



ICAO

International Civil Aviation Organization

**The Ninth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/9)**

Video Teleconference, 01 – 05 November 2021

Agenda Item 5: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

INDONESIA CORRECTIVE ACTION TO MANAGE MISSING DEPARTURE MESSAGES

(Presented by Indonesia)

SUMMARY

This information paper contains the management of departure messages, limited facilities in remote area for sending departure messages and corrective action plan taken by Indonesia to minimize missing departure messages.

1. INTRODUCTION

1.1 Regarding the final report of Combined Tenth Meeting Of The South Asia/Indian Ocean ATM Coordination Group and The Twenty Seventh Meeting Of The South-East Asia ATS Coordination Group (SAIOACG/10 and SEACG/27) was held from March 29th until April 2nd 2021 (video teleconference). In paragraph 3.37, Indonesia is reported to have 8% missing departure in period September 2020 until February 2021.

1.2 Indonesia conducted an analysis of missing departure reports with the results that there were only 5 missing departure messages with details, TFR13 (WIII – YPXM), MEDIC45 (WIHH – WSSL), PKPAH (WIHH – WIDM), PKTNE (WIHH – WIDM), SQS7283 (WIBG – WIDD) with date of flight June 14th 2019.

1.3 Departure Messages is automatically sent by ATC System for flight departing from Soekarno – Hatta International Airport. However, the departure messages form Halim International Airport and Pasir Pangaraian Airport was sending manually by ATS Reporting Office (ARO) Personnel.

1.4 One of the contributing factors for missing departures message reported by Thailand was related to a change in the flight segment route which resulted in the FIR address being passed not receiving departure messages.

1.5 Limited facilities at airports where there are no ATS message distribution facilities both through the internet and AFTN networks cause departure message not be distributed through the AFTN network.

2. DISCUSSION

Corrective Action Plan

2.1 Missing Departure on flights from Soekarno – Hatta International Airport is caused by no pairing between radar data and FPL data on the ATC System. This incident has been analyzed and mitigated by adding route segment data (ADEP and ADEST) to all flights from Soekarno - Hatta International Airport.

2.2 Missing departures on flights from Halim Airport and Pasir Pangaraian Airport are caused by human factors and limitations in the facilities for distributing departure messages. As a follow-up, a LOCA has been prepared between Pasir Pangaraian Airport and the Centralized FPL Unit to regulate the mechanism for distribution departure messages information.

2.3 Update on the publication of ENR 1.11 – Addressing of FPL which effective on 2 December 2021 with the following draft:

| Category of Flight (VFR or IFR) | Route (Into FIR and/or TMA/CTA), Destination and Alternate Aerodrome | Address |
|---------------------------------|--|--|
| 1 | 2 | 3 |
| All Flight | Into or Via Jakarta FIR | WIIFZQZX |
| | Into or via Ujung Pandang FIR | WAAFZQZX |
| | Added by: Destination and Alternate Aerodrome | Aerodrome's Location Indicator + ZTZ + X |

Table 1: Addressing of FPL for publication ENR 1.11

2.4 Indonesia receives requests from other States related to addressing departure message according to sectors in the FIR. ATS Messages are sent in accordance with the provisions of ICAO Doc. 4444, PANS-ATM 11.2.1.2.3.3.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the PANS-ATM procedures for the addressing of FPL and ATS messages;
- c) discuss any relevant matters as appropriate.

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