_International Civil Aviation Organization_

**Fifth Meeting of the Asia/Pacific Air Traffic Management Automation System Task Force (APAC ATMAS TF/5)**

_Chengdu, China, 5 – 7 June 2024_

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Agenda Item 4:     ATM Automation System Implementation Experience by States

4.1 ATM Automation System Implementation Issues sharing

### OPTIMIZING AIR TRAFFIC SERVICES IN PAPUA THROUGH CENTRALIZATION OF SERVICES WITH NEW INTEGRATED ATM AUTOMATION SYSTEM
(Presented by Indonesia)

**SUMMARY**

This paper presents the replacement of old ATM Automation System (ATMAS) in Sentani APP/TMA, Papua Province, Indonesia, where initially only one APP/TMA was operated to become 9 sectors include neighboring APP/TMAs which were controlled centrally through a new integrated ATC system facility in Sentani.

## 1.     INTRODUCTION

1.1         Currently, Air traffic services in Papua province and its surroundings are served with different services, some with procedural service and other with surveillance service. Especially in Sentani APP/TMA, it is served with surveillance service. Surrounding areas outside Sentani APP/TMA such as Timika APP/TMA, Nabire CTR, Manokwari CTR, Timika CTR, Merauke APP/TMA, Biak CTR/TMA, Sorong CTR/TMA are still served with procedural service

1.2         Airnav Indonesia as an air navigation service provider in Indonesia plans to improve the services and combine surveillance services throughout the Papua area.

1.3         One of the success keys to implement this plan is to provide centralized ATMAS facilities by adding surveillance input to achieve wider coverage. The surveillance input for new ATC System are 5 Radar and 13 ADS-B system that installed surrounding Papua Area.

## 2.     DISCUSSION

Controller Working Position

2.1         The new ATMAS uses a 4k2k CWP screen for its controller to obtain a wider visualization of the air situation.  Additionally, the controller can place the electronic flight strip in such a position that does not obstruct the target or label. Previously, the old ATMAS still used a 2k2k CWP screen for the controller and a 1k1k screen for the assistant controller

<u>Weather RADAR Imagery</u>

2.2         The new ATMAS also integrates weather radar into the air situation display so that it can be used as situational awareness by the controller, considering the unpredictable weather around Sentani Airport. This information will help the controller to increase awareness.

<u>Information Display System</u>

2.3         Information Display System is an additional auxiliary equipment outside the ATMAS to display an information required by the controller such as SID charts, STAR and others in digital information.

**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 matter as appropriate

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