International Civil Aviation Organization

WORKING PAPER

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(Information paper)

ASSEMBLY — 38TH SESSION

PLENARY

Agenda Item 5: Election of Member States to be represented on the Council

CANDIDATURE OF THE REPUBLIC OF INDONESIA

(Presented by Indonesia)

EXECUTIVE SUMMARY	
The paper seeks the support of all Contracting States for the Government of The Republic of Indonesia candidature for election as a member on the Council of ICAO, in Part III.	
Strategic Objectives:	This working paper relates to all of the Strategic Objectives.
Financial implications:	No additional resources required
References:	A38-WP/2

1.   **INTRODUCTION**

1.1   The Government of the Republic of Indonesia has the honour to announce its candidature for election as a Member on the Council of ICAO, in Part III, at the elections to be held during the 38th Session of the ICAO Assembly.

2.   **OBJECTIVES**

2.1   Indonesia fully supports and shares ICAO's objectives of promoting aviation safety, aviation security, air transport efficiency, and environmental sustainability of civil aviation globally, so as to provide connectivity for individuals, commercial companies, the economy, and ICAO Member States.

3.   **CONTRIBUTION TO INTERNATIONAL CIVIL
          AVIATION**

3.1   Through its rapidly growing air transport market, its air navigation service provider, its expanding airports and its aviation-related industries, Indonesia plays a significant role in contributing to the growth of international civil aviation.

3.2   **General economy as driver of civil aviation development**

         Indonesia is
- the country with the world's fourth largest population, after China, India and the United States, namely 246.9 million (2012);
- an archipelagic country with more than 17,000 islands and airspace spanning over 5,500 km from east to west and 2,430 km from north to south, covering one-eighth of the earth's equator;
- the world's 15th largest economy by nominal GDP (IMF) and a member of the G-20 Group;
- the largest economy in South-East Asia, with a total GDP of US$ 1.2 trillion for 2012 (IMF) and a growth rate of approx. 6 per cent per year.

3.3   **Air transport**

3.3.1   Some Indonesia air transport figures:
- Indonesia has recorded strong growth in passenger traffic since 2008 with an average of 16 per cent growth in the last 5 years;
- there are 20 scheduled and 43 non-scheduled commercial airlines certificated by Indonesia, serving 56 international and 266 domestic routes;
- 31 international and 202 domestic airports;
- a total fleet of 418 commercial Indonesia-registered aircraft;
- a total of more than 131 million passengers in 2012.

3.3.2   Air transport services are connecting 125 cities in Indonesia and 27 cities overseas in 14 foreign countries and are aimed to provide connectivity and support the growth of the economic, trade and tourism sectors.

3.3.3   Soekarno-Hatta International Airport (SHIA) at Jakarta is the 9th busiest airport in the world according to Airport Council International, and the 4th busiest in Asia, with 57.7 million passengers in 2012. It is also the busiest airport in the southern hemisphere. In 2012, construction commenced on a

new terminal to turn it into an aerotropolis airport which can serve 62 million passengers per year. This is to be completed at the end of 2014.

3.3.4   Indonesia's main international carrier, Garuda Indonesia presently operates 87 aircraft to serve international and domestic routes. Recognizing its enhanced performance at the international level, Garuda Indonesia has recently won a number of important international awards, including "World's Most Improved Airline" (2010) "World's Best Regional Airline"(2012), "World's Best Economy Class" and "World's Best Economy Class Seats" (Skytrax, 2013), and was ranked 8th place in "The World's Top 10 Airlines" by Skytrax.

3.3.5   A number of Indonesian private carriers are expanding rapidly. To cater for such growth, the largest private carrier, PT Lion Mentari Airlines (Lion Air) in 2011 placed a $22.4-billion order for 230 Boeing aircraft and in 2013 ordered 234 planes worth US$ 24-billion from Airbus, including 60 current-generation A320, 109 A320neo and 65 A321neo.

3.4   **Training**

3.4.1   The Government of Indonesia places great emphasis on training of its human resources in civil aviation through the national training programme. The DGCA Indonesia takes part in this programme by continuously providing mandatory and supplementary training for its inspectors and officers in accordance with ICAO guidance and international and national standards. At the Indonesia Civil Aviation Institute (ICAI), personnel from Indonesia and from third countries are trained.

3.4.2   As a participating State in the ICAO Developing Countries Training Programme, Indonesia has provided 60 fellowships for participants from developing countries in 2012 and more than 70 fellowships are provided in 2013, and further increases in future years are envisaged. Such training is provided at ICAI and other training institutions in Indonesia.

3.5   **Regulatory**

3.5.1   In 2009, Indonesia adopted Aviation Act No 1 which significantly modernized the legal and organizational framework, including the organization of the Directorate General of Civil Aviation. This Act fully takes into account ICAO SARPs, and the need for implementing regulations has hence become the guidance to promote the safety, security and regularity of services in the area of civil aviation.

4.   **COMMITMENT TO INTERNATIONAL CIVIL
      AVIATION**

4.1   Indonesia has been a member of ICAO since 1950, and of the Council in Part III from 1962 to 2001. As an ICAO Member State and in order to promote aviation safety, security, and sustainability of air transport in terms of the environment and human resources development, Indonesia has implemented ICAO Standards and Recommended Practices.

4.2   Indonesia has shown its commitment to aviation safety and security by undergoing all relevant ICAO USOAP and USAP audits and has fully cooperated with ICAO towards timely remedy of findings. Indonesia has completed the remedy of 82.3 per cent of the Audit Findings by November 2012. Indonesia aims to achieve full compliance in the ICAO Continuous Monitoring Approach.

5.   **COMMITMENTS TO SAFETY**

5.1   In order to ensure safety, Indonesia's vast airspace is serviced by ground navigation aids and radar surveillance while ADS-B is under implementation, in line with the evolution from ground based navigation to satellite based navigation.

5.2   Indonesia has spent more than USD 250 million towards the modernization of its ATM system with state of the art technologies and supporting advance sensors, including ADS-B (Automatic Dependent Surveillance-Broadcast), Mode-S Radar, RVSM (Reduced Vertical Separation Minima), PBN (Performance Based Navigation) and AIDC (ATS Inter facility Data Communication), in order to increase its capacity and to harmonize itself with neighbouring flight information regions (FIRs).

5.3   To increase the safety and efficiency of its air navigation services, Indonesia has since 2012 set up a Single Air Navigation Service Provider called Air Nav Indonesia.

5.4   Indonesia has implemented the Safety Management System (SMS) for its aviation sector and has most of the elements of the State Safety Program (SSP) in place.

6.   **COMMITMENTS TO SECURITY**

6.1   Indonesia is committed to enhance and ensure the implementation of aviation security measures in airports and airlines against acts of unlawful interference by complying with all relevant ICAO Standards and Recommended Practices. In 2009, a Directorate for Aviation Security has been established within the DGCA to regulate and control aviation security measures more effectively, supported by 10 regional offices throughout Indonesia.

6.2   For the purpose of enhancing aviation security, Indonesia emphasizes the importance of international cooperation, including membership in such regional programmes as CASP-AP. In 2010 Indonesia hosted and chaired the 7th CASP-AP Meeting in Bali. Indonesia has also bilateral cooperation arrangements with Japan, Australia, Netherlands, USA, UK and other countries which are highly useful to enhance aviation security.

7.   **COMMITMENTS TO THE ENVIRONMENT**

7.1   Indonesia has put in place new regulations concerning eco-friendly airports which are mandatory to be implemented in all Indonesian airports.

7.2   In line with the National Action Plan to reduce greenhouse gases (GHG), airports are encouraged to use renewable sources of energy such as solar cells. Indonesia has also required more effective and efficient Air Traffic Management (ATM) measures. Among these are operational measures such as reducing the taxi and holding time which will in turn decrease gaseous emissions.

7.3   Indonesia has actively participated in aviation environmental protection issues in view of Indonesia's concerns on these issues. In 2012, Indonesia has been appointed by the ICAO Council as an Observer on the Committee on Aviation Environmental Protection (CAEP). A new large-scale project on new Aviation Emissions Reduction initiatives is presently under development in cooperation with ICAO's Technical Cooperation Bureau (TCB). It is envisaged that this project be operational as from 2014.

8.   **CONTRIBUTION TO INTERNATIONAL AIR TRANSPORT**

8.1   Indonesia has established bilateral air services agreements with 73 countries. Currently airlines of 26 countries operate to Indonesia, while Indonesia's national airlines operate to 14 countries.

8.2   Indonesia has also successfully hosted a number of international aviation meetings, such as the ICAO Regional Runway Safety Seminar in 2012, the ICAO Asia Pacific Basic Course on Fraudulent Travel Document and Passenger Evaluation in 2011, the ASEAN-Japan Aviation Security Seminar and a Meeting under the Programme of Counter terrorism Task Force of APEC in 2011.

9.   **CONCLUSION: CANDIDATURE FOR PART III OF THE**
         ICAO COUNCIL ELECTIONS

9.1   On the basis of the above, the Government of the Republic of Indonesia takes this opportunity to seek support for its election as a member of ICAO Council in Part III at the 38th Session of the ICAO Assembly, and expresses its deep appreciation for any support thus received.

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