



**Twenty Second Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)**

Papeete, Tahiti, 12-14 March 2008

**Agenda Item 4: Review Open Action Items
AI 21-5**

**Operational Air Traffic Flow Management (ATFM) Data Exchange Agreements
Between the FAA and International Air Navigation Service Providers**

Presented by the Federal Aviation Administration

SUMMARY

This paper reports on agreements for bi-directional exchange of air traffic flow management data between the FAA and strategic international partners, which may have relevance for similar information exchange in the South Pacific.

1 Introduction

- 1.1 With the growing importance of international aviation and the need for global harmonization of air transportation services, the need for information exchange reaches beyond traditional borders. The ISPACG has recognized the potential benefits and utility of shared operational data, and has tasked the ISPACG Planning Team to explore operational data exchange opportunities among the South Pacific Air Navigation Service Providers (ANSP's).

2 Discussion

- 2.1 In November of 2007, the FAA and the Japanese Civil Aviation Bureau (JCAB) entered into an agreement to share operational data to enhance the cooperation and coordination of air traffic management activities. This data exchange agreement specified a continuous bi-directional flow of aircraft position and track data in order to facilitate common situational awareness for the purposes of operations planning and air traffic flow management (ATFM).
- 2.2 The US automation support for this agreement is via FAA's ATFM automation system, currently located at the US Department of Transportation Volpe Transportation Center in Cambridge, Massachusetts. This automation system provides ATFM specialists throughout the US with traffic situation and planning tools to facilitate the orderly flow of traffic across all US controlled airspace. In the near future, the ATFM automation system will be updated and relocated to the William J. Hughes Technical Center in Atlantic City, New Jersey.
- 2.3 The addition of data from global ANSP partners provides the FAA with traffic information well beyond traditional borders. The FAA currently has multiple data exchange agreements, as listed in Table 1.

Canada	Chile
COCESNA, Panama, Colombia	EUROCONTROL
Dominican Republic, Trinidad & Tobago	Japan
Mexico	United Kingdom

Table 1 - ETMS Operational Data Exchange Agreements

- 2.4 Communications mechanisms for data exchange vary by ANSP, however the FAA has successfully implemented continuous remote exchange of ATFM operational data using secure Virtual Private Network (VPN) via the Internet. Under a VPN, an encrypted “contract” is set up between two computers for the exchange of data. Encrypted VPN provides an inexpensive option for data transmission that is secure from interference by third parties.
- 2.5 The FAA would welcome discussion with South Pacific ANSP’s interested in exchange of ATFM operational data.

3 Actions by the meeting

The meeting is invited to:

- 3.1 Note the information provided in this paper regarding the FAA activities regarding international exchange of operational data.
- 3.2 Identify operational advantages, both current and in the future, from an active exchange of surveillance, position and track information.
- 3.3 Support exploration of ATFM operational data exchange in the South Pacific.