



International Civil Aviation Organization

**WORKING PAPER**

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**(Information paper)**  
English only

**ASSEMBLY — 36TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 37: Other air navigation matters**

**GNSS ACTIVITIES IN INDONESIA**

(Presented by Indonesia)

**EXECUTIVE SUMMARY**

This information paper highlights the utilization of Global Navigation Satellite System for air navigation in terms of primary means for en-route and secondary for terminal and non precision approach in Indonesia.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives A and D.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	

## 1. INTRODUCTION

1.1 By the Ministry Decree Nr. 35 year 1995, GNSS was implemented as supplemental means to be installed both in aircraft and helicopter operated in Indonesia. Then followed up with the AIC no. 03 date 15 April 2004 (Implementation of GNSS within Indonesian FIR).

1.2 The waypoint and important point (navaids, restricted area boundary, etc.) have been measured or transformed in WGS-84.

1.3 The Non Precision Approach GNSS based Instrument Flight Procedure (IFP) overlay with VOR/DME has been designed for 36 airports.

1.4 In several airports where no navigation aids are available, those are on Matak and Wakatobi airport, the GNSS – IFP has been designed and tested with satisfying result.

1.5 Recent activities are to revise the regulation on GNSS and update the national CNS/ATM program.

## 2. DISCUSSION

2.1 The implementation of GNSS as navigation aids, need the readiness of ATS provider and airlines operator.

2.2 The clear procedure and detailed planning are very important for the success of implementation.

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