



International Civil Aviation Organization

**The Twentieth Meetings of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/20)**

Singapore, 05 – 09 July 2010

Agenda Item 6: Review of ATS Coordination Group Meetings

**ESTABLISHMENT AND OPERATION OF THE CRA FOR SOUTHEAST ASIA
ADS/CPDLC OPERATION**

(Presented by the Secretariat)

SUMMARY

This paper highlights the non-availability, as a result of funding limitations of Japan, of Central Reporting Agency (CRA) services to support Southeast Asia ADS/CPDLC operation. The paper presents possible work to be undertaken in attempting to put viable CRA arrangements in place and, whilst noting the complexities related to the funding of multinational infrastructure and services, seeks to identify an establishment solution.

This paper relates to

Strategic Objectives:

- A: Safety – Enhance global civil aviation safety*
- D: Efficiency – Enhance the efficiency of aviation operations*

Global Plan Initiatives:

- GPI-17 Implementation of data link applications*

1 INTRODUCTION

1.1 The need to establish and operate the CRAs for Southeast Asia and the Bay of Bengal area in order to support the ADS/CPDLC operation highlighted a CNS/ATM systems element that required international cooperation to ensure the provision of a multinational service. There was a lengthy coordination by special coordination meetings (SCM) for the Bay of Bengal area to establish a funding arrangement of the CRA of the FANS Implementation Team for the Bay of Bengal (FIT-BOB).

1.2 In Southeast Asia, the first meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/1, May 2004) requested the CRA of Japan to undertake the role of CRA for the South China Sea States, as an extension to its existing activities. Japan agreed that CRA-Japan would provide the CRA services for the South China Sea area for FIT-SEA until the formal FIT-SEA CRA is established by FIT-SEA. The meeting noted the considerable experience gained by CRA-Japan and recorded appreciation for the acceptance by the CRA. From the onset, FIT-SEA could enjoy the gracious support from Japan.

1.3 Japan announced at FIT-SEA/10 (May 2010, Singapore) that they would no longer be able to provide the FIT-SEA CRA service after March 2011 because of its national budget. FIT-SEA/10 recognized the need to establish a formal FIT-SEA CRA as soon as possible but not later than March 2011 by the Philippines, Singapore and Viet Nam. In the meantime, Japan will be able to support continuously for ADS/CPDLC implementation of the Philippines in Manila FIR beyond next March until it can start a regular operations, possibly through JICA (Japan International Cooperation Agency) scheme.

1.4 FIT-SEA/10 appreciated Japan and CRA-Japan for their services graciously provided free of charge for over three years and recognized the reason why Japan was withdrawing the FIT-SEA CRA service. The Secretariat drew to the attention of the meeting that there could be three scenarios for the way forward as follow:

- (a) CRA-Japan is requested to continue the current arrangement to provide the CRA service anyway;
- (b) States provide funding for CRA-Japan to continue to provide the CRA services; or
- (c) States establish their own alternative CRA arrangement for the area.

Secretariat's note: CRA-Japan will no longer be the CRA (scenario (b)), however, it does not preclude CRA-Japan to support the CRA, when established, as a CRA Supporting Agency (CRASA) under a subcontract agreement.

1.5 After the confirmation from Japan, FIT-SEA/10 found that the scenario (c) was the only viable option and that funding issues need to be further discussed.

1.6 FIT-SEA/10 noted that support for data link implementation in the Manila FIR would be vital and that a formal CRA for FIT-SEA should be established as soon as possible in order not to stall the implementation plans. States were urged to bring back this issue to the attention of their relevant authority and be ready for the further discussion at the next ATM/AIS/SAR Sub-Group and APANPIRG meetings, bearing in mind the time constraint that was needed to establish a proper CRA. The meeting requested the Secretariat to submit a working paper to ATM/AIS/SAR/SG/20 for the further deliberation on this issue.

2 DISCUSSION

Bay of Bengal

2.1 The third meeting of FIT-BOB (FIT-BOB/3, February 2004) reviewed and endorsed the recommendations of a special coordination meeting 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.*

2.2 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. Subsequently in October 2004, advice received by the Regional Office 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 understood that both parties had undertaken to continue to try and address the residual issues, with a view to ultimately providing appropriate CRA services for the Bay of Bengal.

2.3 The ADS/CPDLC operational trial in the Bay of Bengal area commenced on the 19 February 2004. CRA services were not provided in time of the commencement of the trial and have been provided since 2008.

2.4 IATA informed FIT-SEA/10 that the operating cost of the FIT-BOB CRA was about USD 100,000 per year. The current arrangement for FIT-BOB CRA where IATA levies fee from users and pays to Boeing would cease to exist next year but the CRA could continue to run for some years with the residuals.

Pacific

2.5 In the North Pacific, for example, two CRAs have been established under the Informal Pacific ATC Coordinating Group (IPACG) FIT which was established in 2000 by Japan Civil Aviation Bureau (JCAB) and the United States Federal Aviation Administration (FAA). The two CRAs are JCAB CRA and the FAA CRA. JCAB CRA is responsible for the Fukuoka FIR and the FAA CRA is responsible for the Anchorage and the Oakland FIR.

2.10 Each CRA has a CRA Supporting Agency (CRASA), i.e. JCAB CRASA and the FAA CRASA. JCAB CRASA is operated by Air Traffic Control Association – Japan (ATCA-J) and the FAA CRASA is operated by Boeing Co. This arrangement was devised to make sure de-identified data were supplied to the CRAs which are in fact ATS providers and regulatory authorities. Under this arrangement, JCAB (JCAB CRA) and the FAA (FAA CRA) pay the operational cost to the respective CRASA.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note that situation in regard to the lack of the operational CRA;
- b) note problems/issues resulting from the non availability of CRA services; and
- c) identify and put in place a suitable mechanism (including funding) to allow the provision of CRA services (including the CRASA service arrangement) in the South China Sea area.

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