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INTERNATIONAL CIVIL AVIATION ORGANIZATION

ASSEMBLY – 35TH SESSION

PLENARY

Agenda Item 2:   **Statements by delegations of Contracting States and of Observers**

ATN IMPLEMENTATION PLANNING IN INDONESIA

(Presented by Indonesia)

INFORMATION PAPER

SUMMARY
This paper presents planning on the transition of ATN Implementation in Indonesia.

I.   **INTRODUCTION**

Indonesia participates in the APANPIRG ATN Transition Task Force (ATN TTF) Working Group. The 6th ATN TTF Meeting of APANPIRG was held in Bali, Indonesia, from 26-30 April 2004. The plans for ATN G/G network and the end system applications should be in line with regional planning of the APANPIRG.

There are 6 ATN end system applications identified in the Manual of Technical Provisions for the ATN :

      1.   ADS;
      2.   CPDLC;
      3.   FIS (D-ATIS, Aviation Routine Weather Report Service);
      4.   Context Management (air-to-ground);
      5.   ATS Message Handling Service (ATSMHS);
      6.   ATS Inter-facility Data Communication (AIDC).

ATN air-to-ground (A/G) network will not be available for immediate plan. FANS-1/A protocol (ACARS) has been applied for short-term development of air-to-ground applications (ADS, CPDLC, D-ATIS) and the ATN protocol will replace FANS-1/A protocol in the future.
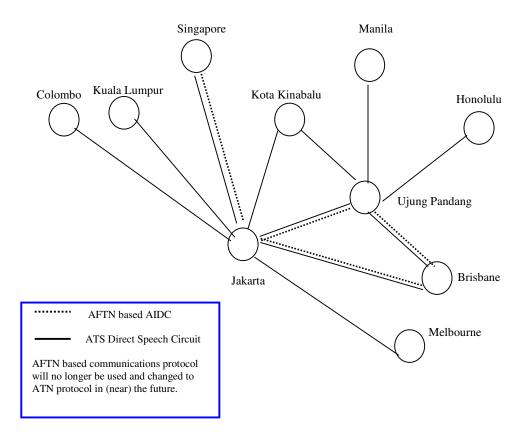
ATN G/G network has already been planned for the introduction of AMHS technology and the existing AFTN system will be interfacing with ATN G/G network via AMHS gateways.   AIDC application has been planned by AFTN based data exchange; AIDC will be up-graded by ATN G/G network when it is tested and well verified.
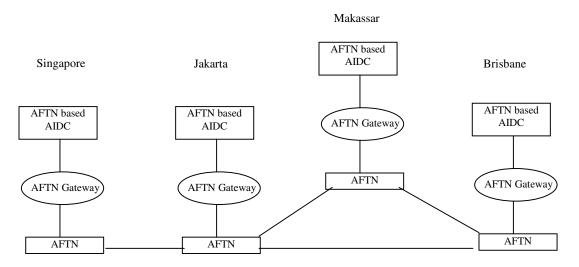
In correlation with the Asia-Pacific Facilities and Services Implementation Document (FASID), Indonesia will implement 2 routers at Jakarta and Makassar (the name of Makassar previously was called as Ujung Pandang) respectively.

II.   **AIDC**

Indonesia in cooperation with Australia   initiated development plan of AIDC over AFTN;   it was discussed in the ATN TTF / 6 Meeting held in Bali, Indonesia, last April this year.

AIDC over AFTN protocol will be implemented between Makassar and Brisbane, as well as Jakarta – Singapore as shown bellow.   Due to the limitation of Jakarta Automated ATC System (JAATS) capabilities, the improvement is needed to fulfill current and near future operational requirements; the new Makassar Automated ATC System (MAATS) on the other hand is designed to have AIDC capability.

Singapore   Manila
Colombo   Kuala Lumpur   Kota Kinabalu   Honolulu
Ujung Pandang
Jakarta
Brisbane
Melbourne

········· AFTN based AIDC

───── ATS Direct Speech Circuit

AFTN based communications protocol will no longer be used and changed to ATN protocol in (near) the future.

Makassar

Singapore   Jakarta   AFTN based   Brisbane
                                           AIDC

┌──────────────┐   ┌──────────────┐   ┌──────────────┐
│ AFTN based │   │ AFTN based │   (AFTN Gateway) │ AFTN based │
│   AIDC   │   │   AIDC   │   │   AIDC   │
└──────────────┘   └──────────────┘   └──────────────┘

 (AFTN Gateway)   (AFTN Gateway)   ┌─────────┐   (AFTN Gateway)
                                            │ AFTN   │

┌──────────┐   ┌──────────┐   ┌──────────┐
│   AFTN   │─────────│   AFTN   │────────────────────────│   AFTN   │
└──────────┘   └──────────┘   └──────────┘

New AFTN Line

III.   ATS MESSAGE HANDLING SERVICE (ATSMHS)

ATSMHS (flight plan, NOTAM, and OPMET distribution) will be provided over ATN communication services. It is meant as a transition from AFTN to ATN; the AFTN System will be interconnected to ATN through ATS Message Handling System (AMHS) gateway before fully implementation of AMHS.

In accordance with the Asia-Pacific ATN Transition Plans, Asia / Pacific Boundary Intermediate System (BIS) routing connection will be implemented between Singapore – Jakarta / Makassar – Brisbane by utilizing X.25 – 9.6 kbps protocol. ATN G/G network will be tested, and finally AMHS via ATN G/G network will be operated.

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