

Conference Paper

The Role of ICAO (International Civil Aviation Organization) in Implementing International Flight Safety Standards

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Abstract

This study offers an assessment of the work of International Organizations regarding the Role of the International Civil Aviation Organization (ICAO) in implementing international aviation safety standards, focusing on PT Lion Airlines in Indonesia. The study assesses the role of ICAO's goals for international aviation safety and analyses the organisation's safety standards as applied in Indonesia to PT Lion Airlines. Descriptive analysis is employed to describe all events or processes that are taking place by collecting data and then analyzing and interpreting it in a hypothesis testing. Based on the results of this study, ICAO performs a valuable role in ensuring safety and security in international flights.

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Keywords: ICAO's Role; Aviation; Safety.

1. Introduction

One type of transportation that is needed by humans fulfillment of its needs is air transportation. Air transportation is any activity using an airplane to transport passengers, cargo and post for one or more trips from one airport to another or several airports. (For more details, see PP. 40 th 1995 concerning Air Transport)

The rapid advancement of science and technology in the field aviation has been able to improve the quality of aviation services and is also able to create sophisticated and diverse aviation equipment. The development of aviation technology has a positive impact on the safety of domestic and foreign aviation. (Martono, K. (1999). *Tim Analisis Awak Pesawat Udara Sipil*. Jakarta. p.1)

In this context, humans need safe, fast transportation and regularly in supporting the mobility of life, both in local, national and international transportation. Humans want the transportation of trains, buses, ships, planes and others to run safely, quickly and

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regularly and also at affordable costs or fees. (Supriadi, Yaddy. (2012). Keselamatan Penerbangan Teori & Problematika. Tangerang: Telaga Ilmu Indonesia. p.57)

The need for transportation services is highly qualitative in nature and has different characteristics as a function of time, destination of travel, frequency, type of cargo being transported, and others. The realization of effective and efficient transportation can support and simultaneously drive the dynamics of development; increasing mobility of people, goods and services; helping to create a stable and dynamic national distribution pattern; as well as supporting regional development and strengthening the development of social life, especially in enhancing international relations.

Transportation services that are not in accordance with the need for movement cause the transportation system to be useless. The need for movement is inherent in nature. Movement occurs because of the process of fulfilling needs. Aviation is part of a transportation system that has the characteristics of being able to move quickly, using high technology, being capital intensive, reliable management, and requiring optimal safety and security guarantees. (Act No. 1 of 2009 Concerning Aviation) The main characteristic of a transportation infrastructure system is serving users. Transportation infrastructure systems must always be used anywhere and anytime. Therefore, it is very important to know the magnitude of the need for transportation in the future so that it can carry out resource efficiency by regulating or managing the transportation infrastructure system needed.

Flight itself is everything related to the use of airspace, aircraft, airports, air transportation, aviation security and safety as well as other related supporting activities and facilities. (Article 1 Number 1 Act No. 15 of 1992 concerning aviation) Aviation is also an integrated system consisting of the use of airspace, aircraft, airports, air transportation, aviation navigation, safety and security, the environment, as well as other supporting facilities and public facilities. (Ibid)

About aviation safety (Safety Aviation) we should understand the organization that creates safety assurance regulations for aviation in the world. Historical records are the signing of The Chicago Convention on December 7, 1944 by 52 countries known as "the founding members". This convention then mandated the formation of a world civil aviation organization. Furthermore, ICAO set the date as World Civil Aviation Day. The world aviation organization that is included in the United Nations called ICAO is an agency under the United Nations whose activities are to prepare international civil aviation regulations, carry out distribution and monitor and evaluate their implementation. ICAO was born on the initiative of America's allied countries, precisely on November 1, 1944 to December 7, 1944, by 52 US allied countries gathered in Chicago: they held a

conference known as the “Chicago Conference 1944”. Discusses civil aviation problems that must be resolved at the end of world war.

2. Research Methods

This type of research is a qualitative method. According to stating that qualitative research methods are the most appropriate type of research method in capturing human perceptions only with direct contact and an open mind and through inductive processes and symbolic interactions, humans can recognize and understand something. (Semi-awan, C. R. (2010). *Metode Penelitian Kualitatif: Jenis, Karakteristik dan Keunggulannya* (Arita L (ed.)). Grasindo) This research was conducted descriptively by using a theoretical framework based on forecasting analysis. The research method used is divided into two parts, namely the data collection process and the analysis and evaluation process. The secondary data collection process is carried out through a library survey, covering government policies in the field of ship safety.

3. Results and Discussion

3.1. World of International Aviation

The Wright Brothers, consisting of two brothers, Orville Wright (19 August 1871 - 30 January 1948) and Wilbur Wright (16 April 1867 - 30 May 1912) Awards for the design and design of the first effective aircraft, which used an aircraft engine. (http://file.upi.edu/Dirirectory/FPIPS/LAINNYA/SUGENG_PRIYADI/UPI_Bhn_Kuliah_MRL.pdf page 1 accessed on 17 October, 2020) On December 17, 1903, the Wright Brothers flew for the first time a four-mile controlled aircraft over the sandy hills of Kitty Hawk, North Carolina, soaring for 12 seconds, reaching 37 meters off the ground. Now more popular with the name “Kitty Hawk”. The original Flyer aircraft is now at the Aerospace Museum in Washington DC, United States

The function and use of airplanes for the world:

1. BEFORE WORLD WAR II The “London Daily Mail” non-stop flight as sponsor of \$ 50,000 1925 Kelly Air Mail is authorized by the Post Office Dept. 1926 grew and developed 14 Domestic Airmail companies

2. DURING WORLD WAR II Growing production of Small Aircraft 1941 workers in Aviation Industry 193,000 to 450,000 people Number of passengers carried 3,375,000 Number of airlines 18
3. AFTER WORLD WAR II Aviation technology developed (Jet Propulsion, aerodynamics, radar) 1945 The number of aircraft reached 40,000 units Boeing aircraft factory received a contract from the necessary Military Technology.

3.2. Transportation Organization

As a company that produces transportation services with a location or area in accordance with the wide area of the route network served, the organizational structure must be based on the region, namely by having representatives at that location. The structure of the transportation organization can take the form of decentralized or centralized as well as line/line or line/staff organizations. <http://www.informasi-pendidikan.com/2013/02/perbedaan-penelitian-kuantitatifdan.html?m=1> accessed on 17 October, 2020)

3.3. Flight Industry

Is an air transportation service business to carry/move people/goods from one place to another by using an airplane and involving various other supporting business activities. (Chapter VI International Standard and Recommended Practices Article 37 accessed on 17 October, 2020)

3.4. Flight Safety

Aviation Safety is a condition where the requirements for safety and utilization of airspace, aircraft, airports, air transportation, flight navigation and other supporting facilities and public facilities are met. Security and safety in a civil aviation is very important and also depends on the security of the airport that departed the aircraft. Given the many threats from acts of unlawful interference both on the ground and in the air. Also other supporting installations at an airport.

Aviation safety is influenced by several factors, including the physical condition of the aircraft, the condition of the flight crew, infrastructure and natural factors. But the main factor is the physical condition of the aircraft. The physical condition of an aircraft depends on the maintenance performed. In this case the government plays an important role, one of which is by improving aviation infrastructure such as buildings, structures,

lights, aerodromes, vehicle runways, facilities, communications, websites and others. If all these factors work well, it will create safety and give a sense of security to passengers and can reduce the rate of flight accidents that occur. (<http://m.merdeka.com/profil/indonesia//lion-air/> accessed on 18 October, 2020)

In the world of aviation, compliance with high safety standards is an absolute necessity. Aviation safety needs to be implemented in all sectors, both in the fields of transportation/air transport operations, airports, navigation, maintenance and repairs as well as training that refers to the rules of the International Civil Aviation Organization (ICAO).(<http://www.icao.int/> accessed on 18 October, 2020)

Prioritizing and protecting national aviation, supporting equality, growth and stability, as a driving force, driving force and supporting national development as well as strengthening relations between nations. (<http://devolamartania.blogspot.co.id/2014/03/pengertian-dan-tujuan-icao.html> accessed on 18 October, 2020) These rules are also regulated in various laws starting from Act No. 2 of 1976, Act No. 1 of 2009 which is a revision of Act No.15 of 1992 which regulates domestic civil aviation, starting from the safety and security standards of an aircraft, security and safety standards for a civil airport, as well as on procedures for security checks in a civil airport.

“The combined human and material resources are used to protect civil aviation from acts of unlawful interference. “A condition that provides protection to airlines from actions against the law through integrated use of human resources, facilities and procedures.” Safety is a top priority in the world of aviation, there is no compromise and tolerance. (Convention on International Civil Aviation, signed at Chicago) Safety in a civil flight also depends on the security of the airport from which the aircraft is sent. Given the many threats from interference against law, both when the aircraft is on the ground and in the air. Also other supporting installations at an airport.

By considering these various reasons, the world aviation organization included in the United Nations called ICAO issued several rules to maintain the security and safety of a flight as well as a civilian airport from illegal actions.

In this case, there are only two categories in global aviation safety standards, namely category 1 pass (pass) and category 2 failure (not pass). If the aviation regulator or authority of a country is incompetent, then all airlines in that country are practically not guaranteed safety. On the other hand, if the state regulator passes or falls into category 1, but it is found that there is a serious violation on one or several airlines in that country, then only the airline that violates it will be sanctioned.

Basically, by complying with applicable safety procedures, it can improve safety in flight so that a safe, comfortable and safe flight can be created. Since its inception,

aviation and air transportation activities have a prominent international character, both in terms of economic-commercial and regulatory aspects. Nowadays, air transportation has become a global industry which involves almost all countries in the world and the air law that regulates the industry proves that uniformity of regulation can be achieved internationally. (Suwardi. (1994). Writing Scientific papers on the determination of responsibility carriers engaged in international air freight cooperation. The Development Agency National Law, Jakarta: Ministry of Justice.p.4)

Regarding the operation of air transportation, it cannot be separated from the economic growth of the people who use air transportation services served and also the trend of global economic development. In line with improving national economic growth, the role of the Government, which was originally a service provider and actor of economic activities, will change to become a regulator. As a regulator, the Government is only tasked with issuing various regulations, implementing certification and supervision to ensure the implementation of air transportation that meets aviation safety standards. Indonesia, which is also a member of the ICAO and should comply with the standards for flight safety, applies to all airlines in Indonesia,

In this case, the Indonesian airline company that we know as Lion air, Lion Air is one of the leading airlines in Indonesia under the auspices of PT Lion Mentari Airlines. This airline was first established since October 1999 and started airing since June 30, 2000. (<http://zeppelinpink.blogspot.co.id/2013/02/icao-dan-iata.html> Konvensi Penerbangan Sipil Internasional sebagaimana diatur dalam Pasal 43 sampai pasal 63 Konvensi Chicago /accessed on 18 October, 2020) Its first flight route was Jakarta-Pontianak using a Boeing 737-200 aircraft. Since it was first introduced to the public, in fact this airline has been accepted by Indonesian society. This is because airlines offer quality flight services at affordable prices. With this also in 2003, Lion Air became chairman of the Asia Pacific Regional Aviation (ARA) International Conference which was held on 19 November 2003 in Singapore.

In its development, Lion Air has also become the official airline of Miss Universe and Puteri Indonesia since 2004 and Miss Asean the following year. Lion Air also cooperates for the development of Myanmar Airlines by sending crew and technicians directly to Myanmar. In addition, with the newest Boeing 737-900ER fleet, which is the newest generation of Boeing's Next Generation 737, Lion Air has become one of the largest operators and prime buyers of the aircraft. With a mission that refers to consistent service, safety and security and adhering to high commitment and dedication in the operation of flight services, Lion Air has developed into one of the airlines of choice for consumers. Until now, Lion Air has flown with various destinations in more than 36

cities in Indonesia and penetrated to Singapore, Malaysia and Vietnam. Assisted by fleet facilities with a total of 15 aircraft, namely the Boeing 737-900ER, Boeing 737-300, 400 and Boeing MD-90 and will continue to grow in the following years.

Lion Air Group continues to improve security and safety guarantees for passengers on board. One of them is by reducing the level of threats that interfere with smooth flight. safety factor is the main door to flying safety assurance. There is no tolerance for any violation of regulations.

Safety is the top priority in the world of aviation, no compromise and tolerance. The government is committed that "Safety is Number One" in accordance with Act No. 15 of 1992 The government guarantees that all domestic airlines including the Lion Air Group meet safety standards. He has also supported security issues through various mandatory provision of facilities from the airport. These mandatory facilities include hand held, metal detectors, baggage control, and x-rays. Even security guards are way of all passengers who enter the airport as violators of the law. There are two elements that contribute to aviation safety.

1. The first element, the airplane itself, how the plane is designed, built and maintained.
2. the country's aviation system, airports, air traffic lanes, and air traffic controls.
3. airlines flight operations relating to the control and operation of aircraft on airlines.

It is the responsibility of a country's aviation regulator to ensure aviation safety at the highest level in these three elements. On the basis of the above explanation, the authors wrote in the title of the study as follows: "the role of ICAO in implementing international aviation safety standards: analysis of PT Lion Airlines."

3.5. International Civil Aviation Organization

The 1944 Chicago Convention became the forerunner to the birth of the ICAO in 1947. The nature of the rules of the Chicago Conference is Standard And Recommended Practice (SARPs), which means that there are regulations that are mandatory/"mandatory" and there are regulations that are only "recommended"/recommended. Chicago Convention 1944: It is a very influential International Civil Aviation Convention; Is a source of international law in the field of civil aviation; It is morally binding on every member state of the United Nations (an independent and sovereign state), through the instrument "Ratification" or "Adhere" (submission) <http://zeppelinpink.blogspot.co.id/2013/02/icao->

dan-iata.html Convention on International Civil Aviation as provided for in Article 43 to Article 63 of the 1944 Chicago Convention, accessed on 19 October, 2020).

ICAO was born preceded by the formation of the famous “preparation committee for the formation of ICAO” dengan PICAQ (Provisional Civil Aviation Organization). PICAQ was officially formed on June 6, 1945 in Montreal Canada. Functioning until April 4, 1947. ICAO was officially formed on April 4, 1947, in Montreal Canada. Became a body under the United Nations on May 13, 1947. Each member state of the United Nations (independent and sovereign countries) can become a member of ICAO. The main interests and objectives of ICAO are Security & Safety, Efficiency and Order (Security & Safety, Efficiency, Regularity). ICAO’s headquarters are in Montreal (Canada). Regional offices are spread across 7 (seven) regions:

1. Mexico City (Mexico).
2. Lima, Peru).
3. Paris (France).
4. Dakkar (Senegal).
5. Cairo (Egypt).
6. Nairobi (Kenya).
7. Bangkok (Thailand).

The languages used by ICAO in publishing and disseminating regulations in the field of civil aviation are (English, French, Spanish, Arabic, Chinese and Russian). ICAO is a special agency (aviation) under the United Nations (UN) which in 2012 consisted of 191 member countries, mainly represented by the civil aviation authorities of a member country. (<http://www.indonesia-icao.org/template.html#juduldokumen2> accessed on 15 January 2016)

An organization consisting of a general assembly, a daily council, and other bodies deemed necessary and aimed at: (Article 43 of the 1944 Chicago Convention) discuss 3 concepts as follows:

1. The concept of internationalization suggested by Australia and New Zealand.
2. The American concept that is free for all. Free competition concept or free enterprise.
3. English intermediary concept concerning regulation and supervision.

After going through a long and interesting debate, the English concept was finally accepted by the conference. At the end of the conference, the session received 3 (three) instruments, namely;

1. Convention concerning international civil aviation
2. Agreement regarding the transit of international air services
3. Agreement on international air transport. (Article 44 of the 1944 Chicago Convention)

The purpose of the International Civil Aviation conference became clear at the opening of the International Civil Aviation convention signed in Chicago in 1944. (Convention on International Civil Aviation, signed at Chicago 7 December 1944) In this case it is used to increase friendship, maintain peace and mutual understanding between nations, visit the world community and can prevent two terrible world wars, can prevent friction and can be used for cooperation between nations that can maintain world peace. Therefore, the conference participating countries agreed to regulate the basic principles of International Civil Aviation, foster safe, smooth, orderly Civil Aviation and provide equal opportunities to member States to organize international air transport and prevent unfair competition. Article 1 of the Chicago Convention recognizes that every sovereign state has complete and full sovereignty over the space above its territory. The consequence of the principle of sovereignty in the air is that no aircraft flies through the national airspace of a member State without obtaining prior permission on how high or low the aircraft conducts its flight.

Based on the principle of sovereignty in the air, foreign aircraft together with their air crew and passengers must comply with the national laws and regulations of the State where the aircraft is flying. The consequence of sovereignty in the air can be seen from the provisions regarding cabotage, namely the supervision of aircraft without crew, the authority to determine prohibited areas, the determination of airports that can be landed by international flights, the entry permit for member countries, the search for and assistance as well as landing and take-off, assistance in case the aircraft is in danger and finally the investigation into the face of danger and the investigation of aircraft accidents. (<http://lontar.ui.ac.id>. Accessed on 19 October, 2020)

3.6. ICAO Development and Identification

Permanent Organization, ICAO is a permanent organization that is an organization established for an indefinite period of time. As long as flights in the air are still carried out by countries, this ICAO will still exist as a standardization of civil aviation.

Public Organization, ICAO is a public organization that is established or its members are government (intergovernmental) that meet the requirements as determined, including:

1. This ICAO organization was founded under International Treaties,
2. The ICAO organization has an apparatus (organ) called the Assembly which is listed in article 43 of the 1944 Chicago Convention.
3. The law that applies to ICAO is the Chicago convention as international law for ICAO member States.

Judging from the membership:

1. *first* ICAO belongs to an international organization that is universal in nature, namely an organization whose membership consists of countries without distinguishing their governmental system or economic system.
2. *Second*, ICAO is an international organization that was formed because of its main interest, namely cooperation at the international level in the field of air transportation.
3. *Third*, ICAO is a heterogeneous international organization, because the countries that are incorporated in this organization consist of various countries with different political, economic, cultural views and levels of development.

Result of the 1944 Chicago convention

1. The Interim Agreement on International Civil Aviation (temporary agreement on international civil aviation).
2. The main Chicago Convention on International Civil Aviation (with the enforcement of this 1944 Chicago convention, the Interim Agreement is no longer valid)
3. The International Air Service Transit (2 Freedom Agreement) (international agreement on air transit services and this agreement is called a two freedom agreement, because in this agreement it states that there are two freedoms, namely:
 - Transit only passing not descending

- Transit which means getting off but not for a specific purpose, only to refuel, clean the plane, etc. (for technical purpose)
4. The International Air Transport Agreement (5 Freedom Agreement) (international agreement on air transportation) includes:
- (a) Transit (not down)
 - (b) Transit (technical purpose)
 - (c) Just dropping off passengers, cargo etc.
 - (d) Only raising passengers, cargo etc.
 - (e) Combined the two (raise and lower it)

5. *Twelve Technical Annexes*

They are technical regulations that must be obeyed by States, but are not included in the convention so that they are included in the annex, for example on how pilots work, etc.

3.7. Legal Foundation

The basis of the ICAO international organization is the Chicago convention of 1944 as a source of international air law until now. The status of the 1944 Chicago Convention includes:

1. It is a very influential International Civil Aviation Convention;
2. Is a source of international law in the field of civil aviation;
3. Morally binding every member state of the United Nations (an independent and sovereign state), through the instrument "Ratification" or "Adhere" (submission).

Material at the 1944 Chicago convention:

1. Part I: Air Navigation
2. Part II: The International Civil Aviation Organization (ICAO)
3. Part III: The International Air Transport
4. Part IV: Final Provision

3.8. Organizational structure

1. The Assembly

Hold meetings every 3 years Additional meetings are held from time to time (at the invitation of the Daily Council)

2. The Council (Daily Council)

The composition of members consists of 33 countries Elected by the General Assembly for a period of 3 years (As a permanent body and responsible to the General Assembly).

3. The Air Navigation Commission

Composition consists of 15 members (at the agreement of the Daily Council) Members consist of the nominations of each member country. Members have qualifications and experience in the field of aviation Committees have also been formed so that ICAO can carry out its duties properly, including: 1. Air Navigation Committee 2. Air Transport Committee 3. Joint Air Navigation Services Committee 4. Financial Committee 5. Committee on the influence of unlawful action on international civil aviation and its facilities.

3.9. Purpose of the ICAO Organization

Listed in article 44 of the Chicago convention, which reads: “The aims and objectives of the Organization are to develop principles and techniques for international air navigation and to encourage planning and development of international air transport so that it can:

1. Insure the safe and orderly growth of international civil aviation worldwide;
2. Promote the art of aircraft design and operation for peaceful purposes;
3. Promote the development of airways, airports and air navigation facilities for international civil aviation;
4. Meeting the needs of the nations of the world for safe, orderly, efficient and economical air transportation;
5. Prevent economic waste caused by unreasonable competition;
6. Ensure that the contract rights of the Union are fully respected and that each Member State has fair opportunities to operate international flights;

7. Avoid discrimination between union contractors;
8. Improve flight safety in international air navigation;
9. Promote general development of all aspects of international civil aeronautics.

3.10. Membership

a. Classification of Membership

The principle of membership in the ICAO applies the principle of universality, which is that it does not differentiate between the governmental, economic or political systems adopted by member States. Article 92 Compliance with the Convention which reads “This Convention is open for compliance by members of the United Nations and the States associated with them, and a country that has remained neutral during the current world conflicts.

b. Membership requirements

Countries wishing to become members of the ICAO must meet the following requirements

Article 91 Ratification of the Convention

(1) “This Convention is subject to ratification by the signatory States. The instrument of ratification will be kept in the archives of the United States Government, which will provide notification of the date of deposit to each signatory and compliant country.”

(2) “As soon as this Convention has been ratified or complied with by the twenty-six States, it shall enter into force among them on the thirtieth day after the deposit of the twenty-six instruments. This shall enter into force for each State which ratifies after on the thirtieth day after the deposit of the instrument of ratification.”

By considering these various reasons, the world aviation organization included in the United Nations called ICAO issued several rules to maintain the security and safety of a flight as well as a civilian airport from illegal actions.

In this case, there are only two categories in the global aviation safety standard, namely category 1 pass (p; pass) and category 2 failure (not pass). If the aviation regulator or authority of a country is incompetent, then all airlines in that country are practically not guaranteed safety. On the other hand, if the state regulator passes or falls into category 1, but it is found that there is a serious violation on one or several airlines in that country, then only the airline that violates it will be sanctioned.

Concrete steps in accordance with the provisions of the ICAO that this body formally began to exist on April 4, 1947, as a continuation of the PICAO (Provisional International

Civil Aviation Organization), which began functioning after the 1944 Chicago convention, The purpose and objective of ICAO is to develop principles and international air navigation techniques and fostering international air transport planning and development. (<http://kumpulankaryasiswa.wordpress.com> accessed on 19 October, 2020)

ICAO policies as outlined in the 18 Annex and its various derivative documents which are always and continuously updated through amendments are policies that are decided based on accountable truth, namely scientific truths obtained from various research and development) from various related disciplines both in the form of theories and analytical models. ICAO policies as outlined in the 18 Annex and its various derivative documents through decisions taken in the General and Council Sessions, are policies based on justifiable scientific truths. (Supriadi, Yaddy (2012). *Aviation Safety Theory & Problems*. Tangerang: Telaga Ilmu Indonesia. p. 1)

Eighteen Annexes to the 1944 Chicago Convention are basically a standard of eligibility shown to all ICAO members to ensure the safety of international flights, but in practice these SARPs are also aimed at airworthiness standards for international flights. This Annex also serves as the foundation for ICAO to establish International Standard and Recommended Practices (ISRs/SARPs). The eighteen Annexes are Convention On International Civil Aviation Annex 1 to 18 International Civil Aviation Organization. (Moegandi, Achmad. (1996). *Getting to know the world of Civil Aviation*. Jakarta: Pustaka Sinar Harapan. p.32)

ICAO never made a zero accident target. Zero accident is a goal that will never be achieved (unachievable goal). In the Global Aviation Safety Plan (GASP) the target to be achieved by ICAO is to reduce the number of fatal accidents throughout the country, significantly reduce the number of accidents (accident rates), especially in areas with high accident rates, striving so that by the end of 2011 there is no single area with two accidents. times the number of accidents worldwide. What must be made and determined by the State and efforts to achieve it is an acceptable level of safety, the number of accidents that can be received in a few thousand or million flights. (Ibid)

The International Civil Aviation Organization as an international organization is a special agency (special agency) of the United Nations not only plays a role in advising and supervising airport development, procurement of communication systems, flight navigation, aircraft design, modernization of aviation equipment, creating aviation regulatory standards and various

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