



International Civil Aviation Organization

ICAO

Eleventh Meeting of the Air Traffic Management Sub-Group
(ATM/SG/11) of APANPIRG

Singapore, 2 – 6 October 2023

Agenda Item 3: Performance Frameworks and Metrics

CHALLENGES IN ACQUIRING A SERVICE AGREEMENT WITH THE CRA FOR PROBLEM REPORT (PR) ANALYSIS IN PBCS IMPLEMENTATION

(Presented by MALAYSIA)

SUMMARY

This paper presents the challenges faced by Malaysia in planning the implementation of Performance-based Communications and Surveillance (PBCS) due to the absence of a service agreement with the Central Reporting Agency (CRA).

1. INTRODUCTION

1.1 Malaysia is actively continuing and pursuing to ensure that the PBCS implementation timeframe and action plan for the Bay of Bengal area are met in accordance with the draught decision reached during the Fourth Meeting of the Bay of Bengal Traffic Flow Review Group (BOBTFRG/4).

2. DISCUSSION

Performance-based Separation Trial Implementation Plan

2.1 Malaysia plans for the trial implementation of performance-based separation over the Bay of Bengal to take effect as soon as possible.

2.2 This is in accordance with the PBCS Implementation Plan in the Bay of Bengal Area as agreed by India and Malaysia during the BOBTFRG/4, as follows:

Phase 1	50 NM longitudinal separation to be applied based on the current capability RNAV 10 (RNP 10) available as soon as possible;
Phase 2	<p>To start transitional period: trial implementation of 30 NM longitudinal / 23 NM lateral separation with harmonised ADS-C/CPDLC equipage mandate for RNP 4 or RNP 2, RCP 240, RSP 180 requirements allowing non-equipped aircraft, taking account into;</p> <ul style="list-style-type: none">• 70% of fleet equipage rate to start trial implementation• with the target ADS-C/CPDLC mandate date not later than 1 March 2024;• within a 24-month transitional period (lead time for operators' equipage readiness) to give operational priority to equipped aircraft allowing non-equipped aircraft, based on the necessary conditions such as at a specific flight level band, at a certain ATS

	<p>routes and at a specific time band to be defined through discussion in the Task Force Team.</p> <ul style="list-style-type: none"> • Post-op evaluation on Phase 2 after the minimum of 12 months, depending on the progress by each State
Phase 3	Permanent implementation of 30 NM longitudinal / 23 NM lateral separation PBCS supports not later than 1 March 2026, subject to post-op evaluation on Phase 2 and ANSP' readiness to give flexibility or earlier implementation.

2.3 Malaysia has established a PBCS Implementation Task Force comprised of members from the Regulator and ANSP to ensure that regulatory and technical elements are handled effectively and expeditiously in preparation for the PBCS trial implementation.

2.4 In early September 2023, a discussion and engagement session was conducted with local stakeholders on their readiness for the PBCS implementation. While some airlines are enthusiastic about the implementation, others are cautious since the cost of upgrading the avionics and systems, particularly to include ADS-C/CPDLC, is considerably high.

Service Agreement with Central Reporting Agency (CRA)

2.5 During the Thirteenth Meeting of the FANS Interoperability Team – Asia (FIT-Asia/13), it was highlighted that no contract for CRA services in the Bay of Bengal and Arabian Sea areas has been in place since the beginning of 2023, hence six (6) new Problem Reports (PRs) that were reported in these areas without being investigated.

2.6 Based on this information, Malaysia has contacted the CRA to enter into a contract agreement to enable problem report analysis for flights operating within the oceanic airspace of the Kuala Lumpur Flight Information Region.

2.7 The ongoing discussions with the CRA, the overhead administrative expenses for a separate contract with each State would be disproportionately high, and creating a fixed-price contract with each State for a minimal number of problem reports would be impractical. As a result, it is suggested that the States involved collaborate to create a cooperative contract with the CRA.

Proposal for a Single Unified Contract between the Concerned States and CRA

2.8 To guarantee the realization of the proposal involving the concerned States and the Central Reporting Agency, a significant level of collaboration and coordination is crucial for acquiring a Single Unified Contract. Hence, it is strongly recommended that the discussion regarding this matter be held through the ICAO platform.

2.9 Malaysia will present similar paper at the next RASMAG meeting for the way-forward relating to this matter.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant matters as appropriate.

.....