



*International Civil Aviation Organization*

**The Eleventh Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/11) and the Eighteenth Meeting of the South-East Asia ATS Coordination Group (SEACG/18)**

Bangkok, Thailand, 3 - 6 May 2011

---

**Agenda Item 4: Central Reporting Agency – South East Asia**

**Setting up of CRA-Singapore**

(Presented by Singapore)

**SUMMARY**

This Working Paper discuss the setting up of CRA-Singapore to undertake the functions of Central Reporting Agency – South East Asia

**1. INTRODUCTION**

1.1 This Working Paper discusses the role of CRA-Singapore to undertake the functions of Central Reporting Agency – South East Asia.

**2. BACKGROUND**

2.1 CRA-Japan had been providing the CRA services and absorbing the costs for the South East Asia region since 2006 and FIT-SEA made significant progress during the past few years with the expansion of data link services to Vietnam which led implementation of 50NM/50 NM on L642 and M771.

2.2 At FIT-SEA/10, Japan indicated that she is unable to continue so due to financial resources and other considerations. With the Philippines planning to introduce data link operations soon, it was important that an alternative CRA arrangement be set-up quickly in order to continue data link operations in South China Sea region and not to stall the data link implementation in the Philippines.

2.3 Singapore has stepped forward to set up and fund an alternative CRA arrangement for the South China Sea region. This arrangement will be for a period of at least three years to facilitate the expansion data link operations in the South East Asia region, after which a review will be done to explore a more permanent arrangement.

**3. TERMS OF REFERENCE OF FIT-SEA CRA**

- 3.1 There is no change to the existing Terms of reference and the area of FIT-SEA services.
- 3.2 In order for CRA-Singapore to act as FIT-SEA CRA under the authorization of FIT-SEA, a data confidentiality agreement shall be signed between CRA-Singapore and the States that provide data link services or will implement data link trials (namely Singapore, Vietnam and the Philippines). Besides establishing a data confidentiality agreement with their DSP, States shall also establish this arrangement with Boeing who will be supporting CRA-Singapore in providing technical expertise for CRA activities.
- 3.3 CRA-Singapore as the FIT-SEA CRA will analysis PRs, disseminate of de-identified information on PRA and preparation of periodic reports in accordance with the TORs agreed by FIT-SEA.
- 3.4 PRs may be submitted directly by ATS providers, airlines and DSPs directly to Boeing, with a copy to CRA-Singapore, in accordance with the data confidentiality arrangements. Alternatively the PRs may also be submitted to CRA-Singapore, who will re-route the PRs if necessary.
- 3.5 Submission of PRs should be done as soon as possible to facilitate investigation. The proposal for direct submission to Boeing is to facilitate this as well as to harmonize PR reporting procedures.

**4. ACTION BY THE MEETING**

- 4.1 States are invited to note and discuss the information presented in this paper, the changes to the CRA arrangement,, in particular PR submission procedures; and to establish a data confidentiality arrangement with CRA-Singapore, DSP and Boeing.

.....