International Civil Aviation Organization

Eleventh Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/11)

Bangkok Thailand, 04 – 06 July 2023

Agenda Item 2: Review of the Current and Planned CNS/ATM Capabilities and Identifying Associated Reduced Horizontal Separation

The Implementation of 10 NM Spacing (or Closer to 5 NM Based on Surveillance Spacing) Within Jakarta and Ujung Pandang FIR Boundaries

(Presented by Indonesia)

SUMMARY

This paper presents Indonesia's initiative to support seamless Air Navigation Services within the South China Sea (SCS) Region by optimizing infrastructures in Jakarta FIR and Ujung Pandang FIR and also to enhance the implementation of separation standards in accordance with Asia/Pacific Seamless ANS Plan.

1. INTRODUCTION

1.1 All ATC units should authorize the use of the horizontal separation minima stated in ICAO Doc 4444 (PANS ATM), or as close to the separation minima as practicable, in accordance with the provisions of the ASIA/Pacific Seamless ANS Plan (7.34).

1.2 In order to support ICAO's program of Seamless ANS Plan, the minimum horizontal separation standard at TOC between airspace categories S is 10 NM, Indonesia implemented 10NM surveillance spacing between Jakarta FIR and Ujung Pandang FIR.

1.3 This paper has been presented in the previous SCSTFRG meeting and SAIOSEACG/2 meeting. Then with regard to the SAIOSEACG/2 Final Report (para 3.60), Indonesia has been invited to re-present this paper in the SCSTFRG/11 meeting for further discussion.

2. DISCUSSION

2.1 Jakarta ACC and Ujung Pandang ACC have successfully reduced longitudinal spacing from 15/10 minutes to Surveillance based 10NM within their boundaries since March 30th, 2021.

2.2 As reported by IATA in the final report of SAIOSEACG/1, most of all airlines members has already been equipped and approved for PBCS and RNP operations. This allows ANSP to implement a closer horizontal spacing to support the rapid growth of air traffic after the pandemic.

2.3 Referring to the result of surveillance coverage analysis in Indonesia, the majority of Indonesia's airspace is categorized as category S airspace (see attachment). This indicates that Jakarta ACC and Ujung Pandang ACC are ready to implement 10NM spacing within their boundaries.

2.4 Indonesia encourages adjacent FIRs which have the same airspace category to implement 10NM spacing (or Closer to 5 NM based on surveillance spacing) within their boundaries. Furthermore, Indonesia invites all neighboring states who have concerns with surveillance coverage to have ADSB data sharing.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

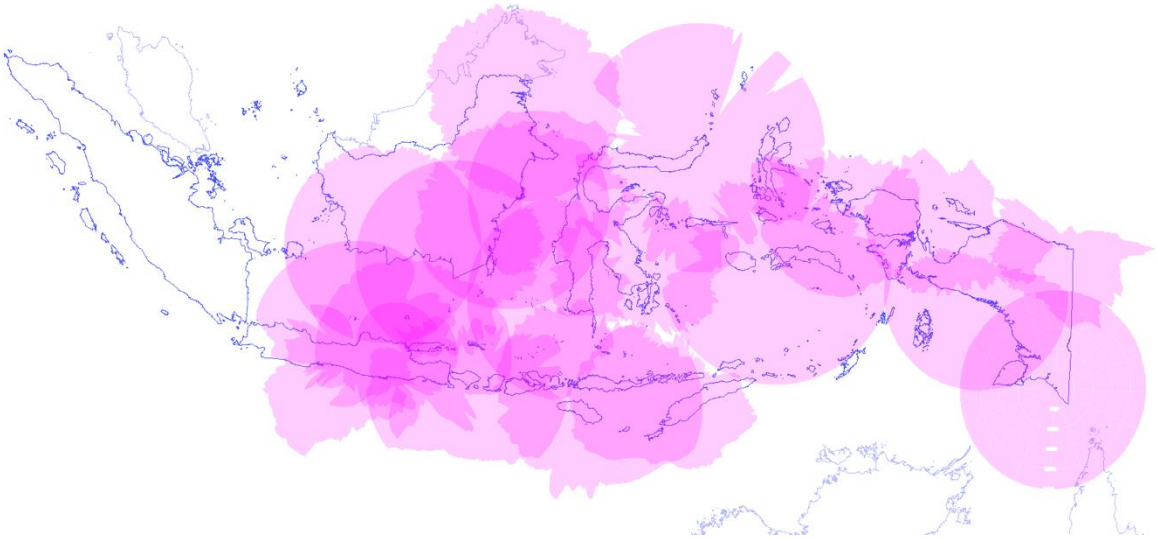
a) note the information contained in this paper; and

b) discuss any relevant matters as appropriate.

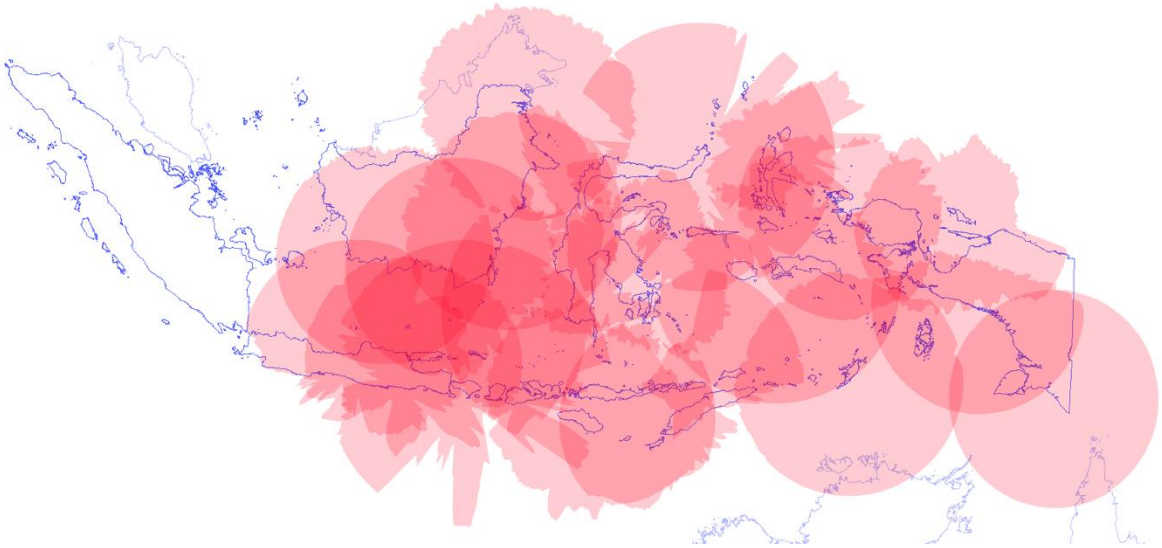
…….

ATTACHMENT

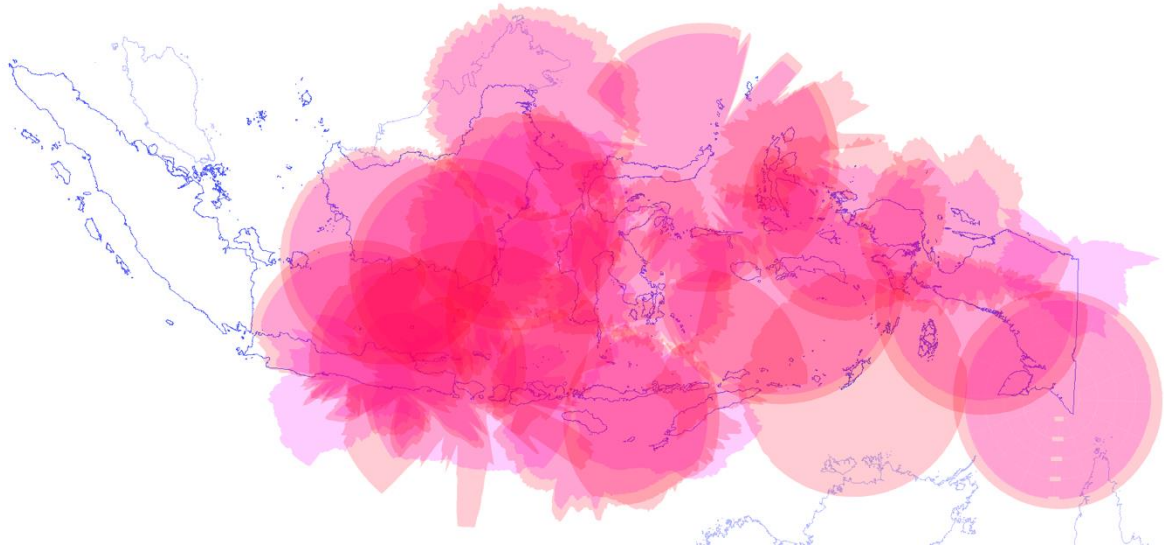
Ujung Pandang ACC Radar Coverage



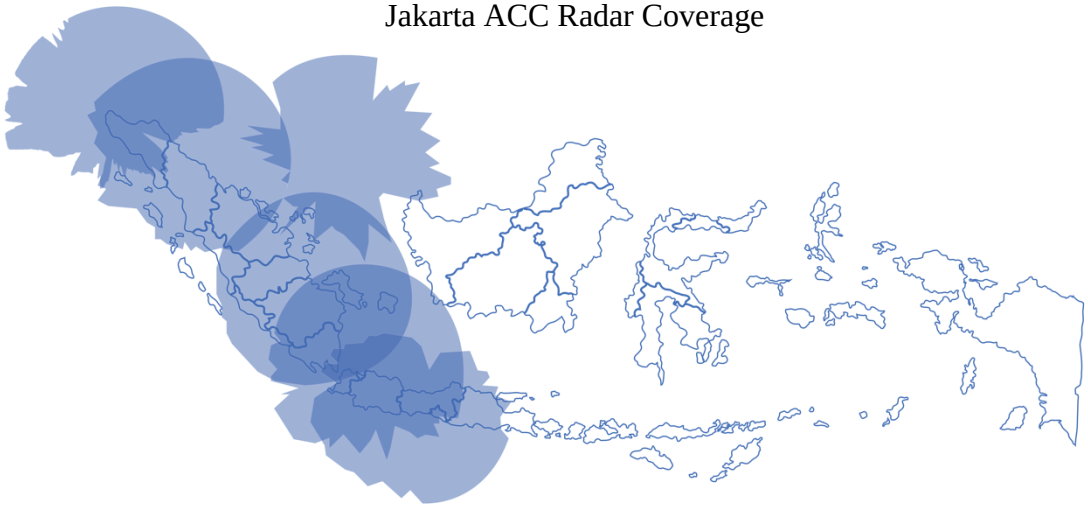
Ujung Pandang ACC ADSB Coverage



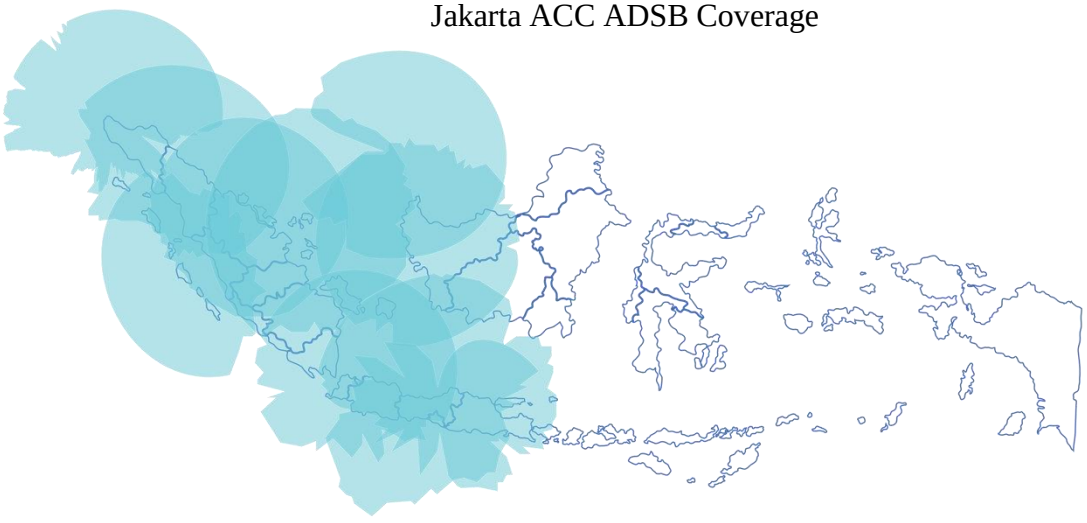
Ujung Pandang ACC Surveillance Coverage



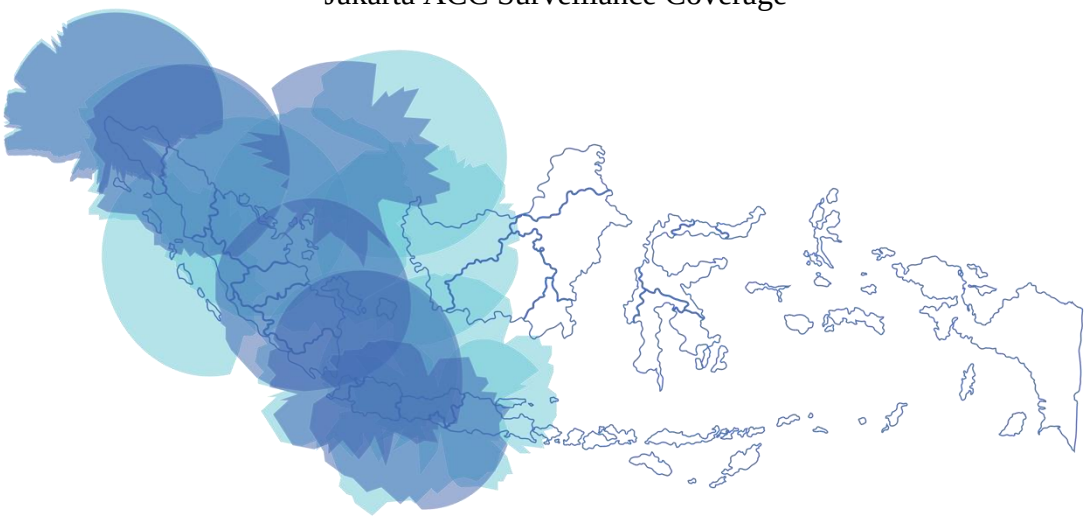
Jakarta ACC Radar Coverage



Jakarta ACC ADSB Coverage



Jakarta ACC Surveillance Coverage



Jakarta ACC and Ujung Pandang ACC Surveillance Coverage