

PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA

NOMOR : KP 166 TAHUN 2016

TENTANG

PERUBAHAN ATAS PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA
NOMOR : KP 472 TAHUN 2013 TENTANG PETUNJUK PELAKSANAAN PERATURAN
KESELAMATAN PENERBANGAN SIPIL BAGIAN 8900 – 5.2 (*STAFF INSTRUCTION
8900 – 5.2*) TENTANG PROSEDUR PERSONIL LISENSI DAN TANGGUNG JAWAB
INSPEKTUR OPERASI PENERBANGAN (*PERSONNEL LICENSING PROCEDURE AND
FLIGHT INSPECTOR TASKS AND RESPONSIBILITIES*)

DENGAN RAHMAT TUHAN YANG MAHA ESA

DIREKTUR JENDERAL PERHUBUNGAN UDARA,

- Menimbang :
- a. bahwa dalam Keputusan Menteri Perhubungan Nomor KM 42 Tahun 2001 tentang Sertifikasi Penerbang dan Instruktur Penerbang yang telah beberapa kali diubah, terakhir dengan Peraturan Menteri Perhubungan Nomor KM 30 Tahun 2010, telah mengatur mengenai persyaratan penerbitan, perpanjangan dan perubahan lisensi dan otorisasi bagi Penerbang dan Instruktur Penerbang;
 - b. bahwa diperlukan dilakukan penyempurnaan terhadap Peraturan Direktur Jenderal Perhubungan Udara Nomor : KP 472 Tahun 2013 Tentang Petunjuk Pelaksanaan Peraturan Keselamatan Penerbangan Sipil Bagian 8900 – 5.2 (*Staff Instruction 8900 – 5.2*) Tentang Prosedur Personil Lisensi Dan Tanggung Jawab Inspektur Operasi Penerbangan (*Personnel Licensing Procedure And Flight Inspector Tasks And Responsibilities*) untuk memuat ketentuan mengenai proses sertifikasi pengaktifan kembali Lisensi & Rating Penerbang yang sudah kedaluwarsa;

- d. bahwa berdasarkan pertimbangan sebagaimana dimaksud pada huruf a dan huruf b, perlu menetapkan Peraturan Direktur Jenderal Perhubungan Udara tentang Perubahan Atas Peraturan Direktur Jenderal Perhubungan Udara Nomor : KP 472 Tahun 2013 Tentang Petunjuk Pelaksanaan Peraturan Keselamatan Penerbangan Sipil Bagian 8900 - 5.2 (*Staff Instruction 8900 - 5.2*) Tentang Prosedur Personil Lisensi Dan Tanggung Jawab Inspektur Operasi Penerbangan (*Personnel Licensing Procedure And Flight Inspector Tasks And Responsibilities*);

- Mengingat :
1. Undang-Undang 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 42 Tahun 2001 tentang Sertifikasi Penerbang dan Instruktur Penerbang yang telah beberapa kali diubah, terakhir dengan Peraturan Menteri Perhubungan Nomor KM 30 Tahun 2010;
 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 DIREKTUR JENDERAL PERHUBUNGAN UDARA TENTANG PERUBAHAN ATAS PERATURAN DIREKTUR JENDERAL PERHUBUNGAN UDARA NOMOR : KP 472 TAHUN 2013 TENTANG PETUNJUK PELAKSANAAN PERATURAN KESELAMATAN PENERBANGAN SIPIL BAGIAN 8900 - 5.2 (*STAFF INSTRUCTION 8900 - 5.2*) TENTANG PROSEDUR PERSONIL LISENSI DAN TANGGUNG JAWAB INSPEKTUR OPERASI PENERBANGAN (*PERSONNEL LICENSING PROCEDURE AND FLIGHT INSPECTOR TASKS AND RESPONSIBILITIES*).

Pasal I

Ketentuan pada Bab 1 (*Chapter 1*), Bagian 8 (*Section 8*) ditambah dengan butir 21, diletakkan setelah butir 19, dalam Lampiran Peraturan Direktur Jenderal Perhubungan Udara Nomor : KP 472 Tahun 2013 Tentang Petunjuk Pelaksanaan Peraturan Keselamatan Penerbangan Sipil Bagian 8900 - 5.2 (*Staff Instruction 8900 - 5.2*) Tentang Prosedur Personil Lisensi Dan Tanggung Jawab Inspektur Operasi Penerbangan (*Personnel Licensing Procedure And Flight Inspector Tasks And Responsibilities*), yang berbunyi sebagai berikut:

21. *Reinstatement of Expired Pilot License or Rating*

DGCA Indonesia issued a pilot license without any expiration date. However, the privileges of the license holder is limited by several factors, namely the validity of flight review or proficiency check and the validity of his/her medical certificate.

This part specifically address the condition on where the pilot license or rating is expired, and the holder is intended to reinstate his license or rating.

The following is the regulation related to the subject:

61.3 *Requirements for Licences, Ratings, and Authorizations :*

- (a) *Pilot licence. No person may act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of Indonesia registry unless he has in his personal possession a current pilot licence issued to him under this part.*

- (c) *Medical certificate. Except for free balloon pilots piloting balloons and glider pilots piloting gliders, no person may act as pilot in command or in any other capacity as a required pilot flight crewmember of an aircraft under a licence issued to him under this part, unless he has in his personal possession an appropriate, current medical certificate issued under Part 67 of the CASRs.*

61.11 Expired Pilot Licences and Reissuance

- (a) *No person who holds an expired pilot licence or rating may exercise the privileges of that pilot licence or rating.*

61.19 Duration of pilot and Flight Instructor Licences

- (a) *Pilot licences. Any pilot licence (other than a student pilot licence) issued under this part is issued with no expiration date.*

61.23 Duration of Medical Certificates

- (a) *A first-class medical certificate expires at the end of the last day of-*
- (1) The sixth calendar month after the month of the date of examination shown on the certificate, for operations requiring an airline transport pilot licence;*
 - (2) The sixth calendar month after the month of the date of examination shown on the certificate, for operations requiring a commercial pilot licence; and*
 - (3) The 12th calendar month after the month of the date of examination shown on the certificate, for operations requiring a private, sporting, or student pilot licence.*
- (b) *A second-class medical certificate expires at the end of the last day of the 12th calendar month after the month of the date examination shown on the certificate, for operations requiring, a private, sport, or student pilot licence.*

61.56 Flight Review

- (a) *A flight review consist of a minimum of 1 hour of flight instruction and 1 hour of ground instruction.*
- (c) *Except as provided in Paragraph (d) and (e) of this Part, no person may, after six months from the effective date of this part of the CASRs, act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has-*
- (1) Accomplished a flight review given in an aircraft for which that pilot is rated by an appropriately rated instructor licensed under this part or other person designated by the Director General;*

- (2) A logbook endorsed by the person who gave the review certifying that the person who gave the review certifying that the person has satisfactorily completed the review.

61.57 Recent Flight Experience: Pilot In Command

- (a) General experience. No person may act as pilot in command of an aircraft carrying passengers, nor of an aircraft certificated for more than one required pilot flight crewmember, unless within the preceding 90 days, he has made three take offs and three landings as the sole manipulator of the flight controls in an aircraft of the same category and class and, if a type rating is required, of the same type.
- (b) Night experience. No person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise (as published in the Air Almanac) unless, within the preceding 90 days, he has made at least three takeoffs and three landings to a full stop during that period in the category and class of aircraft to be used. This paragraph does not apply to operations requiring an airline transport pilot licence.
- (c) Instrument experience.
- (1) Recent IFR experience. No pilot may act as pilot in command under IFR, nor in weather conditions less than the minimums prescribed for VFR, unless he has, within the past 6 calendar months (i) In the case of an aircraft other than a glider, logged at least 6 hours of instrument time under actual or simulated IFR conditions, at least 3 of which were in flight in the category of aircraft involved, including at least six instrument approaches, or passed an instrument competency check in the category of aircraft involved. (ii) In the case of a glider, logged at least 3 hours of instrument time, at least half of which were in a glider or an aeroplane. If a passenger is carried in the glider, at least 3 hours of instrument flight time must have been in gliders.
- (2) Instrument competency check. A pilot who does not meet the recent instrument experience requirements of Paragraph (e)(1) of this Part during the prescribed time or 6 calendar months thereafter may not serve as pilot in command under IFR, nor in weather conditions less than the minimums prescribed for VFR, until he passes an instrument competency check in the category of aircraft involved, given by DGAC inspector, a DGAC-approved check pilot, or a licensed instrument flight instructor. The Director

General may authorize the conduct of part or all of this check in a pilot ground trainer equipped for instruments or an aircraft simulator.

61.58 Pilot in Command Proficiency check: Operation of Aircraft Requiring More Than One Pilot

- (a) No person may act as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember unless the proficiency checks or flight checks prescribed in Paragraph (b) and (c) of this Part are satisfactorily completed.*
- (b) Since the beginning of the 12th calendar month before the month in which a person acts as pilot in command or co-pilot of an aircraft that is type certificated for more than one required pilot crewmember he must have completed one the following:*
 - (1) For an aeroplane - a proficiency or flight check given to him by a DGAC inspector or designated examiner in either an aeroplane that is type certificated for more than one required pilot crewmember, or in a approved simulator. A proficiency or flight check given in a approved simulator shall include at least those maneuvers and procedures (set forth by the DGAC) which may be performed in a simulator or training device.*
 - (2) For other aircraft - a proficiency or flight check in aircraft that is type certificated for more than one required pilot crewmember given to him by a DGAC inspector or designated examiner which includes those maneuvers and procedures required for the original issuance of a type rating for the aircraft used in the check.*
 - (3) A pilot in command proficiency check given to him in accordance with the provisions for that check under Parts 121, 125, or 135 of the CASRs.*
 - (4) A flight test required for an aircraft type rating.*
 - (5) An initial or periodic flight check for the purpose of the issuance of a designated examiner or DGAC-approved check pilot designation.*
 - (6) A military proficiency check required for pilot in command and instrument privileges in an aircraft which the military requires to be operated by more than one pilot.*

- (c) Except as provided in Paragraph (d) of this Part, since the beginning of the 24th calendar month before the month in which a person acts as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember he must have completed one of the following proficiency or flight checks in the particular type aircraft in which he is to serve as pilot in command:
- (1) A proficiency check or flight check given to him by a DGAC inspector or a designated examiner which includes the maneuvers, procedures, and standards required for the original issuance of a type rating for the aircraft used in the check.
 - (2) A pilot in command proficiency check given to him in accordance with the provisions for that check under Parts 121, 123, or 135 of the CASRs.
 - (3) A flight test required for an aircraft type rating.
 - (4) An initial or periodic flight check for the purpose of the issuance of a designated examiner or DGAC-approved check pilot designation.
 - (5) A military proficiency check required for pilot in command and instrument privileges in an aircraft which the military requires to be operated by more than one pilot.
- (d) For aeroplanes, the maneuvers and procedures required for the checks and test prescribed in Paragraphs (c) (1), (2), (4), and (5) of this Part, and Paragraph (c)(3) of this Part in the case of type ratings obtained in conjunction with a Part 121 training program may be performed in a simulator or training device if:
- (1) The maneuver or procedure can be performed in a simulator or training device as set forth by the DGAC; and
 - (2) The simulator or training device is one that is approved for the particular maneuver or procedure.
- (e) For the purpose of meeting the proficiency check requirements of Paragraphs (b) and (c) of this Part, a person may act as pilot in command of a flight under day VFR or day IFR if no persons or property, other than as necessary for compliance with those paragraphs, are carried.
- (f) If a pilot takes the proficiency check required by Paragraph (a) of this Part in the calendar month before, or the calendar month after, the month in which it is due, he is considered to have taken it in the month it is due.

For person with intention to reinstate his pilot license or rating, the following sequence shall be followed:

- 1) Obtain appropriate DGCA medical certificate from Aviation Medical Center or from Designated Medical Examiner (DME).*
- 2) Schedule a flight review in an organization having a CFI.*
- 3) For the reinstatement requiring proficiency check, follow the approved training program established in an air operator or training center.*

If it is necessary to use forms appropriate to pilot license or rating, refer to standard forms issued in relation with CASR 61, 141, 121, 135, or 142.

Pasal II

Peraturan ini mulai berlaku sejak tanggal ditetapkan.

Ditetapkan di JAKARTA
Pada tanggal : 4 MEI 2016

DIREKTUR JENDERAL PERHUBUNGAN UDARA

ttd.

SUPRASETYO

Salinan sesuai dengan aslinya
KEPALA BAGIAN HUKUM,



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