



International Civil Aviation Organization

**The Twenty-First Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/22)**

Bangkok, Thailand, 25 June – 29 June 2012

Agenda Item 6: Air Navigation Service Deficiencies

**ATS ROUTES RESTRUCTURIZATION
WITHIN JAKARTA FIR AND UJUNG PANDANG FIR**

(Presented by Indonesia)

SUMMARY

This paper presents information of the restructurization some ATS Routes within Jakarta FIR and Ujung Pandang FIR including establishment of L504 which is one of the item presented as WP29 of ATM/AIS/SAR Deficiencies List Update (ATM/AIS/SAR/SG21 meeting, June 2011) and WP25 subject to Status of Air Navigation Deficiencies in the Asia/Pac Region (APANPIRG/22 on September 2011). The establishment ATS Route L504 to provide corrective action for the elimination of air navigation deficiency.

This paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

- GPI-1 Flexible use of airspace
- GPI-2 Reduced vertical separation minima
- GPI-3 Harmonization of level systems
- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management
- GPI-18 Aeronautical information
- GPI-21 Navigation systems

1. INTRODUCTION

1.1 In order to following up the task list on air navigation which one of them is to implement the ATS Routes, Indonesia establish the ATS Route L504 and M635 which are mentioned on ICAO document Asia/Pacific Region ATS Route Catalogue Version 10 dated 22 September 2011, Indonesia and Singapore were performing coordination meetings to meet agreement ATS operation coordination subject to those mentioned ATS Routes, implementation of RNAV Routes M635 to withdraw ATS Route A576 and realigned Route ATS M774 to obtain requirement on separation, this ATS Routes establishment has been published through the AIRAC AIP Supplement 11/11 dated 15 December 2011.

2. DISCUSSION

2.1 ATS Routes changes in detail are as follows :

- a. To remove A576, establish M635 (ref. APAC Route Catalogue 2011, chapter 2);
- b. To establish L504 (ref. APAC Route Catalogue 2011, chapter 2, R459);
- c. To resegment and realign G464, M522, W15, W15N and W18;

2.2 Detail Changes :

CURRENT	CHANGES / NEW
A576 : SANOS – APARI – APAGA – AKULA – SABIL – SUMBU – SIPUT – “BLI“ VOR/DME – ILDAM - ATMAP	M635 : SURGA – RUSMA – SAMSU – MASRI – RAFIS – TAVIP – SUMDI – RAMPY – UDONO – “BLI“ VOR/DME - ATMAP
M774 : KIKOR – BOMAX – BOLSA – KIBON – “PKN“ VOR/DME – KOBAS – KEVOK – KEONG - KIKEM	M774 : KADAR – YUANA – WIDIA – LAWIB – TRIBO – TANUR – “PKN“ VOR/DME – LAMUD – KEVOK – KIKEM
	L504 : BAVUS – “PNK” VOR/DME - OMEGA – ROTAN – NUGRO – AGUSI – SURIG – ARITO - “MWB“ VOR/DME
G464 “BLI“ VOR/DME – KOLTA – “PKN” VOR/DME – OSUKA – “PNK” VOR/DME	G464 “BLI“ VOR/DME – KOLTA – “PKN“ VOR/DME – SUGIK – OSUKA – “PNK“ VOR/DME
W15 : “DKI“ VOR/DME – LEPAS – ALAMO – SABIL – KOBAS – “PKY“ VOR/DME – HAMOL – “BPN“ VOR/DME – LADOP – TOSTY – “MWB“ VOR/DME”	W15 : “DKI“ VOR/DME – LEPAS – ALAMO – TAVIP – LAMUD – “PKY“ VOR/DME – HAMOL – “BPN“ VOR/DME – LADOP – TOSTY – “MWB“ VOR/DME”
W15N “PKY“ VOR/DME – “PKN“ VOR/DME” – SABIL	W15N “PKY“ VOR/DME – “PKN“ VOR/DME” – TAVIP
M522 “BLI“ VOR/DME – GALKO – KEVOK – ELANG – MAMOK	M522 “BLI“ VOR/DME – GALKO – KEVOK - ELANG – NUGRO - MAMOK
A576S “ANY“ VOR/DME – MADIN - SPIKO – SABIL	A576S “ANY“ VOR/DME - RAFIS
W18 “DKI” VOR/DME – SPADA – ABILO – SPIKO – SUMBU – DUNIA – REBOL – “BDM” VOR/DME – BISOM – “BPN” VOR/ME – LOLOT – MADON – “TRK” VOR/DME	W18 “DKI” VOR/DME – SPADA – ABILO – SPIKO – SUMDI – DUNIA – REBOL – “BDM” VOR/DME – BISOM – “BPN” VOR/ME – LOLOT – MADON – “TRK” VOR/DME
W36 GOBIK – “PNK“ VOR/DME – OMEGA – ROTAN – ELANG – “BPN“ VOR/DME - DALOT – DORIA – “PAL“ VOR/DME – DILAM – TAPIR – TELES – GUGUS – GOBAL – “MIL“ VOR/DME	W36 ROTAN – ELANG – “BPN“ VOR/DME - DALOT – DORIA – “PAL“ VOR/DME – DILAM – TAPIR – TELES – GUGUS – GOBAL – “MIL“ VOR/DME

2.2 ATS Routes changes figure : Attachment A

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper, and propose to eliminate the deficiency and up date the list of deficiencies on related WP as well ICAO Document; and
- b) discuss any relevant matters as appropriate.

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RESTRUCTURIZATION ROUTE

ATTACHMENT

