International Military Airworthiness Regulation Conference

Information Sharing through the Joint Working Group and the Future of TNI-AU regulations

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TNI-AU / ADF Safety & Airworthiness Joint Working Group

- Established 2011

- Joint team, working together to the benefit of both Air Forces towards the goal of zero accidents - through the development of strong safety cultures and supporting airworthiness and safety systems

- Significant tasks achieved together each year since, including:
  - Information sharing (see our website: tni-au-adf-jwg.org)
  - Attachments to progress JWG projects
  - Safety & Airworthiness Policy and Manuals
  - Publication Improvement Project
  - Hangar Improvement Project
  - Paint & Stripping Improvement Project
  - Safety Training
JWG Involvement in DASR

- JWG & TNI-AU received ADF DASR briefings over last two years
- Established a JWG Attachment project to formally investigate DASR program

- Objectives of the JWG attachment were:
  - to analyse the new Defence Aviation Safety Regulations
  - investigate potential improvements that could be applied within TNI-AU
  - Investigate benefits of regional alignment

- Attachment successfully concluded Jun-Jul 16

- TNI IMARC delegation sent to share key outcomes and further progress TNI aviation safety regulation improvements
New Regulations Advantages

TNI-AU Assessment

EMAR that is 95% identical to EASA rules represents an emerging global convention in military aviation technical regulations. TNI-AU recognises that the new regulations resolve deficiencies with the current technical regulations, while offering additional advantages of particular importance:

1) Action based on the results
2) Improved ability to read and use operating rules
3) Guarantees of aviation safety, commensurate with global practice
4) Interoperability in regional countries
5) Opportunities for global supply chains
6) Combined military/civilian work & facilities for similar aircraft & equipment
7) Increased capacity for commercial establishments under the approval of the Indonesian military airworthiness Authority
Similar Airworthiness Definition

- The ability of an aircraft, or other airborne equipment or system, to operate in flight and on ground without significant hazard to aircrew, ground-crew, passengers (where relevant) or to other third parties.
  (EMAR definition of airworthiness)

- The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation
  (Consistent with EASA use of this term and ICAO definition of “Airworthy”)

- The application of Airworthiness within military production and maintenance is to be at a level of safety that is reliably appropriate for the design and to support the human function throughout the life cycle
  (IMAA Indonesian Minister of Defence Regulation definition of airworthiness)
Indonesia, Australia and other countries are regulating the same target objects. We also already follow the applicable airworthiness provisions of international aviation, generally sourced from Europe (EASA or EMAR) and United States (FAA). Principal objects of inspection include:

- Design
- Production
- Facilities
- Personnel
- Quality Management
- Documents
Indonesia Vs Australia

A Few Differences

Differences in application of airworthiness

1. Structure of the Authorities

Indonesian military Airworthiness has two Authorities:
   1. **Initial Airworthiness** implemented by the Ministry of Defense at equipment purchase
   2. **Continuing Airworthiness** implemented separately by Air Force, Army and Navy. (For example: Flying and Work Safety Agency of Air Force manages Continuing AW based on the technical guidelines after 1 year from Initial Airworthiness certificate expiry)

While in Australia there is one Safety Authority under the command of DASA (Chief of Air Force as the Defence Aviation Authority)
2. Issue of Airworthiness Certificates

In Australia Airworthiness Certificates are typically issued once (include Continuing Airworthiness considerations). Aircraft can be maintained without issuing new certificates.

Within TNI, Military Airworthiness Certification depends on serviceability of the equipment. If equipment is unserviceable then the Airworthiness certificate is repealed, and reissued only after the equipment is fixed.
Conclusions and Recommendations on DASR

TNI sees significant benefits of this global regulation. If possible, TNI will pursue DASR-like regulations.

1. We are recommending that TNI Leadership further investigate the possibility of adopting this global Regulation.
2. This will require close coordination with stakeholders like Ministry of Defence and 3 services (Airforce, Navy and Army).
3. Similar to ADF, we are recommending one Airworthiness Authority under Air Force leadership. This will require agreement from Navy and Army about airworthiness responsibilities.
4. This process will take significant time.
THANK YOU