



International Civil Aviation Organization

The Combined Sixth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/6) and the Third Meeting of the FANS Implementation Team, South- East Asia (FIT-SEA/3)

Bangkok, Thailand, 22 – 25 November 2005

FLIMSY No. 2

(Presented by IATA)

CRA Costing

1. During the ICAO FITBOB meetings it became clear that a CRA had to be established to progress the implementation of ADS/CPDLC in the Bay of Bengal.
2. Boeing was appointed to be the CRA for the area given their wide experience, and the fact that there was no other offer.
3. Boeing was asked to provide an estimate of the costs, which might be involved in the initial stages for a period of 18 months to investigate and resolve the anticipated problems.
4. Boeing had advised that from previous experience in other regions, including 10 years with the North Pacific and South Pacific FIT groups, and based on the standard cost of services, tools and equipment time that they would be required to provide, the amount is estimated at USD500,000 in the first contract period of 18 months. As there is expected to be wide disparity on the work needed to investigate and resolve the variety and number of problem reports, some of which might require simulators, labs, and in-house software tools to trouble shoot the system end-to-end and resolve problems. This would therefore cost more in terms of time and effort, while some might be relatively simple. Therefore, it is extremely difficult to itemise the costs in advance.
5. IATA would undertake to collect up to this amount from operators in the Bay of Bengal on behalf of India and pay to Boeing such sums as are incurred, in accordance with the terms of the contracts IATA has with India and Boeing.
6. It should be noted that IATA will also have to contract with Sri Lanka as well as they form part of the Bay of Bengal region within which ADS/CPDLC services are to be implemented.