

PERATURAN MENTERI PERHUBUNGAN REPUBLIK INDONESIA

NOMOR :

TENTANG

PERUBAHAN ATAS PERATURAN MENTERI PERHUBUNGAN NOMOR
KM 16 TAHUN 2010 TENTANG PERATURAN KESELAMATAN PENERBANGAN
SIPIL (PKPS) BAGIAN 63 (*CIVIL AVIATION SAFETY REGULATION (CASR)
PART 63*) TENTANG PERSYARATAN PERSONIL PESAWAT UDARA SELAIN
PENERBANG DAN PERSONIL PENUNJANG OPERASI PESAWAT UDARA
(*LICENSING FLIGHT CREW MEMBERS OTHER THAN PILOT, FLIGHT OPERATION
OFFICERS, AND CERTIFICATION OF FLIGHT ATTENDANT*)

DENGAN RAHMAT TUHAN YANG MAHA ESA

MENTERI PERHUBUNGAN REPUBLIK INDONESIA,

- Menimbang : a. bahwa dalam Peraturan Menteri Perhubungan Nomor KM 16 Tahun 2010 Tentang Peraturan Keselamatan Penerbangan Sipil (PKPS) Bagian 63 (*Civil Aviation Safety Regulation (CASR) Part 63*) Tentang Persyaratan Personil Pesawat Udara Selain Penerbang Dan Personil Penunjang Operasi Pesawat Udara (*Licensing Flight Crew Members Other Than Pilot, Flight Operation Officers, And Certification Of Flight Attendant*) telah diatur ketentuan mengenai persyaratan personil pesawat udara selain penerbang dan personil penunjang operasi pesawat udara;
- b. bahwa guna memenuhi ketentuan internasional sebagaimana tertuang pada *International Civil Aviation Organization Annex 1 Personnel Licensing* terkait ketentuan kecakapan Bahasa Inggris dan standar tingkatan kecakapan Bahasa Inggris bagi personel navigator penerbangan, perlu dilakukan penyempurnaan terhadap Peraturan Menteri Perhubungan Nomor KM 16 Tahun 2010;

- c. bahwa berdasarkan pertimbangan sebagaimana dimaksud dalam huruf a dan huruf b, perlu menetapkan Peraturan Menteri Perhubungan Tentang Perubahan Atas Peraturan Menteri Perhubungan Nomor KM 16 Tahun 2010 Tentang Peraturan Keselamatan Penerbangan Sipil (PKPS) Bagian 63 (*Civil Aviation Safety Regulation (CASR) Part 63*) Tentang Persyaratan Personil Pesawat Udara Selain Penerbang Dan Personil Penunjang Operasi Pesawat Udara (*Licensing Flight Crew Members Other Than Pilot, Flight Operation Officers, And Certification Of Flight Attendant*);

- 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 Republik Indonesia Nomor 7 Tahun 2015 tentang Organisasi Kementerian Negara ((Lembaran Negara Republik Indonesia Tahun 2015 Nomor 8);
 3. Peraturan Presiden Republik Indonesia Nomor 40 Tahun 2015 tentang Kementerian Perhubungan (Lembaran Negara Republik Indonesia Tahun 2015 Nomor 75);
 4. Peraturan Menteri Perhubungan Nomor KM 16 Tahun 2010 Tentang Peraturan Keselamatan Penerbangan Sipil Bagian 63 (*Civil Aviation Safety Regulation Part 63*) Tentang Persyaratan Personil Pesawat Udara Selain Penerbang Dan Personil Penunjang Operasi Pesawat Udara (*Licensing Flight Crew Members other Pilot, Flight Operation Officers, and Certification of Flight Attendant*);
 5. Peraturan Menteri Perhubungan Nomor PM 59 Tahun 2015 tentang Kriteria, Tugas dan Wewenang Inspektur Penerbangan;
 6. Peraturan Menteri Perhubungan Nomor PM 189 Tahun 2015 tentang Organisasi dan Tata Kerja Kementerian Perhubungan;

MEMUTUSKAN :

Menetapkan : PERATURAN MENTERI PERHUBUNGAN TENTANG PERUBAHAN ATAS PERATURAN MENTERI PERHUBUNGAN NOMOR KM 16 TAHUN 2010 TENTANG PERATURAN KESELAMATAN PENERBANGAN SIPIL (PKPS) BAGIAN 63 (*CIVIL AVIATION SAFETY REGULATION (CASR) PART 63*) TENTANG PERSYARATAN PERSONIL PESAWAT UDARA SELAIN PENERBANG DAN PERSONIL PENUNJANG OPERASI PESAWAT UDARA (*LICENSING FLIGHT CREW MEMBERS OTHER THAN PILOT, FLIGHT OPERATION OFFICERS, AND CERTIFICATION OF FLIGHT ATTENDANT*).

Pasal I

Beberapa ketentuan dalam Lampiran Peraturan Menteri Perhubungan Nomor KM 16 Tahun 2010 Tentang Peraturan Keselamatan Penerbangan Sipil Bagian 63 (*Civil Aviation Safety Regulation Part 63*) Tentang Persyaratan Personil Pesawat Udara Selain Penerbang Dan Personil Penunjang Operasi Pesawat Udara (*Licensing Flight Crew Members other Pilot, Flight Operation Officers, and Certification of Flight Attendant*), ditambahkan sebagai berikut:

1. Ketentuan Sub Bagian C ditambahkan butir 63.51a sebagai berikut:
 - 63.51a. Persyaratan Kecakapan Bahasa (*Language Proficiency Requirements*)
 - (a) Personel navigator penerbangan dipersyaratkan untuk menggunakan radiotelefoni di dalam pesawat yang melakukan operasi penerbangan dengan layanan navigasi penerbangan internasional atau beroperasi di ruang udara yang dilayani oleh pelayanan lalu lintas udara asing wajib menunjukkan kemampuan berbicara dan memahami bahasa yang digunakan dalam komunikasi radiotelefoni berdasarkan Skala Tingkat Kecakapan Bahasa Inggris sesuai yang dipersyaratkan oleh Organisasi Penerbangan Sipil

Internasional (ICAO), sebagaimana tercantum dalam Appendix C (*Flight navigators required to use the radiotelephone aboard an aircraft who engage in international air navigation or operating in airspace serviced by foreign air traffic service provider shall demonstrate the ability to speak and understand the language used for radiotelephony communications according to English Language Proficiency Rating Scale required by International Civil Aviation Organization (ICAO), as prescribed in Appendix C*).

- (b) Kecakapan bahasa dari personel navigator penerbangan yang memiliki kecakapan dibawah Tingkat Ahli (Level 6) harus dievaluasi secara formal disesuaikan dengan tingkat kecakapannya, sebagai berikut (*The language proficiency of flight navigators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows*):
- (1) bagi personel navigator penerbangan yang memiliki kecakapan bahasa di Tingkat Operasional (Level 4) harus dievaluasi sekurang-kurangnya satu kali setiap 3 (tiga) tahun (*those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every 3 (three) years*); dan (*and*)
 - (2) bagi personel navigator penerbangan yang memiliki kecakapan bahasa di Tingkat Lanjut (Level 5) harus dievaluasi sekurang-kurangnya satu kali setiap 6 (enam) tahun (*those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every 6 (six) years*).

2. Ketentuan Appendix F “Language Proficiency Rating Scale” ditambahkan, yang berbunyi sebagai berikut:

LEVEL	PRONUNCIATION Assumes a dialect and/or accent intelligible to the aeronautical community	STRUCTURE Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
Expert 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding	Both basic and complex grammatical structures and sentence patterns are consistently well controlled	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.
Extended 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively
Operational 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandin

			vocabulary in unusual or unexpected circumstances	not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting	complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	gs by checking, confirming, or clarifying.
Pre-operational 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events
Elementary 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns	Limited vocabulary range consisting only of isolated words and memorized phrases	Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.
Pre-elementary 1	Performs at a level below the Elementary level	Performs at a level below the Elementary level.	Performs at a level below the Elementary level	Performs at a level below the Elementary level	Performs at a level below the Elementary level	Performs at a level below the Elementary level
Note.						
<p>— The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Levels 1 through 3 describe Pre-elementary, Elementary, and Preoperational levels of language proficiency, respectively, all of which describe a level of proficiency below the ICAO language proficiency requirement. Levels 5 and 6 describe Extended and Expert levels, at levels of proficiency more advanced than the minimum required Standard. As a whole, the scale will serve as benchmarks for training and testing, and in assisting candidates to attain the ICAO Operational Level (Level 4).</p>						

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.

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MENTERI PERHUBUNGAN
REPUBLIK INDONESIA,

IGNASIUS JONAN

No.	Proses	Nama	Jabatan	Tanggal	Paraf
1	Diperiksa	Rudi Richardo, S.H, M.H	Kepala Bagian Hukum	6/4/16	
2	Diperiksa	Capt. Tri Nusiogo	Kasubdit Operasi Pesawat Udara	7/4/2016	
3	Disetujui	Moh. Alwi	Direktur Kelaikudaraan dan Pengoperasian Pesawat Udara	7/4/2016	
4	Disetujui	Ir. M. Pramintohadi Sukarno, M.Sc.	Sekretaris Direktorat Jenderal Perhubungan Udara	8/4-16	
5	Disetujui	Suprasetyo	Direktur Jenderal Perhubungan Udara	8/4/16	

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