



ARABIAN SEA INDIAN OCEAN ATS
COORDINATION GROUP AND INDIAN
OCEAN STRATEGIC PARTNERSHIP TO
REDUCE EMISSIONS WORKING GROUP
MEETING

ARABIAN SEA INDIAN OCEAN ATS COORDINATION GROUP AND INDIAN OCEAN STRATEGIC PARTNERSHIP TO REDUCE EMISSIONS WORKING GROUP MEETING

DOHA, QATAR 4-5 JUNE 2014

Agenda Item 5: Work programs for 2014

Establishment of Indian Ocean and Arabian Sea regional CRA

(Presented by Emirates)

Summary

This paper requests ANSP and Operator to supports CRA (Boeing) activities under FIT ASIA cover, and discusses the establishment of regional CRA covering Arabian Sea and Indian ocean area in ICAO Asia pacific / Eastern Africa region.

1. INTRODUCTION

1.1 UPR Zone requires the data link as a part of basic requirement, and both Airspace users and ANSP look for the reduced horizontal separation with data link.

1.2 RNP10 50/50, RNP4 30/30 and future RNP2 will require the Performance based communication and surveillance accordance with in Global Operational Data Link Document (GOLD).

1.3 For maintaining quality and required performance, states should follow the procedures documented in GOLD and collect the system performance metrics outlined in GOLD.

1.4 In accordance with ICAO Annex 11, it is a state requirement to complete the safety monitoring requirements for Datalink.

1.5 The performance monitoring should include Datalink interaction with adjacent FIRs, regional CRA could be more efficient solution than CRA by each state. In ASPAC region, FITBoB (FIT ASIA) agreed to have single regional CRA service by Boeing and agreed to use the ISPACG CRA website for reporting the FANS Problem report.
ISPACG CRA website: <http://www.ispacg-cra.com>

1.6 CRA (Boeing) and Emirates requested all ANSP and operators join the ISPACG CRA website and report PRs through website in ASIOACG8 / INSPIRE 4 meeting.

1.7 CRA created the summary of PRs (Report and Analysis), review this summary, including some considerable items for sharing information and improvement of Datalink qualities in the region..

2. DISCUSSION

2.1. CRA analysis and solution will support the improvement of Datalink quality.

Typical problems are found in the CRA report.

- Incorrectly set up of ANSP side address.
- Incorrect use of message for NDA and terminate of Datalink
- Use of Free text format, instead of predefined message sets.

2.2. Airlines requested CRA to communicate and follow up with ANSP for each PRs, CRA will commit to support the ANSPs to improve their quality. Airline, CRA and ANSP should keep the communication loop in this improvement process.

2.3. Since the last meeting introduce ISPACG website, total numbers of PRs are increased. However, some ANSPs / Airlines are still not registered on ISPACG website; CRA had the difficulties of communication for supporting the solution of the errors. Airlines and ANSPs are requested to register and report PRs through the website.

2.4 This Boeing CRA covers Arabian Sea and Indian Ocean area in the ASPAC region, and provide the monitoring services beyond the FIR boundaries as single regional independent CRA. However the current scheme does not cover the FIRs in Eastern Africa region in this regional CRA concept.

2.5 As the Arabian Sea and Indian Ocean region, we need to ensure the CRA scheme to support all states beyond the ICAO regions for Seamless ATM concept and ASIO UPR zone.

3. ACTION BY THE MEETING

3.1 The meeting is invited to discuss

- a) Establish of regional CRA to support Datalink operation in all Arabian Sea and Indian Ocean.
- b) ANSP to support CRA
- c) ANSPs and Airspace user to register on CRA website for reporting, analysis and feedback.
- d) ASIOACG to secure the time in the scheduled meeting to review the CRA report for the improvement of Datalink operation.