



ICAO

International Civil Aviation Organization

**Fifteenth Meeting of the FANS Interoperability Team – Asia
(FIT-Asia/15)**

Bangkok, Thailand, 24 – 27 June 2025

Agenda Item 7: Any Other Business

PROGRESS ON ISSUES RELATED TO THE CENTRAL REPORTING AGENCY (CRA)

(Presented by the Secretariat)

SUMMARY

This paper presents the roles and responsibilities of the Central Reporting Agency (CRA) as outlined in ICAO Doc 9869, including the management of performance reports, coordination with stakeholders, and support for regional and global monitoring. It highlights APANPIRG/34's conclusion urging States to establish formal service arrangements with a CRA. The FIT-Asia/14 meeting discussed the potential expansion of the IPACG, ISPACG and NAT contract to include FIT-Asia States that do not currently have formal service arrangements with a CRA. However, due to unforeseen circumstances, this initiative is no longer deemed feasible. Affected States are requested to coordinate individually with APANPIRG-recognized CRAs, and Boeing is encouraged to support this process with flexibility, considering the current circumstances.

1. INTRODUCTION

1.1 Based on ICAO Doc 9869 *PBCS Manual*, the CRA plays a critical role in ensuring the safe and effective application of Performance-Based Communication and Surveillance (PBCS) separation minima. Some of the key roles and responsibilities of the CRA are to:

- Manage and Analyse Performance Reports (PRs)
 - Receive and analyse PRs from Air Navigation Service Providers (ANSPs), aircraft operators, and other stakeholders.
 - Determine causes of performance deficiencies and trends over time.
- Coordinate with Stakeholders
 - Liaise with States, aircraft operators, communication service providers (CSPs), and surveillance service providers (SSPs) to resolve identified issues.
 - Facilitate information sharing related to performance deficiencies.
- Support Regional and Global Monitoring
 - Provide performance monitoring data to Regional Monitoring Agencies (RMAs) and ICAO to support harmonized implementation and oversight of PBCS-based operations.

- Issue Reports and Recommendations
 - Provide safety and performance findings to relevant stakeholders.
 - Recommend remedial actions, such as exclusion from PBCS-based separation airspace for non-compliant aircraft/operators.
- Database Management
 - Maintain a centralized performance monitoring database to support long-term analysis and compliance tracking.

1.2 The following **Figure 1**, extracted from ICAO Doc 9869, illustrates the problem reporting and resolution process.

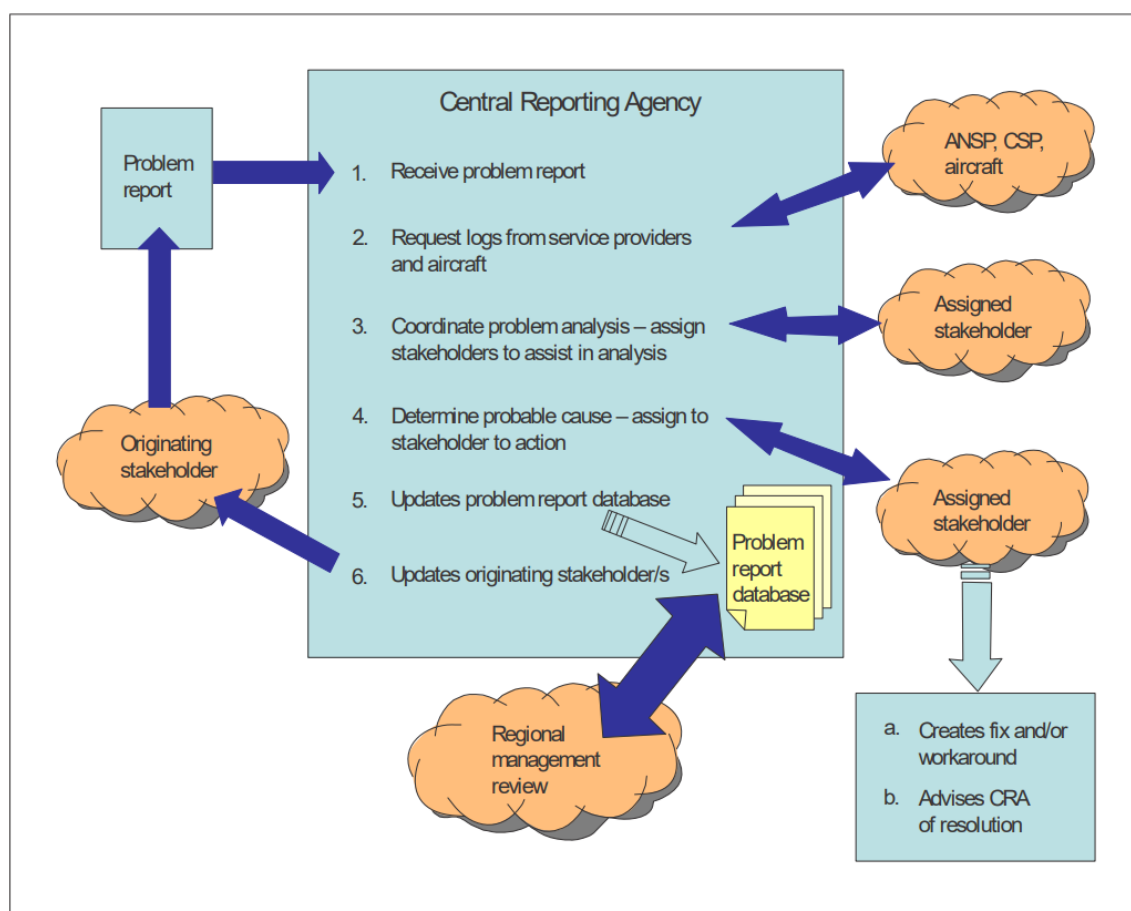


Figure 1. Problem reporting and resolution process

2. DISCUSSION

2.1 APANPIRG/34, held from 11 to 13 December 2023, agreed to the following Conclusion proposed by RASMAG/28 to ensure States meet their obligations for data link performance monitoring and analysis in accordance with ICAO Annex 6 Part I 7.1.5 and 7.3.4, and Annex 11 2.29 and 3.3.5.2.

Conclusion APANPIRG/34/8: Formal Service Arrangements with CRA

That, States are urged to ensure that formal service arrangements are made with an APANPIRG-recognized, competent Central Reporting Agency for the submission and analysis of data link problem reports.

2.2 At FIT-Asia/14 meeting, held from 16 to 19 July 2024 in Bangkok, Thailand, the potential expansion of the IPACG, ISPACG and NAT contract to include FIT-Asia States that do not currently have formal service arrangements with a CRA was discussed.

2.3 Unfortunately, due to unforeseen circumstances, an internal administrative decision resulted in a change of the State's position, rendering its inclusion under the aforementioned contract no longer feasible. It is understood that this outcome was unavoidable, despite the fact that sufficient coordination had been carried out in advance.

2.4 As a result, this situation may cause inconvenience to those States that had been expecting to be included under the said contract. It is therefore requested that each affected State engage in separate coordination with an existing APANPIRG-recognized CRA. In addition, Boeing is kindly requested to approach this matter with flexibility, taking the current circumstances into consideration.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) urge States that do not currently have a formal service agreement to initiate coordination individually with an APANPIRG-recognized CRA;
- c) the Boeing CRA to provide support in this regard, taking into account the prevailing circumstances; and
- d) discuss any relevant matters as appropriate.

— END —