



**Twenty Seventh Meeting of the
Informal South Pacific ATS Co-ordinating Group
(ISPACG/27)**

**Auckland, New Zealand
27 February – 01 March 2013**

Agenda Item 5.1 – Seamless Airspace Chart

Seamless ATM Activities in Indonesian

Presented by DGCA Indonesia

SUMMARY

This paper presented Indonesia updates on Asia Pacific Seamless ATM implementation, one of the key issues harmonizing CNS/ATM with neighbouring FIRs or States as Indonesia play a significant role in Asia Pacific with increasing traffic growth annually.

1. INTRODUCTION

- 1.1 Indonesia actively participated in Asia Pacific Seamless ATM Planning Group as follow-up to ASBU programs initiated by ICAO.
- 1.2 Currently Indonesia has implementing some of ASBU elements in accordance to Asia Pacific ATM Seamless surveys, however Indonesia still working toward to achieve Seamless ATM Capabilities to enhance interoperability and enhance systems.
- 1.3 Geographically, Indonesian airspace located in the middle area which connecting traffic from South East Asia and South Pacific, therefore by participating in ISPACG Meeting is expected to harmonize global seamless ATM concept in the region.

2. DISCUSSION

2.1 Optimum Capacity and Flexible Flights

Implementation of RNP/RNAV-10 50/50 distance based separation based on Mach Number Technique on route M635 and M774 in Jakarta dan Ujung Pandang FIR that connects Australasia – South East Asia and beyond to increase airspace capacity by maintaining safety operations.

Other ATM operation initiative undertaken between Jakarta and Singapore as a result of traffic growth as this route is one of the busiest city pair in Asia Pacific is surveillance separation on B470 and G579. Indonesia and Singapore closely work

together to enhance safety and efficient of air traffic management by reducing to 40 NM and further reduce. Indonesia would also seeking possibility of implementing RNAV-5 routes connecting Jakarta and Singapore in the future.

2.2 Globally interoperable systems and data.

AIDC trial between Ujung Pandang FIR and Brisbane FIR has been implemented but limited to TOC and AOC messages exchange. In addition EST message test plan will be conducted between Ujung Pandang and Brisbane in near future.

2.3 Efficient Flight Path – Through Trajectory-based Operations

Ujung Pandang FIR provided ADS-C/CPDLC for a few years serving long haul traffic Northbound and Southbound using Eurocat systems in Makassar ATS Center (MATSC).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note information contained in this paper; and
- b) discuss any relevant matters as appropriate.