Indonesia mandates ADS-B above FL290

David Mumford 21 February, 2018



Since the start of Jan 2018, all aircraft flying in Indonesian airspace at or above FL290 need to be equipped with ADS-B (Mode S Transponder and GNSS source position). Below that flight level, it remains optional.

Indonesian airspace is split into two FIR's – WIIF/Jakarta and WAAF/Ujung Pandang:



To the north, Singapore have required the carriage of ADS-B on certain airways since 2013; and to the south, Australia have mandated ADS-B for all airspace above FL290 since early 2017. So there's a vast section of connected airspace in the region where ADS-B is now required.

For **flight planning**, make sure you show the correct ADS-B designators in Item 10 of the FPL:

- E Transponder Mode S, including aircraft identification, pressure altitude and ADS B
 Out capability.
 or...
- L Transponder—Mode S, including aircraft identification, pressure-altitude, ADS-B Out and enhanced surveillance capability.

 together with...
- **B1** ADS-B "out" capability using 1090MHz extended squitter. or...
- B2 ADS-B "out" and "in" capability using 1090MHz extended squitter.

Further reading:

- Read Indonesia's AIC on this ADS-B mandate in full here.
- Read our article: Australia ADS-B requirements: 2017 onwards
- Read our article: Taiwan pushes ADS-B requirement to 2020