



# INDONESIA ROLLS OUT NEW AIRCRAFT MAXIMUM-AGE RESTRICTIONS

News / Airlines



The **Indonesian** Ministry of Transport has announced further **restrictions** on locally-registered **aircraft** that operate within the confines of the south-east Asian archipelago.

Transport Minister Ignatius Jonan last month amended Indonesia's Civil Aviation Safety Regulations forbidding the importation, registration and use of commercial passenger aircraft older than ten years of age while freighters are limited to fifteen years of age.

Meanwhile, existing commercial passenger and cargo aircraft already in service with local operators may not exceed thirty years of age. According to the ch-aviation aircraft database, the following commercial Indonesian carriers would be affected by this part of the new law: [Cardigair](#) (one [B737-300\(F\)](#)), [Jayawijaya Dirgantara](#) (one [B737-200\(F\)](#)), [My Indo Airlines](#) (one [B737-300\(F\)](#)), [Pelita Air](#) (two [Dash 7s](#)), [Tri-M.G. Intra Asia Airlines](#) (one [B727-100\(F\)](#), one [B727-200\(F\)](#), and one [B737-200\(C\)](#)), [Trigana Air Service](#) (two [B737-200Advs](#)), and [xpressair](#) (one [B737-200Adv](#)).

Local operators have been given until October 15, 2018, or 36 months from the promulgation of

this regulation, to comply.

Operators that do not comply with the directive will be subject to unspecified penalties in addition to having non-compliant aircraft removed from their respective Air Operators Certificates (AOC).

As part of a renewed drive to improve Indonesian aviation's safety oversight, Jonan's administration has, over the past six months, enforced several already-promulgated laws including those that relate to the minimum number of aircraft commercial airlines must operate as well as minimum financial indicators.

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**SOURCE: CH AVIATION**

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