



**MENTERI PERHUBUNGAN  
REPUBLIC INDONESIA**

PERATURAN MENTERI PERHUBUNGAN REPUBLIK INDONESIA

NOMOR PM 41 TAHUN 2016

TENTANG

PERUBAHAN KETIGA ATAS 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*)

DENGAN RAHMAT TUHAN YANG MAHA ESA

MENTERI PERHUBUNGAN REPUBLIK INDONESIA,

Menimbang : a. bahwa persyaratan sertifikasi dan operasi bagi badan usaha angkutan udara yang melakukan penerbangan dalam negeri, internasional dan angkutan udara niaga tidak berjadwal telah diatur dalam 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*);

- b. bahwa perlu dilakukan penyempurnaan terhadap Peraturan Menteri Perhubungan sebagaimana dimaksud pada huruf a, untuk memuat ketentuan terkait definisi istilah, *wet lease* pesawat udara dan persyaratan sertifikasi dan operasi lainnya;
- c. bahwa berdasarkan pertimbangan sebagaimana dimaksud pada huruf a dan huruf b, perlu menetapkan Peraturan Menteri Perhubungan tentang Perubahan Ketiga Atas 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*);

- 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 8);
  - 3. Peraturan Presiden Nomor 40 Tahun 2015 tentang Kementrian 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 terakhir dengan Peraturan Menteri Perhubungan Nomor PM 107 Tahun 2015 (Berita Negara Republik Indonesia Tahun 2015 Nomor 1133)
5. Peraturan Menteri Perhubungan Nomor PM 22 Tahun 2015 tentang Peningkatan Fungsi Pengendalian dan Pengawasan Oleh Kantor Otoritas Bandar Udara (Berita Negara Republik Indonesia Tahun 2015 Nomor 215);
  6. Peraturan Menteri Perhubungan Nomor PM 59 Tahun 2015 tentang Kriteria, Tugas, dan Wewenang Inspektur Penerbangan (Berita Negara Republik Indonesia Tahun 2015 Nomor 409);
  7. Peraturan Menteri Perhubungan Nomor PM 189 Tahun 2015 tentang Organisasi dan Tata Kerja Kementerian Perhubungan (Berita Negara Republik Indonesia Tahun 2015 Nomor 1844);

MEMUTUSKAN:

Menetapkan : PERATURAN MENTERI PERHUBUNGAN TENTANG PERUBAHAN KETIGA ATAS 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*).

Pasal I

Beberapa ketentuan dalam 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*) yang telah beberapa kali diubah dengan:

- a. Peraturan Menteri Perhubungan Nomor PM 36 Tahun 2015;
- b. Peraturan Menteri Perhubungan Nomor PM 107 Tahun 2015;

diubah sebagai berikut:

1. Ketentuan butir 121.1 dihapus.
2. Ketentuan butir 121.6 diubah sehingga berbunyi sebagai berikut:

*121.6 Wet Leasing of Aircraft*

*(a) Prior to operating an air transportation service involving wet leased aircraft, an air carrier shall provide to the Director, copy of the lease agreement, or a written memorandum outlining the terms of such agreement. Where any air carrier whether foreign or domestic, agrees to provide an aircraft to another person certified under this part, the agreement must state which AOC holder and which AMO as applicable, is proposed to be responsible for providing:*

- (1) applicable crewmembers;*
- (2) operational control; and*
- (3) the maintenance and servicing of that aircraft.*

*(b) Upon receiving a copy of an agreement, or a written memorandum of the terms thereof, the Director determines which party to the agreement is conducting the operation and issues an amendment to the certificate holder's operations specifications containing the following:*

- (1) The names of the parties to the agreement and the duration thereof;*

- (2) *The nationality and registration numbers marks of each aircraft involved in the agreement;*
  - (3) *The type of operation (e.g. scheduled, passenger, etc);*
  - (4) *The areas of operation;*
  - (5) *The regulation of the CASRs applicable to the operation.*
- (c) *In making a determination under Paragraph (b) of this section, the Director considers the responsibility under the agreement for the following:*
- (1) *crewmembers and training;*
  - (2) *airworthiness and performance of maintenance;*
  - (3) *dispatch;*
  - (4) *servicing the aircraft*
  - (5) *scheduling;*
  - (6) *any other factor the Director considers relevant.*
- (d) *After a review of the leasing arrangement, if a foreign operator is considered responsible for the operation of the leased aircraft each route segment must include either a takeoff or a landing to or from a foreign airport.*

3. *Ketentuan butir 121.7 diubah sehingga berbunyi sebagai berikut:*

*121.7 Definitions and Abbreviations*

- (a) *The following definitions and abbreviations apply to those sections of Part 121:*

*Air Carrier/Air Operator Certificate Holder: Means a person who undertakes directly by lease or other arrangements to engage in air transportation.*

*Air Transportation Service: The operation for remuneration, including positioning flights, of any aircraft, which is listed on the air carrier's Air operating certificate.*

*Aircraft: Any machines that can derive support in the atmosphere from the reaction of the air other than reactions of the air against the earth's surface.*

*Airplane or Airplane: A power driven, heavier than air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain fixed under given conditions of flight.*

*AOC: Air Operator Certificate. A certificate authorizing an operator to carry out specified commercial air transport operations.*

*Cabin Altitude: Means the pressure inside the cabin of an aircraft in flight, expressed in feet above Mean Sea Level (MSL)*

*Captain: A pilot qualified on an aircraft and responsible for the safe operation of that aircraft.*

*CC: Competency Check. Any required operational check performed on company personnel (other than flight crewmembers), by company supervisory personnel duly authorized to perform that check.*

*CCP: Company Check Pilot. An employee of an air carrier who is the holder of a delegation of authority issued by the Director, authorizing the conduct of certain types of flight checks.*

*Certificate: A document issued by, or on behalf of DGCA, which confirms a regulatory standard, as*

*described in the document, has been met. A certificate does not convey any authority to act.*

*Contracting State: Any country or state, which is a signatory to the Convention of the International Civil Aviation Organization, or any other country acceptable to the Director.*

*Crew member: A person assigned to official duty on board an aircraft.*

*Director or DGCA: The Director of the Directorate General of Civil Aviations, or any person authorized to act on his behalf.*

*Extended over water. A flight operated over water at a distance of more than 93 km (50 NM), or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing.*

*First Officer (FO): A pilot qualified on an aircraft to perform the duties of second in command. May also be taken to mean copilot*

*Flag Air Carrier: An air carrier whose operations specifications authorize operations outside of Indonesia.*

*Flight: An aircraft is deemed to be in flight any time it is no longer in contact with the earth's surface as the result of its weight being supported by the aerodynamic principles and design features of that particular aircraft.*

*Flight Altitude: Means the altitude above mean sea level at which the aircraft is operated.*

*Flight Attendant: A crewmember who performs, in the interest of safety of passenger, duties assigned by the operator or the pilot in command of the aircraft, but who shall not act as flight crewmember.*

*Flight Crew Member: A crewmember assigned to duty in an aircraft as a pilot, flight engineer, second officer or navigator.*

*Flight Duty Time: The total elapsed period from the time a crewmember is required to report for duty, to the time that crewmember has completed all official duties with respect to a flight or series of flights and is released for an official crew rest.*

*Flight Operations Officer (FOO): A person who is authorized by an air carrier to exercise operational control over a flight.*

*Flight Time: The total elapsed time from the moment the aircraft first moves under its own power for the purpose of take off, until the time it comes to rest at the end of the flight.*

*Flight Watch: The process by which a qualified flight operations officer provides flight following services to a flight, and provides any operational information as may be requested by the pilot in command or deemed necessary by the flight operations officer.*

*Government Check Pilot (GCP): A DGCA inspector authorized to perform flight checks.*

*He: He or She (unless specified), taken in context with that section.*



*His: His or Hers (unless specified), taken in context with that section.*

*IMC: Instrument Meteorological Conditions*

*Large Aircraft: Any aircraft having a maximum certified take-off weight, (MCTOW) of greater than 5700 kg (12500 pounds).*

*Licence: A document issued by, or under a delegation of authority from the Director, which authorizes the holder to exercise certain privileges as specified in that license, subject to the conditions and limitations contained therein.*

*MEL: Minimum Equipment List*

*Net Take-off Path: Means the one-engine-inoperative flight path that starts at a height of 35 feet at the end of the take-off distance required and extends to a height of at least 1500 feet AGL, reduced at each point by a gradient of climb equal to 0.8 per cent for two-engine aeroplanes, 0.9 per cent for three-engine aeroplanes and 1.0 percent for four-engine aeroplanes*

*Open Water: Means a water mass which does not have any landmasses within the maximum times or distances prescribed by a regulation.*

*Operational Control System (OCS): Means an air carrier's system for the exercise of authority over the formulation, execution and amendment of an operational flight plan in respect of a flight or series of flights.*

*Passenger: Any person on board an aircraft during flight time, who is not acting as a crewmember.*

*Person: In respect of an air carrier, means any person who is an owner, or operator of an aircraft listed on that air carrier's operations specifications or, is otherwise acting as an employee or agent of that air carrier.*

*Pilot Flying (PF): The flight crewmember who is manipulating the flight controls of an aircraft during flight time.*

*Pilot In Command (PIC): A pilot assigned to act as the Captain of an aircraft.*

*Pilot Not Flying (PNF): The pilot who is performing tasks during flight time, in support of the pilot flying. May also be called Pilot Monitoring (PM)*

*Pilot Proficiency Check (PPC): A flight check performed in whole or in part, in an airplane type simulator or an aircraft. Conducted by a GCP, CCP, or DPER for the purpose of establishing the level of proficiency, of a flight crewmember.*

*Remote Area: Means an area of land considered hostile to survival, which lies beyond a specified radius from any known civilization, development or surface conveyance, through which refuge could reasonably be sought. Such radii is equal to 25 nautical miles in the case of mountainous or jungle areas, 50 nautical miles in the case of unoccupied land mass surrounded by water and in all other areas, 100 nautical miles. The Director may designate other areas as remote based upon unique consideration.*

*Required Day Off: A period of time consisting of 24 consecutive hours, commencing at 0000 local time,*

*in which a pilot, flight attendant or flight operations officer are free from all duties or contact by the company. A required day off is considered to be taken at a person's residence and is exclusive of any travel time between that person's residence, and the place where such person reports for, or is released from duty.*

*Rest Period: The period of time during which a crewmember is released from all official duty or contact by the company. This period must exclude all time spent commuting by the most direct route, between the company designated rest facility and assigned duty station and, a specified period of prone rest with at least one additional hour provided for physiological needs.*

*Seating Capacity: The maximum number of passenger seats authorized by, the type certificate, type approval, or other equivalent document.*

*Second in Command (SIC): A pilot assigned to act as a first officer or co-pilot of an aircraft.*

*Second Officer (SO): A pilot who is the holder of a commercial or higher pilot license and is endorsed on an aircraft type, as competent on the flight engineers panel and may act as a flight crewmember with respect to the flight engineer duties*

*Supplemental Air Carrier: An air carrier whose operations specifications authorize charter or all cargo operations.*

*Threshold Time: Is the flight time from as adequate en-route alternate aerodrome beyond which time operations by airplanes with two turbine power*

units must be authorized by DGCA. This threshold time should be 60 minutes.

*Wet Lease:* Any agreement in which a lessor, leases an aircraft, with at least one pilot flight crewmember, to either an air carrier, foreign air carrier, or a foreign person (the lessee).

*CAMP:* Continuous Airworthiness Maintenance Program

*CCP/FE/N:* Company Check Pilot/Flight Engineer/Navigator

*CI:* Company Instructor

*DAAO:* Directorate of Airworthiness and Aircraft Operations

*DGCA:* Directorate General of Civil Aviations

*FI (A/S):* Flight Instructor (Aeroplane/Simulator)

*GI:* Ground Instructor

- (b) The following definitions and abbreviations apply to those sections of Part 121 that apply to ETOPS:

*Adequate Aerodrome/Airport:* Means an aerodrome that an airplane operator may list with approval from the DGCA because that airport meets the landing limitations of CASR 121.197 and is either-

- (1) An aerodrome that meets the requirements of CASR part 139, Subpart D or
- (2) A military aerodrome that is active and operational.

*CMP: Configuration, Maintenance, and Procedures (CMP) document -means a document that contains minimum configuration, operating, and maintenance requirements, hardware life-limits, and Master Minimum Equipment List (MMEL) constraints necessary for an airplane-engine combination to meet ETOPS type design approval requirements.*

*Early ETOPS: Means ETOPS type design approval obtained without gaining non-ETOPS service experience on the candidate airplane-engine combination certified for ETOPS.*

*Equal-Time Point: Means a point on the route of flight where the flight time, considering wind, to each of two selected airports is equal.*

*ETOPS Alternate Aerodrome/Airport: Means an adequate aerodrome listed in the certificate holder's operations specifications that is designated in a dispatch or flight release for use in the event of a diversion during ETOPS. This definition applies to flight planning and does not in any way limit the authority of the pilot-in-command during flight.*

*ETOPS Area of Operation: Means one of the following areas:*

- (1) For turbine-engine-powered airplanes with two engines, an area beyond 60 minutes from an adequate airport, computed using a one-engine inoperative cruise speed under standard conditions in still air.*
- (2) For turbine-engine-powered passenger-carrying airplanes with more than two engines, an area beyond 180 minutes from an adequate airport, computed using a one-*

*engine-inoperative cruise speed under standard conditions in still air.*

*ETOPS Entry Point: Means the first point on the route of an ETOPS flight, determined using a one-engine-inoperative cruise speed under standard conditions in still air, that is -*

- (1) More than 60 minutes from an adequate airport for airplanes with two engines;*
- (2) More than 180 minutes from an adequate airport for passenger-carrying airplanes with more than two engines.*

*ETOPS Qualified Person: Means a person, performing maintenance for the certificate holder, who has satisfactorily completed the certificate holder's ETOPS training program.*

*ETOPS Significant System: Means an airplane system, including the propulsion system, the failure or malfunctioning of which could adversely affect the safety of an ETOPS flight, or the continued safe flight and landing of an airplane during an ETOPS diversion. Each ETOPS significant system is either an ETOPS group 1 significant system or an ETOPS group 2 significant system.*

- (1) An ETOPS group 1 Significant System—*
  - (i) Has fail-safe characteristics directly linked to the degree of redundancy provided by the number of engines on the airplane.*
  - (ii) Is a system, the failure or malfunction of which could result in an IFSD, loss of thrust control, or other power loss.*
  - (iii) Contributes significantly to the safety of an ETOPS diversion by providing additional redundancy for any system*

*power source lost as a result of an inoperative engine.*

*(iv) Is essential for prolonged operation of an airplane at engine inoperative altitudes.*

*(2) An ETOPS group 2 significant system is an ETOPS significant system that is not an ETOPS group 1 significant system.*

*For the purposes of this Part, a flight is considered to be in extended over water operations, when it extends beyond 30 minutes flying time or 100 nautical miles from the nearest shore, whichever is less where special equipment, procedures and/or passenger briefings are required for such operations.*

*IFSD: Means, for ETOPS only, when an engine ceases to function (when the airplane is airborne) and is shutdown, whether self induced, flightcrew initiated or caused by an external influence. The DGCA considers IFSD for all causes: for example, flameout, internal failure, flightcrew initiated shutdown, foreign object ingestion, icing, inability to obtain or control desired thrust or power, and cycling of the start control, however briefly, even if the engine operates normally for the remainder of the flight. This definition excludes the airborne cessation of the functioning of an engine when immediately followed by an automatic engine relight and when an engine does not achieve desired thrust or power but is not shutdown.*

*Maximum Diversion Time: Means, for the purposes of ETOPS route planning, the longest diversion time authorized for a flight under the operator's ETOPS authority. It is calculated under standard conditions in still air at a one-engine inoperative cruise speed.*

*North Pacific Area of Operation: Means Pacific Ocean areas north of 40[deg] N latitudes including NOPAC ATS routes, and published PACOTS tracks between Japan and North America.*

*North Polar Area: Means the entire area north of 78°N latitude.*

*One-engine inoperative Cruise Speed: Means a speed within the certified operating limits of the airplane that is specified by the certificate holder and approved by the DGCA for –*

- (1) Calculating required fuel reserves needed to account for an inoperative engine; or*
- (2) Determining whether an ETOPS alternate is within the maximum diversion time authorized for an ETOPS flight.*

*South Polar Area: Means the entire area South of 60°S latitude.*

*CAMP: Continuous Airworthiness Maintenance Program*

*CMP: Configuration, maintenance, and procedures document*

*IFSD: In-flight shutdown*

*NOPAC: North Pacific area of operation*

*PACOTS: Pacific Organized Track System*

*RFFS: Rescue and firefighting services*

*SATCOM: Satellite communications*



4. Ketentuan butir 121.29 huruf (a) diubah sehingga butir 121.29 berbunyi sebagai berikut:

*121.29 Duration of Validity and Surrender of Air Operator Certificate and Operations Specifications*

- (a) An Air Operator Certificate issued under this Part is valid for a period not exceed 24 (twenty four) calendar months from the month of the AOC is issued or renewed. unless --*
- (1) The certificate holder surrenders it earlier to the DGCA; or*
  - (2) The DGCA suspends, revokes, or otherwise earlier terminates the Certificate due to the violation by the certificate holder to the provision of this Part; or*
  - (3) The certificate holder does not conduct or cease all operations for which it holds authority in its Operations Specifications for more than the time specified in section 121.32a.*
  - (4) The certificate holder violates the provision of Aviation Act No. 1 Year 2009 as the basis for granting of the certificate, or violate requirements to conduct operation of its organization in accordance with authority granted, limitation imposed and procedures approved as they are specified on its Operation Specifications concerning; or*
  - (5) The certificate holder apply for renewal of validity of his Certificate.*
- (b) Operations Specifications issued under this Part are effective as long as the Air Operator Certificate or Operating Certificate is valid unless--*
- (1) The Operations Specifications are amended as provided in section 121.79;*

- (2) *The certificate holder does not conduct a kind of operation for more than the time specified in section 121.31 and fails to follow the procedures of section 121.31 upon resuming that kind of operation; or*
- (3) *The DGCA suspends or revokes the Operations Specifications for a kind of operation due to the incapacity of the certificate holder to operate of that kind of operation.*
- (c) *Within 7 days after a Certificate has been suspended, revoked or terminated under this Part, the Certificate and Operations Specifications must be surrendered by the certificate holder to the DGCA.*

5. Ketentuan butir 121.383 huruf (c) dan (d) diubah sehingga butir 121.383 berbunyi sebagai berikut:

*121.383 Airman: Limitations on Use of Services*

- (a) *No certificate holder may use any person as an airman nor may any person serve as an airman unless that person:*
  - (1) *Holds an appropriate current airman certificate issued by the DGCA;*
  - (2) *Has any required appropriate current airman and medical certificates in his possession while engaged in operations under this part; and*
  - (3) *Is otherwise qualified for the operation for which he is to be used.*
  - (4) *Has at least a current level 4 language proficiency (English), for international operations.*
- (b) *Each airman covered by Paragraph (a)(2) of this section shall present either or both certificates for inspection upon the request of the Director.*

- (c) *No certificate holder may use the services of any person as a pilot on an airplane engaged in operations under this part if that person has reached his or her 60th birthday. No person may serve as a pilot on an airplane engaged in operations under this part if that person has reached his or her 60th birthday.*
- (d) *In the case of operations with more than one pilot, no certificate holder may use the services of any person as a pilot on an airplane engaged in operations under this part and no person may serve as a pilot on an airplane engaged in operations under this part if that person has reached his or her 65th birthday.*

6. Ketentuan butir 121.412 huruf (c) angka (5) diubah sehingga butir 121.412 berbunyi sebagai berikut:

*121.412 Qualifications: Instructors for Flight Operations  
Officer and Flight Attendant*

- (a) *For the purpose of this section:*
  - (1) *A Flight Operations Officer Instructor is a person who has appropriate training experience and demonstrated ability to instruct Flight Operation Officer in all required training.*
  - (2) *A Flight Attendant Ground instructor is a person who has the appropriate knowledge, experience, training and demonstrated ability to instruct Flight Attendant in all required training.*
  - (3) *A Flight Attendant Company Instructor is a person who has appropriate knowledge, experience, training and demonstrated ability to instruct Flight Attendant in all required training.*

(b) *No certificate holder may use a person nor may any person serve as a instructor for Flight Operation Officer in a training program established under this subpart unless, with respect to the airplane involved, that person:*

- (1) Complete an approved Initial training program and held license of Flight Operation Officer;*
- (2) Complete instructor training Course or equivalent;*
- (3) Observe subject(s) being taught by a qualified Instructor (minimum of 40 hours observation);*
- (4) Be observed by a qualified Instructor teaching a course for at least eight hours;*
- (5) Maintain currency by teaching initial or recurrent training during the year.*

(c) *No certificate holder may use a person nor may any person serve as a Ground Instructor and Company instructor for Flight Attendant in a training program established under this part unless, with respect to the airplane type involved, that person:*

- (1) Complete an approved Initial training program and held, or in a case of Company Instructor, holds a certificate of flight attendant on type of aircraft;*
- (2) Complete instructor training Course or equivalent;*
- (3) Observe subject(s) being taught by a qualified Instructor (minimum of 40 hours observation);*
- (4) Be observed by a Company Instructor teaching a course for at least eight hours;*
- (5) For a Company Instructor, holds current and appropriate medical certificate to exercise his/her privileges as flight attendant.*

(d) *Completion of the requirement of this section as applicable shall be entered in the individual's training record maintained by the certificate holder.*

Pasal II

Peraturan Menteri ini mulai berlaku pada tanggal diundangkan.

Agar setiap orang mengetahuinya, memerintahkan pengundangan Peraturan Menteri ini dengan penempatannya dalam Berita Negara Republik Indonesia.

Ditetapkan di Jakarta  
pada tanggal 8 April 2016  
MENTERI PERHUBUNGAN  
REPUBLIK INDONESIA,

ttd

IGNASIUS JONAN

Diundangkan di Jakarta  
pada tanggal 19 Mei 2016  
DIREKTUR JENDERAL  
PERATURAN PERUNDANG-UNDANGAN  
KEMENTERIAN HUKUM DAN HAK ASASI MANUSIA  
REPUBLIK INDONESIA,

ttd

WIDODO EKATJAHJANA

BERITA NEGARA REPUBLIK INDONESIA TAHUN 2016 NOMOR 771

Salinan sesuai dengan aslinya

KEMENTERIAN  
KEPADA BIRO HUKUM



SR. ESTARI RAHAYU

Pembina Utama Muda (IV/c)

NIP. 19620620 198903 2 001