

**54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Ulaanbaatar, Mongolia
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**AGENDA ITEM 3: AVIATION SAFETY AND
AIR NAVIGATION**

INDONESIA CIVIL MILITARY COOPERATION

(Presented by Indonesia)

INFORMATION PAPER

SUMMARY

This paper presents an update on civil military cooperation in Indonesia and progress of FUA using PBN domestic route which aim to increase the safety of ATS operation and comply with ATM seamless operation in the region.

INDONESIA CIVIL MILITARY COOPERATION

1. INTRODUCTION

1.1. Indonesia is a large archipelago country with many diversity, along with history of the government influenced by the military for a long time. Military areas and facilities are spread out along the country for defence and national security purposes.

1.2. Now with the increasing demand for air transportation, many of the airports are required to be used by both military and civil aviation, whether military airports open for civil aircraft or civil airports open for military operations.

1.3. Indonesian Authority (DGCA) works with the Ministry of Defence and Security to form the formal engagement regarding civil and military operations.

1.4. Civil-military MoU, civil-military LOCA and civil-military SOP have been established to accommodate operation differences between civil and military in enclave civil / enclave military airports.

1.5. The Indonesian Flexible Use of Airspace (FUA) implementation started with the development of a new PBN Domestic route called T1, was trial on 17-23 Dec 2016 across restricted military airspace at south of Java island and will be published on August 17th, 2017.

2. DISCUSSION

History of civil/military cooperation in Indonesia

2.1 On 31 January 2011, a Memorandum of Understanding (MoU) was signed between the Ministry of Transportation and the Ministry of Defence and Security. The MoU scope included the arrangement of activities for flight operations at enclave civil/military airports, the placement of personnel and the utilization of civil/military assets and facilities.

2.2 On 03 March 2015, a Memorandum of Understanding was signed between the Indonesia Airforce and AirNav Indonesia. The MoU scope included:

- Flight Operations;
- Usage of government equipment, assets, and human resources; and
- Budgeting and validity of MoU.

2.3 On 30 August 2016, a Cooperation Agreement (PKS Nomor: Perjama/16/VIII/2016 Nomor: PPJ.005/85/LPPNPI/VIII/2016) was signed between the Indonesian Airforce and AirNav Indonesia. The agreement's scope included:

- Operation of civil airports and air force bases for mutual use and the airspace included;
- Usage of government equipment, assets, and human resources; and
- Validity of agreement.

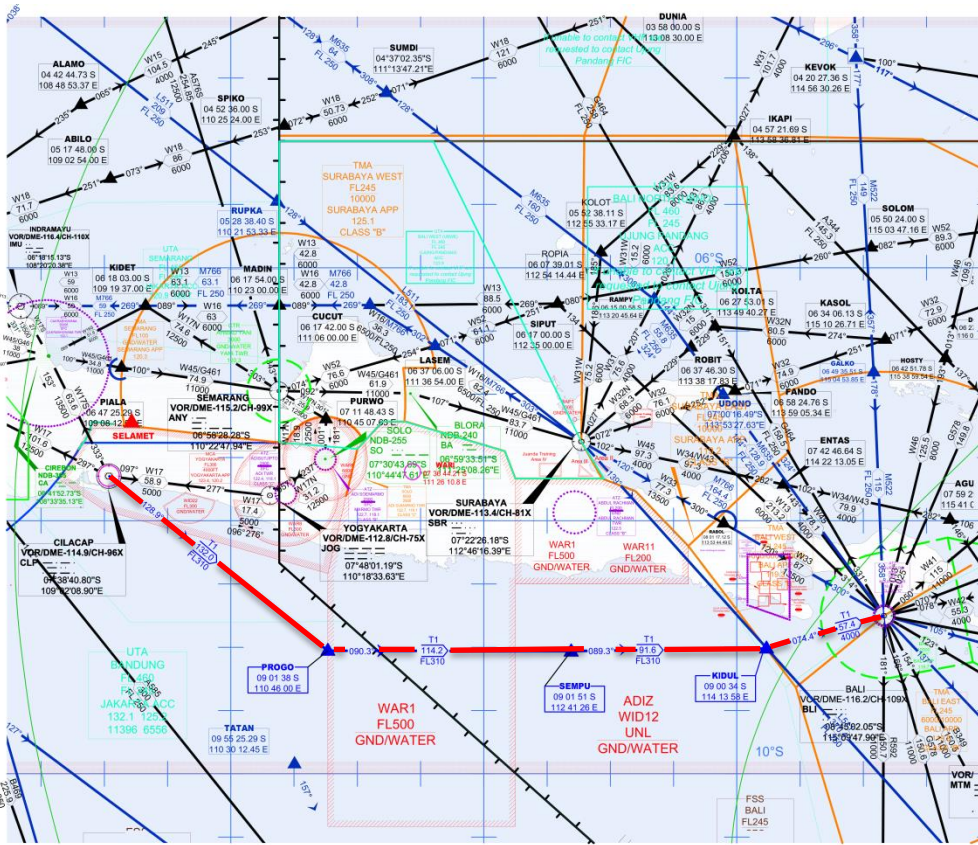
2.4 Some airports in Indonesia have started operation for both civil and military, civil airports can be used for military operation (enclave military), or air force base allows the operation of civil aircraft (enclave civil), and joint operation airports. Examples of those airports are:

- SSK Int'l Pekanbaru Airport;
- Supadio Int'l Pontianak Airport;
- Halim Perdanakusuma Int'l Jakarta Airport;
- Hussein Sastranegara Int'l Bandung Airport;
- Adisucipto Int'l Yogyakarta Airport;
- Adi Sumarmo Int'l Solo Airport;
- Ahmad Yani Int'l Semarang Airport;
- Juanda Int'l Surabaya Airport;
- Sultan Hassanuddin Int'l Makassar Airport;
- Patimura Int'l Ambon Airport; and
- Sentani Int'l Jayapura Airport.



2.5 The Flexible Use of Airspace (FUA) with PBN domestic route development called T1 with the purpose to reduce traffic load on the busiest domestic route (W45) in Indonesia, with specification:

- RNAV/RNP 10 route;
- Surveillance separation 20NM
- Longitudinal Separation 50NM with no closing speed
- Only for eastbound traffic from Jakarta to Bali;
- Flight Level allocation only from FL 310 and above;
- Operating hours 07.00 until 23.00 UTC and DCPC Required.
- Only for domestic airlines with Indonesian pilot (prohibited for foreign aircrafts and crews)



2.6 The T1 implementation will be published on 17 August 2017 and the implementation trial was conducted on 17- 23 December 2016 with the following results:

- T1 Route is shifted more towards the mainland / airport for safety reasons (emergency descent, etc)
- T1 Route is not used for Jakarta-Bali only, but including from Bandung and Jogjakarta to Bali.
- The trial results show the CNS coverage on the route is in good condition

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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