

**ASSEMBLY – 35TH SESSION**

**PLENARY**

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

**MODERNIZATION OF AIR TRAFFIC SERVICES CENTRE IN INDONESIA**

(Presented by Indonesia)

**INFORMATION PAPER**

**SUMMARY**

This paper describes the modernization of Air Traffic Services at Makassar called as MAATS (Makassar Automation Air Traffic Control Systems)

**I. GENERAL**

Indonesian Air Traffic Management (ATM) System covers such a large of airspace. The airspace is now being reorganized due to the demand; and there are many items to be innovated for the Indonesian aviation as a part of the strategic policy, and there are also some plans for up-grading of CNS infrastructures. The problems to be solved immediately are as follows:

- a) Air traffic is increasing within Indonesian airspace as the air passengers grow dramatically. ICAO and, IATA are estimating the increase rate from 4 to 6 percent per year, which suggests the over flight traffic would be doubled within 12 years.
- b) The numbers of reports of unsafe incidents are also increasing in the Indonesian airspace.
- c) Lack of communication services.
- d) Air Traffic Controllers are not satisfied with the facilities and, the equipment they used.

**II. DEVELOPMENT PLAN**

Directorate General of Air Communications of Indonesia has already modernized the west center called as Jakarta Automated Air Traffic Control System (JAATS) in 1988 and, currently improvement is needed to fulfill the new operational requirement. Based on the study of ATC Maser Plan, Makassar Automated ATC Systems is being developed.

### Context of the new ATSC Makassar Project.

- The main objective of Ujung Pandang (previous name of Makassar) Airport Development Project is to modernize the existing airport facilities with the construction of a new Air Traffic Services Centre (ATSC) for the East Indonesian airspace and the aerodrome control of Hasanuddin Airport, as well as the necessary infrastructure works to allow the installation of new air navigation equipment.
- The project is financed through French financial protocols, parallel with Local budget.
- The overall duration of the construction project is 30 months from the date of coming into force.
- The Construction project started officially on the 18 March 2002 and shall be completed on the 17 July 2004.

### **III. TARGET DATE**

The overall duration of the construction project (ATSC stand alone) is 30 months from the date of coming into force. The Construction project started officially on the 19th of March 2002 and shall be completed on the 18th of September 2004.

However, it must be noted that although the ATSC technical completion is anticipated by end of September 2004, it shall be followed by two periods during which the existing Makassar centre will be still in operation:

The shadow operations which shall last three months from November 2004 to January 2005, during which the system Eurocat X will run on mirror mode.

The Parallel operation, lasting also three months from February 2005 to end of April 2005, during which the new centre will be operationally used by controllers, in parallel with the existing Makassar ATSC centre. The new ATSC centre should be in operation, in the best case, by March 2005.

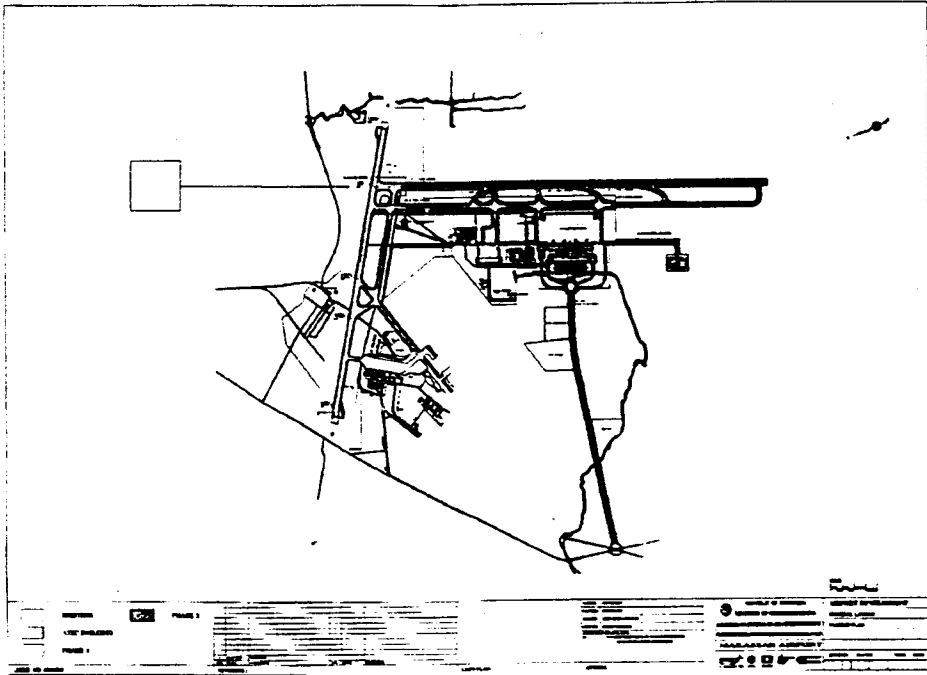
### **IV. THE MAIN DATE FOR THE CONSTRUCTION PROJECT.**

The Coming into force of the Construction Project is on March 18, 2002. Presentation to the first Provisional Site Acceptance Test is on September 2004 (30 months after taking into force). Final Acceptance of the project is on September 2005 (12 month after partial handing over).

### **V. ACTION BY THE MEETING**

The meeting is invited to give some comments or notes to this paper.

Site of Master plan covering new runway, airport and MAATS



MAATS Construction (May 2004)

