



International Civil Aviation Organization

The Combined Meetings of the Fifth FANS Implementation Team – Bay of Bengal (FIT-BOB/5), the Second FANS Implementation Team – South East Asia (FIT-SEA/2), the First Air Traffic Flow Management Task Force (ATFM/TF/1) and ADS/CPDLC Seminar

Bangkok, Thailand, 18 - 22 April 2005

Agenda Item 4: Central Reporting Agency

**OFFER OF CENTRAL REPORTING AGENCY
FOR FIT-SEA BY CRA JAPAN**

(Presented by Japan)

SUMMARY

This paper expresses the intention of the Central Reporting Agency (CRA) Japan to undertake the role of the FIT-SEA CRA until such time when the FIT-SEA establishes a formal CRA.

1. Introduction

1.1 The monitoring activity for ADS and CPDLC systems interoperability in the Pacific airspace has been performed by the CRAs of the United States and Japan. The CRA of the United States is responsible for the Oakland, Anchorage Oceanic FIRs as well as South Pacific FIRs while the CRA of Japan is responsible for the Tokyo FIR.

1.2 The FANS Implementation Team of South-East Asia (FIT-SEA) was established, and its first meeting (FIT-SEA/1) was held in combination with the eleventh meeting of South-East Asia ATS Coordination Group (SEACG/11) from 24 to 28 May 2004. At the meeting, the CRA Japan offered to undertake the role of CRA activity for the South China Sea area, as an extension to its existing activities in the Tokyo FIR.

1.3 The FIT-SEA/1 meeting noted the considerable experience gained by the CRA Japan, and recorded appreciation for this offer. In the following discussions, the meeting sought clarification of the respective roles of the CRA of Japan and its relationship with Boeing, with a view to fully understanding whether the South China Sea CRA activities would be undertaken exclusively by the CRA Japan or whether Boeing would have a role and if so, the extent of that role.

1.4 The FIT-SEA/1 meeting noted that there would be some delay in commencing an operational trial for ADS/CPDLC in the South China Sea, probably until 2006/2007. In light of the delays expected, the IATA and a number of States suggested that the selection of a CRA could be delayed until closer to the commencement of the trial in the area.

2 Discussion

2.1 The CRA Japan proposes to undertake the role of FIT-SEA CRA activity until the FIT-SEA establishes a formal CRA. If the FIT-SEA would accept this offer and authorize its activity, the CRA Japan will commence necessary preparation for services as the FIT-SEA CRA at any time when requested. The CRA Japan, as the FIT-SEA CRA, will provide necessary services for South China Sea area at least until a formal CRA is established by the FIT-SEA.

2.2 The objectives of this FIT-SEA CRA operated by the CRA Japan is to assist the FIT-SEA members in planning and implementing ADS/CPDLC systems by sharing the technical and operational information, processing FANS 1/A Problem Reports (PR), disseminating the de-identified problem report information, and submitting reports to the FIT-SEA and relevant bodies. Terms of reference (TOR) of FIT-SEA CRA is proposed, and it is in Appendix 1. The detailed tasks of FIT-SEA CRA are also proposed in Appendix 2.

2.3 In addition to the above TOR, the FIT-SEA CRA will share the technical and operational information with the respective ATSUs for the purpose of improving ADS/CPDLC systems.

2.4 The problem reporting procedures, including FANS 1/A PR Form for the FIT-SEA members are proposed at Appendix 3 to this paper.

3. Action by the Meeting

The meeting is invited to:

- a) consider establishing the FIT-SEA CRA based on the offer from the CRA Japan; and
- b) develop work plan to commence CRA activities as early as possible.

**PROPOSED
TERMS OF REFERENCE (TOR)
FANS IMPLEMENTATION TEAM, SOUTH-EAST ASIA
CENTRAL REPORTING AGENCY
(FIT-SEA CRA)**

The objective of the FIT-SEA CRA is to assist the FIT-SEA members to plan and implement ADS and CPDLC systems in the South China Sea area in accordance with the TOR of FIT-SEA.

To meet the above objective the FIT-SEA CRA shall:

- a) share the technical and operational information with the FIT-SEA members on the planning and implementation of ADS and CPDLC systems;
- b) process the problem reports (PR) received from the FIT-SEA members in the manner prescribed in the FANS 1/A Operations Manual (FOM);
- c) disseminate the de-identified information on individual PR to the FIT-SEA members by means of access to the CRA Japan website; and
- d) prepare periodic reports for the FIT-SEA and RASMAG.

The services of the FIT-SEA CRA operated by the CRA Japan are on a voluntary and temporary basis until a formal CRA is established by the FIT-SEA.

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List of Proposed Tasks of FIT-SEA CRA

The tasks of the FIT-SEA CRA are the information sharing with the FIT-SEA members on technical and operational information to support the planning and implementation of ADS/CPDLC systems, the process of problem reports (PRs), and preparation of periodic reports to the FIT-SEA.

Tasks	Remarks
1. Information Sharing through FIT-SEA/RASMAG a. Suggestion on planning and implementation of ground systems. b. Advice on development of ADS/CPDLC operational procedures.	
2. Collection and processing of Problem Reports (PRs) a. Collection of PRs from ATSU and aircraft operators b. Processing the PRs with: <ul style="list-style-type: none"> * data analysis; * reconstruction of the event; * identification of causes/factors in cooperation with appropriate parties; and * monitoring of rectification progress. 	Via e-mail, postal mail and fax Engineers analyse the logs of ground systems Consultation/cooperation with appropriate parties
3 Dissemination of information a. Report on the summary of PRs to the FIT-SEA. b. Website <ul style="list-style-type: none"> * List of PRs; * System performance analysis data of the Tokyo FIR; and * Documents. 	Report to the FIT-SEA and RASMAG All information including PRs is de-identified FANS 1/A Operations Manual (FOM) & other documents Periodic reports and meeting summaries.

Problem Reporting Procedures of the FIT-SEA CRA

1. Contact Point

- 1- Manager: Mr. Yoshiro NAKATSUJI
- 2- Address: K-1 Building, 3rd floor
1-6-6, Haneda Airport. Ota-ku, Tokyo 144-0041, Japan
- 3- Telephone: +81-3-3747-1231
Fax: +81-3-3747-1231
E-mail: crasa@cra-japan.org OR naka@atcaj.or.jp

2. Address to send FANS 1/A Problem Reports (PRs)

FANS 1/A PRs should be sent to “CRA Japan” via any means of e-mail, postal mail or facsimile.

- 1- E-mail address: crasa@cra-japan.org OR naka@atcaj.or.jp
- 2- Postal mail address:
CRASA, K-1, 1-6-6, Haneda Airport, Ota-ku, Tokyo 144-0041, Japan
- 3- Facsimile: +81-3-3747-1231

3. FANS 1/A PR Form

The FIT-SEA members are requested to send PRs to the CRA Japan with the items prescribed in the paragraph 3.10, FANS 1/A Operations Manual (FOM).

It is recommended to use the FANS 1/A PR Form attached to this paper. When other form is used, all items required by the FOM should be included.

4. Website address

<http://www.crasa.cra-japan.org>

FANS 1/A PROBLEM REPORT				Number
Date UTC		Time UTC		
Registration		Flight Number		
Sector				
Originator		Aircraft Type		
Organization				
Active Center		Next Center		
Position				
Description				