



**MENTERI PERHUBUNGAN
REPUBLIK INDONESIA**

PERATURAN MENTERI PERHUBUNGAN REPUBLIK INDONESIA

NOMOR PM 49 TAHUN 2016

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 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 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 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 (Berita Negara Republik Indonesia Tahun 2015 Nomor 409);
6. 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 ATAS PERATURAN MENTERI PERHUBUNGAN NOMORKM 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*), diubah sebagai berikut:

1. Diantara butir 63.51 dan butir 63.53 Sub Bagian C disisipkan 1 (satu) butir yaitu butir 63.51a yang berbunyi sebagai berikut:
 - 63.51a. Persyaratan Kecakapan Bahasa (*Language Proficiency Requirements*)

- (a) Personel navigator penerbangan dipersyaratkan untuk menggunakan radio telefoni 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 radio telefoni 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 radio telephony 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. Ditambahkan Appendix F "Language Proficiency Rating Scale", yang berbunyi sebagai berikut:

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTI ONS
Expert	Assumes a dialect and/or accent intelligible to the aeronautical community	Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task	Vocabulary	Able to	Comprehension is	Interacts

6	stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding	complex grammatical structures and sentence patterns are consistently well controlled	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.	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.	consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	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	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed	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

			when lacking vocabulary in unusual or unexpected circumstances	or formulaic speech to spontaneous interaction, but this does 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.	events. Deals adequately with apparent misunderstandings 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	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	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

	interfere with ease of understanding.			pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.		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.

— 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).

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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 28 April 2016

MENTERI PERHUBUNGAN
REPUBLIK INDONESIA,

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IGNASIUS JONAN

Diundangkan di Jakarta
pada tanggal 3 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 691

Salinan sesuai dengan aslinya

KEPALA BIRO HUKUM,

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