



*International Civil Aviation Organization*

**The 10<sup>th</sup> Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/10) and the 17<sup>th</sup> Meeting of the Southeast Asia ATS Coordination Group (SEACG/17)**

Singapore, 24-27 May 2010

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**Agenda Item 2: Central Reporting Agency**

**CONSIDERATION OF THE TERMINATION OF CRA-JAPAN FOR FIT-SEA**

(Presented by Japan)

**SUMMARY**

This paper addresses an outstanding issue of when and how CRA-JAPAN can be closed as its work in FIT-SEA. Any discussion on this matter should be brought to the attention of SEACG, as the founding body of FIT-SEA, and a whole consensus is required to quit the work of CRA-JAPAN for Singapore FIR and Ho-Chi-Minh FIR.

**1. INTRODUCTION**

1.1 At the Eleventh Meeting of the South-East Asia ATS Coordination Group (SEACG) held in Bangkok, Thailand in May 2004, SEACG discussed the need of a group similar to IPACG-FIT, and agreed to establish the FIT-SEA and its Terms of Reference (TOR) below.

FIT-SEA shall:

- a) Determine the common operational architecture to support CPDLC and ADS;
- b) Support the implementation and operational benefits of CPDLC and ADS;
- c) Authorized and coordinate system testing and operational trials;
- d) Develop interim operational procedures to mitigate the effects of problems until such time as they are resolved;
- e) Review de-identified problem reports and determine appropriate resolution;
- f) Monitor the progress of problem resolution; and
- g) Assess system performance based on information in Central Reporting Agency periodic reports.

1.2 The CRA of Japan offered to undertake the role of CRA for the South China Sea States, as an extension to its existing activities at the 11th SEACG meeting.

1.3 FOM Definitions of FIT and CRA

1.3.1 The current FANS-1/A Operations Manual (FOM) version 6.0, effective 25 September 2008, defines FIT and CRA in sections 3.7 and 3.8 respectively.

### 1.3.2 FANS Interoperability Team

The FANS Interoperability Teams (FITs) shall oversee the monitoring process to ensure the FANS-1/A system continues to meet its performance, safety, and interoperability requirements and that operations and procedures are working as planned. The FITs:

- a) review de-identified problem reports and determine appropriate resolution;
- b) develop interim operational procedures to mitigate the effects of problems until such time as they are resolved;
- c) monitor the progress of problem resolution;
- d) prepare summaries of problems encountered and their operational implications;
- e) assess system performance based on information in CRA periodic reports; and
- f) authorize and coordinate system testing.

### 1.3.3 Central Reporting Agency

The Central Reporting Agencies (CRAs) are organizations tasked with the regular dissemination of de-identified statistical data based on monthly status reports received from FIT members. The CRAs track problem reports and publish de-identified information from those reports for dissemination to FIT members. Problem resolution is the responsibility of the appropriate FIT members.

The CRAs:

- a) prepare consolidated problem summaries, with references to particular States and operators removed, for dissemination to all interested parties;
- b) collect and consolidate FANS-1/A Periodic Status Reports and disseminate these to all interested parties;
- c) examine all data to identify trends; and
- d) prepare an annual report for the FIT.

## 1.4 ICAO Safety Management Provisions in Annex 11

1.4.1 ICAO Annex 11-Air Traffic Services addresses safety management in section 2.26, and in particular calls upon States to establish a safety programme, in order to achieve an acceptable level of safety in the provision of ATS. States are required to conduct a safety assessment that demonstrate an acceptable level of safety will be met and users have been consulted when any significant safety-related change to the ATS system, including the implementation of a reduced separation minimum or a new procedure are planned and implemented, and to ensure that adequate provision is made for post-implementation monitoring to verify that the defined level of safety continues to be met.

## 2. **DISCUSSION**

2.1 CRA-JAPN has supported to implement data-link operations in Singapore FIR and Ho-Chi-Minh FIR in cooperation with both states and ICAO APAC office. FIT-SEA/7, held in Fukuoka, January-February 2008, agreed that the Phase 2 operational trial of data-link in the Ho-Chi-

Minh FIR was to move to the regular operations from 10 April 2008. The data-link operations in Singapore FIR had moved to regular operations before Ho-Chi-Minh FIR implemented.

2.2 At the FIT-SEA/9 which was held in Bangkok ICAO office in May 2009, the CRA-Japan made a presentation under the Report of FIT-SEA CRA on their activities. The statistical analyses on system performance such as CPDLC downlinks, uplinks, uplink messages success rate and auto transfer success rate for both Singapore and Ho-Chi-Minh FIRs. There were no significant performance issues detected except for downlink performance. But the CPDLC performances of round trip time met the system performance criteria specified in the FOM both in the Singapore and the Ho-Chi-Minh FIRs, so FIT-SEA had agreed that the system performances could use for regular operations.

2.3 The CRA-Japan had strongly announced that in PR analyses, which are routinely undertaken by FIT-SEA CRA, could not be presented because the CRA did NOT receive any PRs after FIT-SEA/8. The FIT-SEA/9 noted that there had been NO PR for 12 months from Singapore and Viet-Nam. From experience in the North Pacific where hundreds of PRs are reported, the situation of NO PR in the South China Sea area could not be justified.

2.4 Japan informed at the FIT-SEA/9 that FIT-SEA CRA services have been provided by CRA-Japan on a temporary basis in accordance with the TOR of FIT-SEA CRA. Japan, however, would consider extending the provision of FIT-SEA CRA services for a couple of years if the Philippines was able to initiate the ADS/CPDLC operational trial in the Manila FIR in 2010. And the operational trial in the Manila FIR will be initiated in this October.

2.5 Japan will be able to as a FIT-SEA CRA by end of next March (March, 2011), but it will NOT continue beyond the next March because of its budget. FIT-SEA recognized the need to establish a formal FIT-SEA CRA in the near future and Singapore or Viet-Nam should be a role as a formal CRA in the South China Sea.

2.6 Japan will be able to support continuously for ADS/CPDLC implementation of the Philippines in Manila FIR beyond next March until it will be a regular operations, possibly through JICA (Japan International Cooperation Agency) scheme.

### 3. CONCLUSIONS

3.1 The meeting is invited to:

- a) consider setting goals of the FIT-SEA in light of its TOR and progress being made to date;
- b) discuss and agree establishment of formal CRA in FIT-SEA;
- c) consider that the formal CRA in FIT-SEA should be established as soon as possible; and
- d) agree that Japan will quit a FIT-SEA CRA and Japan will continue support for data-link implementation in Manila FIR.

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