



*International Civil Aviation Organization*

**The Twentieth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group  
(ATM/AIS/SAR/SG/20)**

Singapore, 05 – 09 July 2010

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**Agenda Item 6: Review of ATS Coordination Meetings**

**CENTRAL REPORTING AGENCIES**

(Presented by IATA)

**SUMMARY**

This paper discusses the State requirements to undertake safety monitoring and discusses the role of the CRA to comply with these requirements.

**1. INTRODUCTION**

1.1 Data link (i.e. ADS-C/CPDLC) is an enabler for many ATM efficiencies including improved communication, increased capacity and reduced ATC workload. In accordance with ICAO Annex 11, it is a State requirement to complete the safety monitoring requirements for datalink as per other ATM systems.

1.2 The functioning of a Central Reporting Agency (CRA) can meet these Annex 11 requirements, enabling separation services to be provided utilising datalink.

1.3 This principle has led to the establishment of several CRAs throughout the region that continue to be fundamental in supporting the implementation of reduced separations such as 50nm longitudinal and RNP4 30/30 as per ICAO Regional Plans.

1.4 While this process has worked until now, the increasing availability of data link capabilities presents new challenges to ensure appropriate monitoring of performance is undertaken, including on a trans-regional basis.

**2. DISCUSSION**

2.1 While individual States may undertake to establish CRA services, it is important to recognise that part of the performance monitoring must include datalink interaction with adjacent FIRs. Depending on circumstances therefore, the establishment of CRA arrangements on a sub regional or regional basis could at times be more efficient in this regard.

2.2 Irrespective of the arrangement, as more States implement datalink programs, this will mean either an increased area of responsibility for an existing CRA or the establishment of a new CRA.

2.3 The Indian Ocean area is an example of where increased challenges are arising. While Boeing currently provide CRA services for FIT-BOB states, these services do not cover adjacent areas included within the major traffic flows. This particular arrangement is subject to commercial conditions making alterations problematic.

2.4 However to meet the requirements for the provision of separation services, this CRA requirements must be met to ensure that harmonised separation standards can be applied.

2.5 In this particular situation there is also the added complication of the trans-regional nature with the traffic flows transiting parts of the AFI, MENA and ASPAC regions.

2.6 IATA highlighted this issue to the recent ASIOACG/5 meeting. All stakeholders present recognised that solutions must be found to ensure the continuing availability of reduced separations. IATA was requested to draw attention to this issue with the appropriate ICAO forums within the three regions.

2.7 South East Asia represents another area of concern for CRA services. While Japan volunteered to provide the CRA services initially, it was only on a temporary basis to aid the development of datalink within the region. This service has been extremely valuable with 50nm longitudinal separations now available on the primary South China Sea routes, L642 and M771.

2.8 Unfortunately Japan advised at FIT-SEA/9 in May 2009 and reconfirmed at FIT-SEA/10 in May 2010 that they would be unable to continue providing the CRA services beyond Mar 2011.

2.9 While firstly recognising Japans contribution, we urgently need to find a solution that will ensure continuity of CRA services in SEA.

2.10 Furthermore we need to ensure that appropriate mechanisms are in place to ensure this vital safety monitoring requirement is fulfilled throughout the region including inter-regional coordination where appropriate. These mechanisms may also include funding arrangements.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Recognise the State requirement to provide CRA services;
- b) Consider the potential benefits of establishing a CRA on a regional (or sub-regional) basis;
- c) Consider the ability to coordinate between CRAs both intra-regionally and inter-regionally;
- d) Discuss appropriate mechanisms to establish CRA services; and
- e) Urgently find a solution to ensure continuity of CRA services in Southeast Asia beyond March 2011.

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