

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Ulaanbaatar, Mongolia
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AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING
FROM THE PREVIOUS CONFERENCE

**INDONESIA KNKT AIRCRAFT ACCIDENT AND INCIDENT
INVESTIGATION TRAINING CAPABILITIES**

(Presented by Indonesia)

INFORMATION PAPER

SUMMARY

Investigation is an activity requires special knowledge and skill. The *Komite Nasional Keselamatan Transportasi* (KNKT) or National Transportation Safety Committee (NTSC) as independent investigation authority of Republic of Indonesia responsible to conducts investigation of civil aviation accident and/or serious incident within the territory of Republic of Indonesia accordance to the Annex 13 to the Convention on International Civil Aviation.

KNKT has established several trainings to improve the skill and knowledge of the investigators.

INDONESIA KNKT AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION TRAINING CAPABILITIES

1. INTRODUCTION

1.1 Aircraft accident investigation is a specialized task which should only be undertaken by qualified investigators. Qualified investigator is a person who has been trained appropriately in the accident investigation techniques required to participate in or to conduct an aircraft accident investigation.

1.2 Since accident investigations will often involve specialized areas, it is important that those selected for training as investigators understand the aviation infrastructure and are able to relate to the many different areas of aviation.

1.3 Since the outcome of an accident investigation is largely dependent upon the aviation knowledge, skills and experience of the assigned aircraft accident investigators, they should have:

- a) An understanding of the depth of investigation that is necessary in order for the investigation to conform with the legislation, regulations and other requirements of the State for which they are conducting the investigation;
- b) A knowledge of aircraft accident investigation techniques;
- c) An understanding of aircraft operations and the relevant technical areas of aviation;
- d) The ability to obtain and manage the relevant technical assistance and resources required to support the investigation;
- e) The ability to collect, document and preserve evidence;
- f) The ability to identify and analyze pertinent evidence in order to determine the causes and, if appropriate, make safety recommendations; and
- g) The ability to write a final report that meets the requirements of the accident investigation authority of the State conducting the investigation.

1.4 In addition to technical skills and experience, an accident investigator requires certain personal attributes. These attributes include integrity and impartiality in the recording of facts; ability to analyze facts in a logical manner; perseverance in pursuing inquiries, often under difficult or trying conditions; and tact in dealing with a wide range of people who have been involved in the traumatic experience of an aircraft accident.

2. DISCUSSION

2.1 It is the policy of the KNKT to provide appropriate training of investigators consistent with international standards and best practices to ensure that KNKT investigators are qualified to conduct their duties.

2.2 Investigators require different levels of experience, knowledge and training according to the particular role to which they are assigned. Investigators should receive training commensurate with their responsibilities as an accident investigator, group leader, Investigator in Charge, accredited representative, adviser or expert/specialist. The training guidelines and course syllabi should be planned in such a way that the investigators receive appropriate levels of training that will enable them to perform efficiently in any of the roles assigned to them.

2.3 KNKT has established several trainings that are performed internally such as:

1. **Aircraft Accident Investigation Fundamental Training (AAIF)**, is five-day training with objective of providing the participant with the fundamental principal of conducting investigation such as rules and regulations related to investigation, conducting on-site investigation, and collecting and preserving evidences.
2. **Human Factors for Transportation Investigation**, is four-day training with objectives of understanding the human factors principals that may involve in the accident/incident.
3. **Investigation Analysis Training**, is three-day training with objective of provide the understanding of define analysis terms and concept of the investigation analysis.
4. **Blood-borne Pathogen Training**, is one day training to provide awareness of the hazard that may exist during the investigation and proper personal protective equipment for investigator during conducts an investigation.
5. **Cognitive Interview Training**, is one day training with objective to provide investigator with knowledge and skill to conduct interview in gathering information with various type of interviewee or witness.

2.4 The trainings were developed with cooperation of KNKT and Australia Transport Safety Bureau (ATSB) based on the ICAO Annex and documents to meet the international standards and presented by experienced senior investigators or relevant experts. The training material is updated regularly to accommodate the latest experience, standard practices and current regulations.

2.5 In 2015, the Aircraft Accident Investigation Fundamental Training (AAIF) conducted with participants from Indonesia and Kenya.

2.6 In 2016, KNKT conducted trainings as follows:

- Blood-borne Pathogen Training, 4 April 2016 in Jakarta
- Accident Incident Investigation Workshop in cooperation with Surabaya Airport Authority Office, 24 - 25 May 2016 in Surabaya
- Investigation Analysis Training, 6 - 8 September 2016 in Bogor
- Basic Aviation Safety Investigation Training jointly held with PT. Angkasa Pura II, 3 - 7 October 2016 in Tangerang

2.7 In 2017 (as per June 2017), KNKT conducted trainings as follows:

- Report Writing Training, 13 March 2017 in Jakarta
- Human Factor for Transportation Investigation Training, 17-20 July 2017 in Bandung.

3. ACTION BY THE CONFERENCE

3.1 KNKT will submit the training program for 2018 to ICAO. The States willing to participate in KNKT training are welcome.

3.2 The Conference is invited to note the information contained in this Paper.