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Международная
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منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref. T 3/10.1.17 – AP100/19 (ATM)

17 September 2019

Subject: Data Link Performance and Regional
Airspace Monitoring

Action required: To note and take action in accordance
with the RASMAG Conclusions as appropriate

Sir/Madam,

I wish to draw your attention to the Conclusions of the Seventh Meeting of the Twenty-Fourth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/24) (09 – 12 July 2019) held in Bangkok, Thailand, with respect to Data Link Performance and Regional Airspace Monitoring.

Conclusion RASMAG/24-1: Guidance for Data Link Performance Improvement for Aircraft Operators

That, the Guidance for Data Link Performance Improvement for Aircraft Operators at RASMAG/24 WP/3 Attachment A be uploaded to the Asia/Pacific Regional Office website.

Conclusion RASMAG/24-2: Continuous Data Link Performance Monitoring

That, States providing ADS-C and CPDLC services are urged to undertake the following actions, in accordance with ICAO Docs 9689 – PBCS Manual and 10037 – GOLD Manual, and the Asia/Pacific PBCS Action List for ANSPs:

- 1. Continuously monitor data link performance;*
- 2. Conduct monthly data link performance analyses on a rolling three-month basis, and report problems and significantly poor performance to the CRA and RMA in accordance with the Asia/Pacific PBCS Action List for ANSPs;*
- 3. Take steps to identify any local cause of poor performance identified in each monthly analysis;*

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4. *Compile monthly performance report data in reporting periods from January to June and July to December each year;*
5. *Provide the compiled performance report data to the State responsible for the compilation and analysis of Regional aggregated data;*
6. *Include narrative information on efforts made to determine the causes of poor performance, action taken to rectify poor performance, and the results of that action, in annual performance monitoring analysis reports to FIT-Asia; and*
7. *Make airframe and fleet performance data available on request to all Administrations for regulatory oversight purposes.*

Conclusion RASMAG/24-4: Guidance Material for the Continued Safety Monitoring of the Asia-Pacific RVSM Airspace

That, recognizing the value of a regional guidance material for RVSM continued safety monitoring, the Guidance Material for the Continued Safety Monitoring of the Asia-Pacific RVSM Airspace at Appendix D to the Report would be posted on the ICAO Asia/Pacific website and circulated by State Letter, in addition to informal circulation by Regional Monitoring Agencies (RMAs).

Conclusion RASMAG/24-5: Verification of RCP and RSP Capabilities Filed in the Flight Plan

That, recognizing the need for Asia Pacific Monitoring Agencies to verify RCP and/or RSP capabilities filed in the flight plan:

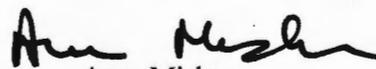
1. *Asia Pacific Monitoring Agencies update their F2 and F3 Forms and their Traffic Sample Data templates to align with Appendix E to the Report and their Traffic Sample Data templates to align with Appendix F to the Report and notify the updates to the States under their responsibility by August 2019; and*
2. *States be advised to include RCP and RSP approvals in the F2 and F3 Form for aircraft that have been authorized to include RCP and RSP designators in their Flight Plan, and to include Items 10 and 18 of the Flight Plan in its annual Traffic Sample Data.*

Conclusion RASMAG/24-6: Establishment of Asia Pacific Monitoring Agency ToRs

That, the Terms of Reference (ToRs) at RASMAG/24/WP38 Appendix A be applicable to all Asia/Pacific Regional Monitoring Agencies (RMAs) and Enroute Monitoring Agencies (EMAs) to define the RMA/EMA structure, objectives and functions.

Accordingly, States are requested to take note of Conclusions RASMAG/24-1, RASMAG/24-2, RASMAG/24-4, RASMAG/24-5, and RASMAG/24-6 to take action as appropriate.

Yours sincerely,



Arun Mishra
Regional Director