



International Civil Aviation Organization

**SECOND SATELLITE DATA LINK OPERATIONAL CONTINUITY
MEETING TO REVIEW THE PERFORMANCE AND PROVISION OF
SATELLITE COMMUNICATIONS IN THE ASIA AND PACIFIC
REGIONS**

(Bangkok, Thailand, 8-10 February 2012)

Agenda Item 4: Global strategy for use of SATCOM data-link Services

4.2 Infrastructure requirements and changes:

FIT-ASIA

(Presented by the Secretariat)

SUMMARY

This paper provides a summary on the formation of the FIT-Asia, which combines the previous FIT-BOB and FIT-SEA meetings.

1 INTRODUCTION

1.1 The Future Air Navigation Service Implementation Team for the Bay of Bengal (FIT-BOB) and for Southeast Asia (FIT-SEA) had been responsible for monitoring the performance of data link in the geographical areas indicated.

2 DISCUSSION

2.1 The Thirteenth Meeting of the FANS Implementation Team for the Bay of Bengal (FIT-BOB/13, Bangkok, 07 to 08 February 2011) recognised that BOB and FIT-SEA (Southeast Asia) could be combined in order to include more experts, enable lessons learnt in one sub-region to assist other areas, and to reduce meeting costs. The ATM/AIS/SAR/SG discussed this and agreed to refer the matter to RASMAG after discussion with the FIT-SEA Chairman (there was no FIT-BOB Chair).

2.2 The ATM/AIS/SAR/SG/21 noted that there had been a lack of Problem Reports (PRs) provided to the FITs, which should be encouraged as these were a vital part of the safety oversight of data link operations. RASMAG itself had raised concerns in previous meetings about the piece-meal nature of data link performance data that had been made available to RASMAG.

2.3 Japan agreed with the combining of the two FIT meetings to strengthen the expertise and data assessment, and a change of reporting to Regional Airspace Safety Monitoring Advisory Group (RASMAG). Japan wanted clarification about the geographical scope of the new body. This was suggested by the Secretariat as being within the Asian Region, with the exception of any FIR that was being currently serviced by another FIT.

2.4 New Zealand suggested that the FIT should mean FANS Interoperability Team (as opposed to Implementation), as this was the current emphasis. New Zealand also suggested that the combined Terms of Reference (TOR) of the current FITs should take into account the established template. The meeting agreed with this approach and a draft TOR was developed on this basis.

2.5 Viet Nam supported the combination of the FITs, suggesting that the name FIT-Asia better reflected the data link oversight process.

2.6 The Fifteenth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/15, 01 – 04 August 2011) subsequently discussed the matter and developed Draft Decision 15/3 for APANPIRG's consideration.

2.7 The Twenty-Second Meeting of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/22, Bangkok, 5 to 9 September 2011) approved Decision 22/13 as follows:

Decision APANPIRG 22/13 – Data Link Performance Monitoring Body

That, the FANS Implementation Team - Bay of Bengal (FIT-BOB) and Southeast Asia (FIT-SEA) be combined as a new body (FIT-Asia), reporting to RASMAG, in accordance with the Terms of Reference appended to the Report on Agenda Item 3.3 (**Appendix A** to this paper).

2.8 The first meeting of the FIT-Asia is scheduled before RASMAG/17 in the same week from 27 – 31 August 2012. This is intended to facilitate the effective monitoring of data link performance to the Regional body, while improving meeting efficacies.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper; and
- b) discuss the reporting, expert support and deliverables necessary for an effective FIT-Asia.

Appendix A: FANS IMPLEMENTATION TEAM - ASIA (FIT-ASIA)

TERMS OF REFERENCE

FIT-ASIA OBJECTIVE AND SCOPE

The FANS Interoperability Team - Asia (FIT-Asia) shall be responsible for overseeing system configuration and the end-to-end monitoring process of data link systems to ensure they are implemented and continue to meet performance, safety, and interoperability requirements within the Asian Region.

The FIT-Asia shall:

Implementation

- a) support the implementation and operational benefits of AIDC, CPDLC and ADS;

Reporting and problem resolution processes

- b) establish a problem reporting system;
- c) review de-identified problem reports, identify trends and determine appropriate resolution;
- d) develop interim operational procedures to mitigate the effects of problems until resolution;
- e) monitor the progress of problem resolution;
- f) prepare summaries of problems encountered and their operational implications;

System performance and monitoring processes

- g) determine and validate system performance requirements;
- h) establish a performance monitoring system;
- i) assess system performance based on information from the CRA;
- j) coordinate system testing and trials;
- k) identify accountability for each element of the end-to-end system;
- l) develop, document and implement a quality assurance plan that will provide a stable system;
- m) identify end-to-end system configurations that provide acceptable data link performance;
- n) ensure that such configurations are maintained by all stakeholders;

New procedures

- o) coordinate testing in support of implementation of enhanced operational procedures

Reporting

- p) report safety-related issues to the appropriate State or regulatory authorities for action;
- q) provide reports to relevant ATM coordinating groups; and
- r) report to RASMAG.

Relevant Central Reporting Agencies (CRA) and States will report, as required, to the FIT-Asia. ICAO Secretariat will submit reports to appropriate sub-groups of APANPIRG.

COMPOSITION OF FIT-ASIA

The FIT-Asia will consist of representatives from States (ANS Providers) communication service providers (CSP), CRAs, IATA, CANSO, IFALPA and IFATCA. Aircraft and ancillary equipment manufacturers may also be requested to participate.
