

CHAPTER II

DISCUSSION

Now days, safety and regularity of the aviation of an aircraft is very important.

Good relation between pilot and aerodrome, especially Air Traffic controller (ATC) is very important to support the regularity and safety. One of them is Notam. Notam stands for notice to Airman.

2.1 NOTAM (Notice to Airman)

Notam is one of the messages that is enables to support safety, regularity, and efficiency of flight. The definition, basic, format, function, basic, format, message series,number and identification series, information to be promulgated, and not to be promulgated by Notam.

The duties of Briefing Office, Briefing Office to publish the Notam and example of Notam, will be discussed further:

2.1.1 The Definition of Notam

Notam is a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aerounctical facility, service, procedure or hazard, the timely knowledge of which as essential to personnel concerned with flight operations. A Notam shall be orinated and issued promptly whenever the information to be distributed is a temporary nature and of short duration or when operationally significant permanent changes, except for extensive text or graphics.

2.1.1 The Function of Notam

The basic purpose of notam is to notify information to the user in advance of the information about the event which will take place and influence the regularity and flight safety.

2.1.2 Basic Notam Elements

The Notam is one of the basic elements that allows an integrated automated AIS (Aeronautical Information Service) system to be developed progressively while at the same time assuring that over all compatibility can be achieved.

2.1.4 Notam Format

The Notam format purposes to standard the presentation of the different types of information announced by Notam.

The Notam format essentially contains of two parts:

- a. The part of communication service handling message about the priority indicator, addresses, date and time of filing and the originator's indicator .
- b. The part which contains the Notam messages.

2.1.5 Message Series, Number and Identification Series

Notam must be allocated a Serial Number in order on the calendar that addresses have a means of checking continuity. The number must be consecutive and based on the calendar year.

Identification of Notam

1. NOTAMN

NOTAMN stands for Notice to Airman of new information. If it concerns a Notam containing new information.

2. NOTAMR

NOTAMR stands for Notice to Airman of Replacing. If it concerns a Notam containing replacing a previous Notam, and this must be followed by the series and number year of the Notam replaced.

3. NOTAMC

NOTAMC stands for notice to Airman of canceling. If it concerns a Notam canceling previous NOTAMC must be followed by the series and number of year which was cancelled.

4. ASHTAM

It is special series Notam notifying by means of a specific format change in activity of a volcano, a volcanic eruption or volcanic ash could? that is of significance to aircraft operations.

Each Notam shall be as brief as possible and so compiled that its meaning is clear without the need to refer to another document. And shall be transmitted as a single telecommunication message.

2.1.6 The Example of Notam

NNNNZCZC CBA028 130229

GG WICTYOYW

130231 WRRRYNYX

(C0525/11 NOTAMN

Q) WAAF/QMNHW/IV/BO/A/000/999/0344\$13757E005

A) WABQ

B) 1107130230 C) 1110130800 EST

D) JUL 13 0230-0800 AND JUL 14-OCT 13 2200-0800

E) APRON IN MULIA AIRPORT NML OPS BUT CTN ADZ DUE TO CUT AND FILL
WIP.

RMK: HEAVY EQPT PRESENT)

2.1.7 Information to be Promulgated by Notam

A Notam shall be originated and issued concerning information:

- a. Establishment, closure or significant changes in operation of aerodrome, runway, Aeronautical Information Service, Aeronautical Telecommunication Services, Communication, Navigation, Meteorology.

- b. Interruption of return to operation of major components of aerodrome lighting system.
- c. Changes to and limitations on availability of fuel, oil, and oxygen.
- d. Major changes to search and rescue facilities and services available.
- e. Presence of hazard which affect air navigation (including obstacles, military, excercises, display, races, major parachuting, event outside promulgated sites).
- f. Allocation, cancellation or change of location indicators.

2.1.8 Information not to be Promulgated by Notam

- a. Routine maintenance work on aprons and taxiways which does not affect the safe movement of aircraft.
- b. Runway marking work, when aircraft operations can safety be conducted on other available runways, or the equipment used can be removed when necessary.
- c. Temporary obstacles in the vicinity of aerodrome heliports that do not affect the safe operation of aircraft.
- d. Partial failure of aerodrome heliports lighting facilities where such failure does not directly affect aircraft operations.

- e. Partial temporary failure of air ground communications when the alternative frequencies are available and operative.
- f. Other information of a similar temporary nature.

2.2 Briefing Office to Publish the Notam

If there is damage which influences the aviations, that is usually reported by the unit in the airport such as the damage in the runway which is reported by runway facility. So, those units convey to the briefing office staff. Then the briefing office analyzed that problem whether it can be published as a Notam or not.

If that problem influences the safety of the aviation so the staff make a staff of Notam and send it to the Notam office in Jakarta, the Notam office will inform that problem to the aerodrome which need it and Briefing office also inform it to the airlines.

2.3 Relation With the Staff in Raden Inten II Airport

In this part, the writer told about her relation with the entire object when she did the field practice. Those will be discussed on the next paragraph.

2.3.1 The Relation with Briefing Office Staff

The writer was placed in the officer office in the first week of field practice. The writer's, Drs. Sudirman.m,pd. was taking over the writer and her field practice team to Mr. Syafrudin.S.IP.

After that the writer had been placed at the Radin Inten II Briefing office (BO) since the second month until the end of the field practice.

The staffs are very friendly, responsible and good teacher for the writer. They gave the information about aviation and informed the duties in Briefing Office. And they taught how to use the telex machine and fill logbook. The writer met Mr. Azwan and Mrf. Yusuf at her first day in Briefing Office. They are staff of Briefing Office. On the next day, the writer met Mr. Suharno, Mr. Hasyim, Mrs. Weni, Mrs. Rosviana, Mr. Benny, Mr. Wahyu and the coordinator of Briefing office, Mr. Moh. Yamin, they also taught the writer how to send Arrival, Flight Plan, Departure, and Channel Check messages. And the staffs also gave motivation and suggestion to the writer.

2.3.2 The Relation with Information Service Staff

The writer's relation with Information Service Staff is only by telephone. The writer gave the departure time and estimate time arrival of aircraft to information service staff.

2.3.3 The Relation with Air Traffic Controller Staff

The writer's relation with the Air Traffic Controller (ATC) staff is the same with information service. After the Briefing Office receives the departure message from Jakarta, the writer informs the message to ATC staff.

2.4. The Relation with the Facilities in Briefing Office

To get results in doing the duty, the Briefing Office provides facilities that can support all activities. Such as telex machine, speaker, telephone, single side band, TV, and etc. But, the main facilities that are usually used are telex machine, speaker, and telephone. The writer can use all the facilities in the Briefing Office and understand the function.

2.4.1 Telex Machine

The function of the telex machine is for sending and receiving departure and arrival of an aircraft, flight plan, and Notam. By using the telex machine, the staff can give the information about departure and arrival of aircraft to other airports.

2.4.2 Speaker

Speaker is one of the facilities that supports the activities in Briefing Office. The function of speaker is to record the conversation between Air Traffic Controller and pilot. The speaker must turn on on every time because the content of the conversation between Air Traffic controller and pilot will be filled in the log book. And the writer just listened to the speaker then filled the log book.

2.4.3 Telephone

Briefing Office has two telephones, the two digits and three digits. The telephone has function to give departure and arrival time to the Air Traffic Control and Information Service. And the telephone just used in the internal of the airport.

2.4.4 Single Side Band

Single Side Band is one of the oral communication with an aircraft and about other information that is needed in an aviation from an airport to the other airport. and now is not used because the staff prefer to use telex more often.

2.5 Relation With the Client in Briefing Office

The client of Briefing Office is pilot. Briefing Office as a place for the pilot to fill the flight plan form. The pilot should do it to get the permit from Briefing Office to fly the aircraft and to get flight information.

2.6 Adaptation with the Norms

Every institution has its own norms, absolutely in Radin Inten II Airport. The employee norms are not really different with all of the field practice students in the airport, they have to understand, undertake, and be obedient with the norm, as follow :

- a. Come to the office on time
- b. All the staffs have to wear uniform everyday excepted on Friday
- c. Follow the morning and afternoon gathering on Monday and Friday
- d. Doing the aerobic or jogging on Friday

2.7 Problem Encountered and Solution

The writer encountered problem during field practice in Raden Inten II Airport. The writer encountered the problem when the writer is not skillful in some activities.

2.7.1 Problem Encountered

The writer carried out field practice for two months in Raden Inten II Airport. It started from may until June 30, 2011. During field practice, the writer found some problems that were faced especially in Briefing Office. The difficulties faced by the writer was that she was not able to translate flight messages, reading flight messages and understanding the conversation between the pilot and the air traffic controller. The language used in the aviation is not the same as general English. That is because the language used is English for aviation and phraseology. Aviation English has many codes and abbreviations.

2.7.2 Solution

From the result of problem identifications above, the writer solved her problem when she carried out field practice. To solve this problem, the writer tried to read some references such as Annex X11 and some reading books which would help her to understand about what would be matter. Beside that, the writer also looked for some people who were considered as the senior who would help her. After the writer tried to make her self met them, she made her self-confidence to ask them about her matter. The writer was very glad because they gave all of knowledge to help her to solve the matter. Finally, the writer got some knowledge from them and she was able to understand about it.

2.8 Important Skill to Develop in the Future

Before they carry out field practice all students should provide themselves with knowledge or skill that they got in faculty. This matter is important to them as main capital. So, they will be capable to apply their skill and knowledge in the institution where they carry out field practice. This matter was also done by the writer when she carried out field practice in Raden Inten II Airport. Based on her observation during field practice, there are some skills needed to develop in the future such as listening skill, translation skill, and computer skill. The skills and knowledge needed will be explained as follows:

2.8.1 Listening Skill

It is very important to the students of Diploma III English Professional Program especially in Briefing Office because the writer felt that she found a problem when she heard from the phraseology between pilots and controllers is a new one, and she never learned the lesson in the campus. If listening skill is not good enough the writer would not do the duties well.

2.8.2 Translation Skill

Translation is one of important skill which we might know and understand. Translation skill would be great helping in this situation because we knew that all of books and source of knowledge about aviation usually used English language. So, what could we do if we found some writing or reading which used English language and we did not know what it is? If we had known about how to translate well, we would easily understand about what we had read or

looked. So, the writer suggested for all of the reader because translation would be important element if students would do field practice.

2.8.3 Computer Skill

Recently, computer becomes main tool in work sector, so the ability to operate computer is needed by the students. In globalization era human resource is demanded to follow the technology development if they want to get a good job. Finally, the writer could use listening skill, translation skill, and computer skill that she had gotten from faculty when she carried out field practice in Raden Inten II Airport. Those which have been mentioned above need to be discussed by the lecturer of Diploma III so that the quality of the students can be improved.