



International Civil Aviation Organization

The Combined Sixth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/6) and the Third Meeting of the FANS Implementation Team, South- East Asia (FIT-SEA/3)

Bangkok, Thailand, 22 – 25 November 2005

Agenda Item 5: Central Reporting Agency – South East Asia

FLIMSY No. 4

(Presented by Japan)

1. FIT-SEA side-meeting

1.1 A side-meeting of FIT-SEA was organized during the combined FIT-BOB/6 & FIT-SEA/3, for the purpose of sharing information and developing common understanding on mutual matters, and considering future actions to advance trials of ADS/CPDLC operations in the South China Sea area. Japan, Singapore, Thailand, and Viet Nam participated in this side-meeting while the Philippines was not able to attend the meeting.

2. FIT-SEA membership and its work plan

2.1 The participating States in the side-meeting reconfirmed the membership and the work plan of the FIT-SEA as described in the report of SEACG/11 and FIT-SEA/1 held from 24 to 28 May 2004.

3. Area of FIT-SEA CRA services

3.1 The participating States agreed that the area of FIT-SEA CRA services shall be defined as follows:

“the FIT-SEA CRA will provide CRA services for the airspace within the Ho Chi Minh, Manila and Singapore FIRs, where implementation of ADS/CPDLC is considered to enhance surveillance and communications capability, leading to significant benefits for operational efficiency and regularity of flights in the South China Sea area.”

3.2 It was also agreed that specific route segments where ADS/CPDLC trial could be planned, would be determined by respective States and would be advised to the CRA-Japan.

3.3 It was recognized that procedural separation has been applied on ATS routes in the Sanya AOR, and any reduction of separation may not be possible in its adjacent FIRs utilizing ADS/CPDLC in the future. In this regard, it was considered crucial for FIT-SEA to have China involved in the future development of ADS/CPDLC trial in the South China Sea area.

4. Arrangements of data confidentiality agreement between State, Airlines, Data Link Service Providers (DSPs) and the FIT-SEA CRA

4.1 The participating States confirmed that the offer of CRA services for the South China Sea area by the CRA-Japan was accepted by Indonesia and Viet Nam who were not present at FIT-SEA/2, in addition to the Philippines, Singapore, IATA, IFALPA and the ICAO Asia/Pacific Regional Office who supported the offer at FIT-SEA/2.

4.2 The participating States understood that in order for the CRA-Japan to act as the FIT-SEA CRA under the authorization of the FIT-SEA, it was essential that the concerned 3 States, namely the Philippines, Singapore and Viet Nam, shall establish data confidentiality agreement with airlines who will operate in their responsible FIR and participate in the trial, so that PRs from airlines can be collected by the States and be submitted to the FIT-SEA CRA. It would be equally important that these 3 States establish data confidentiality agreement with their DSP. The CRA-Japan would arrange data confidentiality agreement directly with the States concerned.

4.3 It was also understood that the CRA-Japan as the FIT-SEA CRA can be responsible for analysis of PRs, dissemination of de-identified information on PRs and preparation of periodic reports in accordance with the TOR agreed by the FIT-SEA, as far as PRs are provided by States who enter data confidentiality agreement with airlines, DSP and the CRA-Japan.

4.4 The CRA-Japan agreed to prepare a model form of data confidentiality agreement for FIT-SEA. This form will be included in the report of the combined FIT-BOB/6 & FIT-SEA/3 as well as will be circulated to the Philippines, Singapore, and Viet Nam for their consideration.

5. Arrangements for submission of problem reports (PRs) to the FIT-SEA CRA

5.1 The side-meeting participants understood that PRs would be submitted first to the States from ATS providers, airlines, DSPs in accordance with their data confidentiality agreement. The collected PRs would then be submitted to the FIT-SEA CRA without any process on PRs by the States. Submission of PRs to the FIT-SEA CRA from States shall be done as soon as possible so that the CRA can initiate required actions in a timely manner.

6. Progress in Viet Nam

6.1 Viet Nam informed that their new systems at Ho Chi Minh ACC will be connected to DSP network in June 2006, and they will be ready for a trial in the Ho Chi Minh FIR with Singapore by the end of 2006.

6.2 It was also informed that Viet Nam had conducted preliminary tests of CPDLC connections with aircraft, and its results were positive.

6.3 Viet Nam recognized that there would be significant amount of tasks which need to be complete and coordinated with service providers, operators and adjacent States before conducting trials, such as training for ATC and pilots, publication of aeronautical information by AIC and AIP, confirmation of airlines participation, arrangement for LOA amendment.

6.4 The CRA-Japan offered assistance to Viet Nam in preparation of process of setting trials.

7. Progress in Singapore

7.1 Singapore informed that ADS/CPDLC tests are being conducted with Airbus and are expected to complete by the end of 2005.
