex 6, Part III, Chapters 6 and 9 for helicopters.

NOTE: See SI 129-01, for processing validation foreign air operator OpSpec applications.

b. Verify Validation Foreign Air Operator Operations Specifications

Ensure that an Sub Directorate Standard DAAO has approved the OpSpecs in accordance SI 129-01 before proceeding with approval of the maintenance program for foreign AOC with operations to the Indonesian. For foreign AOC (or persons) that do not operate to the Indonesian, obtain evidence that the State of the Operator has issued an Air Operator Certificate (AOC) to the applicant.

c. Evaluate the Maintenance Program

- 1) Determine which of the operator's manuals or portions of them (pages, sections, and chapters) require specific DGCA approval (e.g., List of Effective Pages (LEP) review).
- 2) Ensure that the operator's maintenance program includes all applicable items found in Staff Instruction 8900-3.327, Evaluation Of Air Operator Maintenance Program (MP).
- 3) Ensure that the operator's maintenance program includes the requirements of ICAO Annex 6, Part I, Chapters 8 and 11 for transport aircraft operations or ICAO Annex 6, Part III, Chapters 6 and 9 for helicopter operations.
- 4) Ensure that the operator's maintenance program includes instructions and procedures for maintenance personnel to follow when swapping positions of compatible components within the same aircraft.
  - a) When a component must be operative in a required position in the aircraft, the operator may swap positions of compatible components from a non-required position to a required position in order to operate the aircraft in accordance with the MEL.
  - b) When not prohibited by manufacturer maintenance instructions, this procedure may be used.

- c) Operators must verify component compatibility in order to swap component positions. Resources include Illustrated Parts Catalogues (IPC) and delivery documents.
- d) If the manufacturer does not publish maintenance instructions for this procedure, the operator must develop appropriate General Maintenance Manual (GMM) or equivalent instructions and procedures, and provide them to DGCA for review.
- e) Instructions must include troubleshooting (to verify that a component failure and not a system failure caused the component to fail).
- f) Operational checks, and/or deactivation and security of components must be performed to put the aircraft into an Airworthy condition for return to service.

NOTE: The DGCA does not permit the use of this policy for the purpose of extending MEL deferral time.

- d. Evaluate an Indonesian Operator's Aircraft Maintenance Program and MEL for Use By a Foreign Operator.  
For leased aircraft maintained under an adopted maintenance program and an adopted MEL ensure the following:
  - The foreign operator is capable of meeting the requirements of the lessor's adopted maintenance program.
  - The foreign operator is capable of meeting the maintenance and operational requirements of the lessor's MEL.
- e. Inform the Operator of Notification Requirements  
Instruct the operator to send notification of any changes or revisions to its maintenance program to the DGCA office with responsibility for the maintenance program.
- f. Evaluate Revisions to an Approved Maintenance Program  
Evaluate revisions to the maintenance program are evaluated as in original approval. All revisions will be approved in accordance with procedures provided in the maintenance program.

## 8. TASK OUTCOMES

- a. File form.
- b. Completion of this task will result in one of the following:
  - (1) Approval of the Application. If the applicant meets the operating and maintenance requirements of CASR Parts 43, 91, and 129, accomplish the following, as applicable:
    - a) Issue the maintenance program approval.
    - b) Coordinate with the Principal Operations Inspector (POI) to confirm issuance of the MEL LOA.

- (2) Disapproval of the Application. Accomplish the following:
- a) Inform the applicant in writing of any deficiencies requiring corrective actions.
  - b) If deficiencies cannot be satisfactorily resolved, terminate the application process and return the application and associated data to the applicant with a letter describing the reasons for the termination.

c. Document Task.

File supporting paperwork in the operator's office file.

9. FUTURE ACTIVITIES

Surveillance i.a. w SI 8900-6.3, Auditing And Surveillance Procedure For Air Operator Certificate (AOC) Holders.

APPENDIX

APPLICABLE FORMS

- DGCA Form 120-06A, Authorization, Condition & Limitation.
- DGCA Form No. 120-33, Part 121/135 AOC Certification and Surveillance Checklist : Evaluation And Approval of Maintenance Program.
- DGCA Form No. 120-34, Part 121/135 AOC Certification and Surveillance Checklist : Evaluation And Approval of Minimum Equipment List (MEL).
- DGCA Form No. 120-70, Evaluate Foreign Registered Aircraft Operated by Indonesian AOC.
- DGCA Form No. 120-71, Evaluate Foreign AOC Operating Indonesian Registered Aircraft.

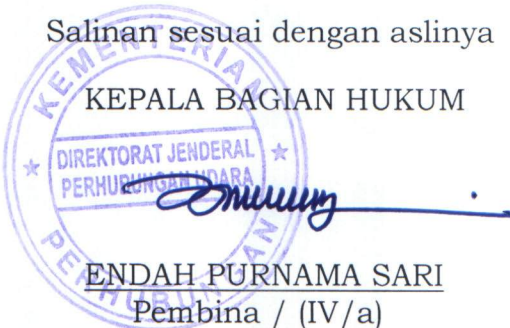
DIRECTOR GENERAL OF CIVIL AVIATION

ttd

Dr. Ir. AGUS SANTOSO, M.Sc.

Salinan sesuai dengan aslinya

KEPALA BAGIAN HUKUM



DIREKTORAT JENDERAL  
PERHUBUNGAN UDARA

ENDAH PURNAMA SARI

Pembina / (IV/a)

NIP. 19680704 199503 2 001