



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

PBCS IMPLEMENTATION STATUS IN INDONESIA

(Presented by Indonesia)

SUMMARY

This paper presents PBCS implementation status in Indonesia (Ujung Pandang FIR), includes review of PBCS implementation in Ujung Pandang FIR.

1. INTRODUCTION

1.1 According to AIC Number: 02/18 dated 15 MAR 2018, Indonesia has implemented PBCS in Ujung Pandang FIR since March 29th 2018, in two phases:

- a. Phase I. Initial implementation. Started on March 29th 2018: implement PBCS with technical requirement RNP10 for 50 NM longitudinal separation;
- b. Phase II. Full implementation. Will start on March 29th 2019: implement PBCS with technical requirement RNP10 for 50 NM longitudinal separation, and RNP4 for 30 NM longitudinal separation.

2. DISCUSSION

PBCS Implementation Status

2.1 PBCS Implementation status in Ujung Pandang FIR is as shown below:

TASK	DESCRIPTION	STATUS
A.1	Aeronautical Information Publication (AIP)	CLOSED
A.2	ANSP – PBCS Policies, objectives supporting safety oversight	ONGOING
A.3	Operator and aircraft System - PBCS Policies, objectives supporting safety oversight	ONGOING
A.4	Regional supplementary Procedures for PBCS Implementation	CLOSED
B.1	PBCS Implementation Plan	CLOSED
B.2	Target Dates for PBCS and relevant ATM operations	CLOSED
B.3	Identify and adopt applicable RCP/RSP Specifications	CLOSED

B.4	Promote PBCS awareness	CLOSED
C.1	Operational Concepts and procedures for PBCS operations	CLOSED
C.2	ATC automation changes to use flight plan RCP/RSP Specifications	CLOSED
C.3	ATC automation changes for PBCS monitoring	CLOSED
C.4	Confirm initial ANSP compliance with RCP/RSP specifications	CLOSED
D.1	Aircraft operator readiness	ONGOING
D.2	Confirm initial operator and/or aircraft type/system compliance with RCP/RSP specifications	ONGOING
E.1	PBCS monitoring – post implementation	CLOSED

Review of PBCS Implementation

2.2 Percentage of PBCS-enable aircraft, based on P2 and SUR/RSP180 in their FPLs, is 7.3% of all the datalink-enable aircraft in Ujung Pandang FIR in period April 2018.

2.3 PBCS separation application complement current enroute conventional longitudinal separation and oceanic RNP10 separation in particular routes. However, since adjacent FIR has not yet implemented PBCS, transiting separation is needed before entering adjacent FIR.

2.4 While most of Ujung Pandang FIR area is covered by ground surveillance and communication (DCPC), PBCS implementation improve efficiency over north-east part of Ujung Pandang FIR where proposed new PBN routes to Oakland which uncovered by ground surveillance.

2.5 Upon availability of ADS-C/CPDLC facilities in Jakarta FIR, Indian Oceanic Sector which also uncovered by ground surveillance will gain optimum utilisation of PBCS implementation in the future.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this flimsy.

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