



International Civil Aviation Organization

The Combined Meetings of the Fifth FANS Implementation Team – Bay of Bengal (FIT-BOB/5), the Second FANS Implementation Team – South East Asia (FIT-SEA/2), the First Air Traffic Flow Management Task Force (ATFM/TF/1) and ADS/CPDLC Seminar

Bangkok, Thailand, 18 - 22 April

Agenda Item 4: Central Reporting Agency

**OPERATION AND FUNDING OF THE CRA FOR THE BAY OF BENGAL
ADS/CPDLC OPERATIONAL TRIAL**

(Presented by the Secretariat)

SUMMARY

This paper highlights the non-availability, as a result of funding limitations, of Central Reporting Agency (CRA) services to support the Bay of Bengal ADS/CPDLC operational trial. The paper reviews the work undertaken to date in attempting to put viable CRA funding arrangements in place and, whilst noting the complexities related to the funding of multinational infrastructure and services, seeks to identify a funding solution.

1 INTRODUCTION

1.1 The need to establish and operate a Central Reporting Agency (CRA) for the Bay of Bengal area in order to support the ADS/CPDLC operational trial which commenced in February 2004 highlighted a CNS/ATM systems element that required international cooperation to ensure the provision of a multinational service. In order to establish a suitable funding mechanism for the CRA, a Special Coordination Meeting (SCM) was held at the Regional Office on 8-10 December 2003 with the support of the Regional Office Air Transport Section. The SCM considered various models available for States to cooperate with each other to provide shared multinational infrastructure and services.

2 DISCUSSION

2.1 The SCM made recommendations to FIT-BOB on how to set up the funding arrangements, including a request to IATA to collect funds for the CRA from airlines and other stakeholders as advised by FIT-BOB, and to establish an arrangement for the provision of CRA services with a service provider subject to available funds for a trial period of one year.

2.2 The FIT-BOB/3 meeting (February 2004) reviewed and endorsed the recommendations of the SCM as follows:

That, recognizing that the participating States in the FIT-BOB are responsible for the airspace safety management programmes for the provisions of ATS in the FIRs where ADS/CPDLC will be implemented in the Bay of Bengal area, FIT-BOB should:

- a) establish a CRA to evaluate the ground and airborne ADS/CPDLC systems performance during the operational trial;
- b) determine the budget for the CRA in consultation with the CRA service provider, the participating States and users, and to establish the funding arrangement to provide funds for the CRA, taking into account the framework provided by the December 2003 SCM;
- c) request IATA to collect funds for the CRA from airlines and other stakeholders as advised by FIT-BOB, and establish an arrangement for the provision of CRA services with a service provider subject to available funds for a trial period of one year;
- d) seek contributions from other parties to contribute to the cost of operating the CRA and make these funds available to the CRA service provider; and
- e) keep the funding arrangements under review during the operational trial period, and to review the efficiency and effectiveness of the funding arrangements prior to the end of the operational trial.

2.3 In consideration of a suitable service provider for the FIT-BOB CRA, Boeing, who was operating the CRA for the Pacific Region, had confirmed that they would be willing to provide CRA services to the States of FIT-BOB to support the operational trial and implementation of ADS and CPDLC services. Boeing's offer to provide CRA services for the Bay of Bengal operational trial was accepted and IATA and Boeing were requested to pursue the establishment of a contract on behalf of the FIT-BOB States participating in the operational trial for Boeing to set up and operate the CRA.

2.4 During the FIT-BOB/4 meeting (September, 2004) IATA was pleased to inform the meeting that it had completed the required airline arrangements to provide funding with a first year cap of not more than US\$500 thousand and was in the process of completing the legal documentation with Boeing. Boeing CRA confirmed that satisfactory arrangements had been made and that the finalization of the legal aspects was imminent. Boeing and IATA indicated that for all intents and purposes, the FIT-BOB should consider that the CRA would be able to commence work related to the Bay of Bengal operational trial from October 2004. Participating States were urged to provide appropriate data, contact persons, etc for use by the CRA in accordance with the details contained in the FIT-BOB task list and related CRA documentation, including the FANS 1/A Operations Manual (FOM).

2.5 Advice received by the Regional Office subsequent to October 2004 from both IATA and Boeing indicated that the funding arrangements were not yet in place and Boeing was therefore unable to commence CRA services for the Bay of Bengal. The Regional Office understands that both parties have undertaken to continue to try and address the residual issues, with a view to ultimately providing appropriate CRA services for the Bay of Bengal.

2.6 The ADS/CPDLC operational trial in the Bay of Bengal area commenced on the 19th February, 2004. CRA services have not been provided since the commencement of the trial.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note that situation in regard to the lack of funding to operate the CRA;

- b) identify potential problems/issues resulting from the non availability of CRA services;
- c) identify and put in place a suitable mechanism (including funding) to allow the provision of CRA services in the Bay of Bengal; and
- d) consider the wider issues associated with the need to effectively fund and operate multinational infrastructure and services, including services related to airspace safety.

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