WORKING PAPER

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A35-WP/80
P/11
22/07/04
English only

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 had participated in the APANPIRG ATN Transition Task Force (ATNTTF) 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 systems applications should be in line with the regional planning of the APANPIRG.

There are 6 ATN end system applications identified in Manual of technical provisions for the ATN such as :

a) ADS
b) CPDLC
c) FIS (D-ATIS, Aviation Routine Weather Report Service)
d) Context management (air to ground)
e) ATS message handling service (ATSMHS)
f) ATS inter-facility data communication (AIDC)

ATN air to ground (A/G) network will not be available for the immediate plan. FANS-1/A protocols (ACARS) have been applied for short-term development of air to ground applications (ADS, CPDLC, D-ATIS) and the ATN protocols will replace FANS-1/A protocols in the future.

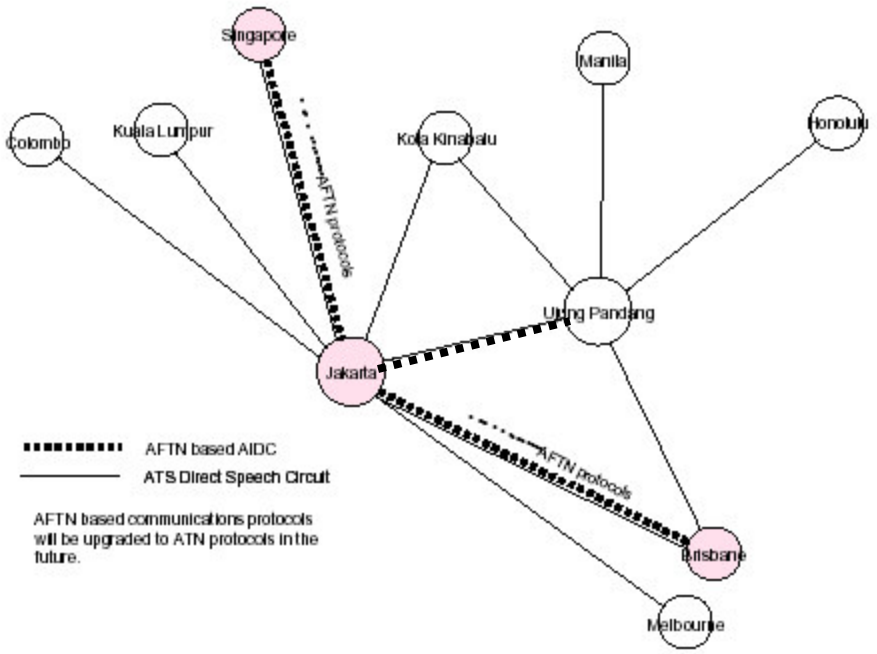
ATN G/G network has been planned for introduction of AMHS technologies and the existing AFTN system will be interfaced with ATN G/G network by AMHS gateways. ATS inter-facility data communication (AIDC) has been planned by AFTN based data exchange. AIDC will be upgraded by ATN G/G network when it is tested and verified.

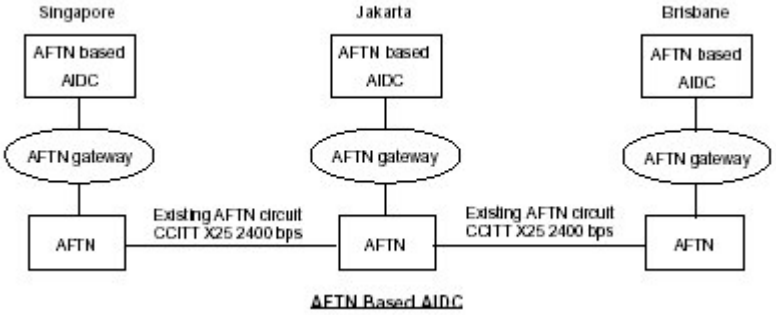
Regarding to the Asia/Pacific FASID (Facilities and Service Implementation Document) Indonesia should be implemented by 2 routes are Jakarta and Makassar.

II. AIDC (ATS Interfacility Data Communication)

At the beginning Indonesia in cooperation with Australia initiated development of AIDC between Indonesia and Australia, in parallel with the plan, the development plan of AIDC over AFTN was discussed in the ATN TTF. AIDC over AFTN protocols will be realized at Makassar - Brisbane, and Jakarta - Singapore as shown in figure bellow. Due to the limitation of JAATS (Jakarta Automated ATC System) capabilities, improvement is needed to meet this requirement; on the other hand new MAATS (Makassar Automated ATC System) is designed to have AIDC capability.

The AFTN based AIDC will be upgraded in the future to ATN based AIDC when G/G ATN is available. Coordination with Australia to establish interface control documents (ICD) has been made through AUSINDO (Autralia Indonesia ATS Coordination meeting).





AFTN Based AIDC

III. ATS Message Handling Service (ATSMHS)

The ATS message handling service (flight plan, NOTAM and OPMET distribution) will be provided by the implementation over the ATN communication services. As a transition from AFTN message handling system to ATSMHS by ATN, the existing AFTN system will be interconnected with ATN through ATS message handling system (AMHS) gateway before full implementation of AMHS.

DGCA of Indonesia has a plan to develop two ATN G/G routes as FASID and AMHS gateways. In accordance with Asia/Pacific ATN Transitional Plans, Asia/Pacific BIS (Boundary Intermediate System) routing connections will be realized firstly between Singapore – Jakarta/Makassar - Brisbane by X25 9.6 kbps protocols. ATN G/G network will be tested firstly in parallel with the existing AFTN system and then, AMHS via ATN G/G network will be operated solely.

IV. Action by the Meeting

The meeting is requested to note this information.

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