

**Twenty Eighth Meeting of the
Informal South Pacific ATS Co-ordinating Group
(ISPACG/28)**

**Papeete, Tahiti
5-7 March 2014**

Agenda Item 6: Other Business

Central Reporting Agency Service

Presented by Boeing

SUMMARY

The Central Reporting Agency (CRA) service in the Asia Pacific ICAO Region and the Data Link Monitoring Agency (DLMA) service in the North Atlantic ICAO Region will expire at the end of 2014.

1. INTRODUCTION

- 1.1 ISPACG established the FANS Interoperability Team (FIT) and CRA in 1997 to satisfy the post-implementation monitoring requirements of ICAO Annex 11. The ISPACG FIT and CRA operate in accordance with the ICAO Guidance Material for end-to-end safety and performance monitoring of Air Traffic Services (ATS) data link systems in the Asia/Pacific Region.
- 1.2 The ICAO Global Operational Data Link Document (GOLD) defines the problem reporting and resolution process; including a CRA function (appendix D, 3.1). The CRA service covers the tracking, investigation, and resolution follow-up for problems reported by system users and periodic reports to ICAO regional interoperability teams.
- 1.3 The Boeing Company has been providing funding and support of CRA services in the South and North Pacific since the inception of the respective FANS Interoperability Teams (FIT) for those regions. Boeing also provides funding and support of DLMA services for the North Atlantic region. The FAA provides CRA/DLMA funding through Technical Service Agreement contracts with Boeing.

2. DISCUSSION

- 2.1 The current CRA service will expire December 2014; therefore, there is a need to identify a continuous regional data link problem reporting and resolution process to ensure continuation of the CRA functions.

- 2.2 Accordingly, the United States is developing a concept for a web-based service called the GOLD Performance Analysis Service (G-PAS). The GPAS concept would encompass the CRA function, ATS Unit support tools and provide flexible web-based services and centralized support which could effectively and efficiently streamline the GOLD analysis processes at the local and regional level, and also provide global benefit.
- 2.3 The cessation of CRA service needs to be urgently addressed due to the limited time available until the current contractual arrangements expire (end of 2014). Furthermore, the technical and financial aspects need to be studied to identify an optimal solution, including:
- a) Funding;
 - b) Security; and,
 - c) Resource management.
- 2.3 With regard to the website hosted by Airways New Zealand that is used for problem reporting by the NAT and ASIA/PAC Regions as part of the current arrangement; it has been determined the availability of the website is expected to continue.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) Note the information provided;
 - b) Develop Terms of Reference (TOR) defining requirements for the CRA service; and,
 - c) Identify the technical and financial aspects that need to be studied to determine an optimal solution for the continuation of the CRA service.