



International Civil Aviation Organization

**The Sixth Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/6)**

Bangkok, Thailand, 06 – 10 June 2016

**Agenda Item 3: ATFM/CDM Global Update**

**Agenda Item 4: Review of Current CDM/ATFM Operations and Problem Areas**

**INDONESIA ATFM/CDM CURRENT SITUATION AND TOWARDS PROGRESS OF IMPLEMENTATION**

(Presented by INDONESIA/AIRNAV INDONESIA)

**SUMMARY**

This paper presents Indonesia current conditions of ATFM/CDM in Airport and ANSP and towards implementation relating with the National ATFM/CDM and Regional (Cross Border) ATFM/CDM Implementation

**1. INTRODUCTION**

1.1 The Government of Indonesian under The Ministry of Transportation as the consistency to separate function between **Regulator** and **Operator** in May 2016 has issued a Ministry Decree Number 55 / 2016 “**The Structure of the National Air Navigation**” which stated that ATFM Service provision in Indonesia will be conducted by Air Navigation Service Provider (AirNav Indonesia) and is inseparable from Collaborative Decision Making

1.2 The growth of Domestic traffic predicted in 2016 will be increasing up to 40 % than 2015 and the growth until 2020 as table shown below :

<b>Year</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Growth of traffic		40 %	- 2,2%	- 0,4%	0,6%	-0,9%
Traffic Volume (by aircraft)	1,376 mil	1,926 mil	1,884 mil	1,876 mil	1,887 mil	1,87 mil

Source : Direktorat of Air Transport – DGCA & AirNav Indonesia

1.3 Indonesia traffic (by year 2015) consist of 76 % Domestic and 24 % of International Flight and will be increase in 2016 as the ASAM (ASEAN Single Aviation Market) and Open Sky Policy implementation and also fleet expansion by domestic carrier to serve small airports with schedule flights

1.4 Ref. AIRAC AIP Supplement No : 03/16 Dates 16 May 2016, PT. Angkasa Pura II as airport service provider of Soekarno Hatta Int’l Airport expanding the development with the Operation of Terminal 3 Ultimate Stage I for Soekarno-Hatta Int’l Airport which is scheduled to be operate on June 2016 and designed to handled about 15 million passengers per year and could be accomodate 43 aircraft with all narrow body or 31 aircraft with mixing type of aircraft (narrow and

wide body) including 3 gates capable for A380. When the Ultimate T3 Stage 2 completed it could be accomodate 64 aircraft with all narrow body or 51 aircraft with mixing type of aircraft (narrow and wide body) and terminal capacity will be increased to 25 million passengers per year (Construction will be completed in Dec 2016 and plan be operational in March 2017).

1.5 PT. Angkasa Pura I as airport service provider manage 13 airports in the eastern region of Indonesia, by 2015 there is increasing passanger : 8,67 %, Cargo : 2,50 % & Aircraft movement : 7,59 %. One of the development is Juanda Int'l Airport (WARR/SUB) will be development to expand the capacity of Terminal Airport in 2020 to be able to handled up to 26 million passangers per year and there will be 2 (two) parallel runways and 60 parking stands & the area to freed : 171,999 m2.

1.6 Indonesian DGCA c.q Directorate of Air Navigation in 2015 formed National ATFM/CDM Taskforce where all CDM Stakeholder are involved and the National ATFM/CDM Taskforce will be improve as the National Committee of ATFM/CDM.

1.7 AirNav Indonesia starting on June 2016 has implemented Departure/Arrival Integrated Tactical slot allocation at 8 (eight) Coordinated Airport (WIMM/KNO, WIPP/PLM, WIII/CGK, WARR/SUB, WALL/BPN, WADD/DPS, WAAA/UPG, WAJJ/DJJ) using web base application including pairing slot (ADEP & ADES), Certitude of Flight Approval, On Time Performance (included Delay & Cancel Flight), with the Daily ATFM Daily Plan (ADP) input by Airlines at least midnight before DOF (Date of Flight)

1.8 For strategical Implementation of ATFM/CDM, AirNav Indonesia will start the project of the consultative of Masterplan dan DED (Detailed Engineering Design) in 2016 and continue for system deployment, trial operation and full operation (planned at the End of 2018 or Mid 2019)

## **2. DISCUSSION**

### Demand Capacity Situation

2.1 The expansion of Soekarno-Hatta International Airport (WIII/CGK) and Juanda International Airport (WARR/SUB) will be the trigger to the aviation industries to add more flight (Domestic and International) onto that airports and it must be anticipated with the improvement of Runway Capacity and and Airspace Sector Capacity (declared as Notice Airport Capacity) to cope with the increasing demand.

### Calculation of Airspace Sector Capacity

2.2 To cope with increasing demand both on the airport and airspace, a proper formulation and method to calculate the Airspace Sector Capacity need to be define, and also with separation and flow of the traffic incoming / outgoing to and from 8 coordinated Airports in Indonesia and multi-nodal ATFM in certain airport of Indonesia (WIII/CGK, WARR/SUB and WADD/DPS)

### Human Capital Readiness for ATFM/CDM Operation

2.3 In order to prepare personnels who has capability of the ATFM/CDM Operation it will need proper and adequate Curriculum Sylaby for Level 0 – Level 5 ATFM Personel

## **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

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