

**57<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGION**

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**AGENDA ITEM 4: AIR NAVIGATION**

**INDONESIA AIR NAVIGATION SERVICES  
IMPROVEMENT DURING GLOBAL OUTBREAK  
AND  
THE READINESS TO RESUME TO NORMAL OPERATION**

Presented by Indonesia

**INFORMATION PAPER**

**SUMMARY**

The global outbreak caused by COVID-19 pandemic has had a severe impact on the aviation industry. However, in the midst of these struggling conditions, some measures are taken by Indonesia to be assured that the sustainability of civil aviation industry in Indonesia. Significant trend of traffic downturn has a tremendous impact on the financial aspect of Air Navigation Service Provider. To cope with this situation, the alleviation and improvement of the air navigation area are carried out. Following those measures, safety oversight activities are conducted properly in order to assured that safety performance are maintained.

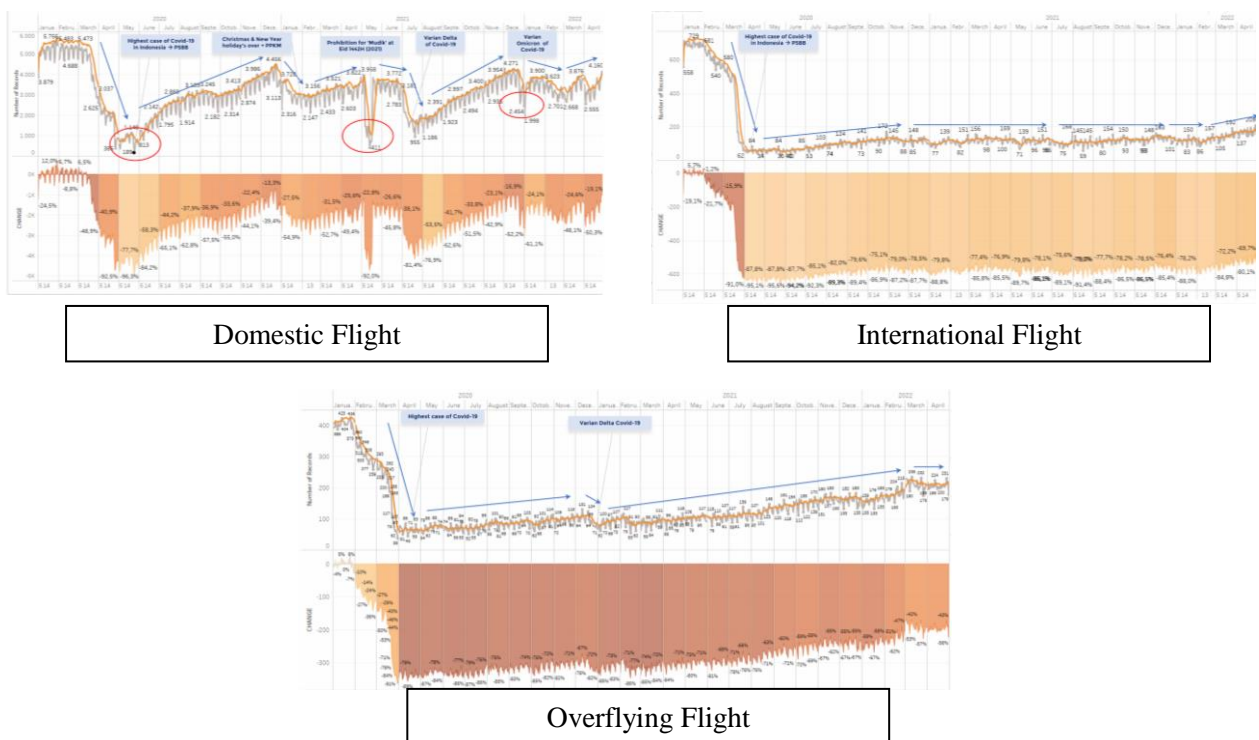
Noting that the recovery is commenced, the collaboration between regulator and ANSP is conducted in preparing resume the normal operation.

# INDONESIA AIR NAVIGATION SERVICES IMPROVEMENT DURING GLOBAL OUTBREAK AND THE READINESS TO RESUME TO NORMAL OPERATION

## 1. INTRODUCTION

1.1 The global outbreak caused by COVID-19 pandemic has had a severe impact on the aviation sector. The civil aviation industry continues to struggle against the impact that emerges from those catastrophic disruptions caused by the COVID-19 pandemic. It became crucial that all involved stakeholders assist in limiting its spread by air transport

1.2 Starting from a few months ago, recovery commenced in some countries, especially in Indonesia. The gradually increasing of the air traffic are shown in the trend of Indonesia's traffic movement below:



1.3 Besides the airlines, Air Navigation Service Provider (ANSP) is also an entity that affected by the pandemic condition. A significant downturn in the trend of air traffic brings consequences of decreasing the revenue and the difficulties of the cost recovery continuity.

## 2. DISCUSSION

2.1 In the midst of these struggling conditions, some measures are taken by Indonesia to be assured that the provision of air navigation services is carried out sustainably. The ICAO Council's Aviation Recovery Taskforce (CART) recommendation for air navigation particularly is taken to be implemented. Regulator, operators and its stakeholders are committed to conduct a closely collaboration to maintain the sustainability of the provision on air navigation services.

2.2 The alleviation and improvements are carried out in order to support the sustainability of air navigation provider and airlines.

2.3 The alleviation that has been carried out are in line with ICAO Annex 1 Personnel Licensing and ICAO Annex 11 Air Traffic Services. In term of ATS personnel licensing, the alleviation given are in the form of relaxation on the validity period of personnel medical check and the conducting of online licensing examination mechanism. Further, in regards with the air traffic services, the alleviation given are in the form of combining service unit and the implementation of TIBA and Flight Watch.

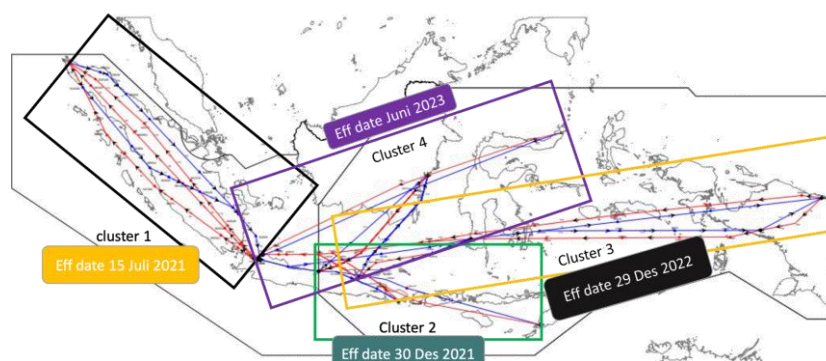
2.4 The improvements taken by Indonesia for the sake of airspace users beneficial are:

a. The airspace optimisation

1) The implementation of User Preferred Route (UPR).

UPR is a program with the purposes to assist the airlines to optimize the use of airspace by their preference so that airlines can take advantage to reduce their operational costs. It was also conducted as a stimulus for traffic growth and implemented in Jakarta and Ujung Pandang FIR.

2) The acceleration of the improvement on the PBN development for enroute, terminal and approach that also resulting the cost saving for airlines (flown in optimum level) and the CO<sup>2</sup> emission reduction.



PBN Enroute domestic

3) The providing of surveillance services in lower airspace (Terminal Control Area and Control Zone) where the separation minima of the aircraft is tighter and the airspace utilization is increasing.

b. Service improvement in uncontrolled airspace by the airspace re-structurization and the utilization of new technology to support the quality of air/ground voice communication.

2.5 Hereinafter, to assured that the alleviation and improvements has no negative impact to the safety performance, proper safety oversight were carried out. During the high restriction of social mobilization, the implementation of online safety oversight is taken. Furthermore, the safety performance and the achievement of acceptable level of safety performance for air navigation are maintained.

2.6 Noting that the recovery is commenced, the collaboration between regulator and ANSP is conducted in preparing resume the normal operation.

2.7 Indonesia readiness are measurable by the implementation of following items:

a. ATC restart programme, by conducting a simulation of high-density traffic condition in simulator for one set crew.

- b. Deletion of sub-working group divisions and conduct a strict monitoring on the health protocol implementation.
- c. Activation of physical briefing.
- d. Activation of onsite safety oversight activities.

2.8 As a result, those initiatives above are enablers for the sustainability of civil aviation sectors in Indonesia.

### **3. ACTION BY THE CONFERENCE**

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

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