**Ninth Meeting of the Cross Polar Trans East Air Traffic Management Providers’ Work Group (CPWG/9)**

(Montreal, Canada, 28-30 April 2010)

**Agenda Item 4: Provide Status on CPWG/8 Actions**

IMPLEMENT OPERATIONAL PLANNING TELECONFERENCE BETWEEN FAA AIR TRAFFIC CONTROL SYSTEM COMMAND CENTER AND JCAB AIR TRAFFIC MANAGEMENT CENTER

(Action Item # CP02-27)

(Presented by the Japan Civil Aviation Bureau)

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| **SUMMARY**  This paper presents information on the status of current operational teleconferences (telcons) between the Japan Civil Aviation Bureau (JCAB) Air Traffic Management Center (ATMC) and the Federal Aviation Administration (FAA) Air Traffic Control System Command Center (ATCSCC) . |

1. **Introduction**

1.1 At the 27th meeting of the Informal Pacific ATC Coordinating Group (IPACG/27) held in Tokyo in 2007, the ATCSCC proposed to take advantage of the communication tools currently in place to improve collaboration with ATMC and other facility and customer representatives.

1.2 The ATCSCC and the ATMC identified the primary objectives of the operational telcon as follows:

1. To establish good working relationships between the ATCSCC and the ATMC;
2. To gain a better understanding of each facility’s issues and how they affect international flights;
3. To develop a procedure for exchanging information about weather, airport and airspace constraints, volcanic activity, and other unusual events that may affect aviation operations;
4. To provide the opportunity for airlines to participate as they deem appropriate.

1.3 On 29 January 2009, the first practice telcon was concluded between FAA ATCSCC and JCAB ATMC and on 20 November 2009, weekly telcons were established every Friday and include Anchorage and Oakland Air Route Traffic Control Centers (ARTCCs).

1.4 As of April 2010, there have been twenty one practice telcons. These telcons have allowed the FAA and JCAB to exchange ATFM information to include specific data on rocket/missile launches by Japan, Russia, North Korea and South Korea, and the eruption and ash impacts of the Redoubt volcano in Alaska and Mt. Sarychev in Russia.

1. **Discussion**

2.1 The eruption of Mt. Sarychev had a big impact on both ATC and aircraft operation. JCAB identified three main challenges which were “operational deviations of aircraft into Russian airspace”, “sharing of ATC information (latest forecasts and weather data)” and “development of a process to respond to operator”.

2.2 FAA and JCAB have agreed to investigate the use of the maturing ATFM operational telcons as a means for coordination and quick information sharing between the Fukuoka ATMC, FAA ATCSCC, Oakland and Anchorage Centers, and the users/operators during volcanic, weather, natural disaster, and catastrophic events.

2.3 JCAB has been focusing on the domestic operational planning telcon which started as a trial in June 2008. The participants to the trial are ATMC, Tokyo Area Control Center, Tokyo international airport office, Japan Airlines, All Nippon Airways and Meteorological specialists.

2.4 JCAB thinks that it is necessary to introduce operational planning telcon in phased manner. First step is the domestic operational telcon, second step is the international routine operational telcon with FAA ATCSCC and third step will be the international telcon under contingency situation.

2.5 JCAB ATMC identified that adequate preparations would be necessary prior to commence the international telcon under contingency situation. So, JCAB ATMC needs more time to implement telcon under contingency. JCAB will commence the preparation as soon as possible.

2.6 In case of contingency, JCAB ATMC will utilize current Hotline between FAA ATCSCC and JCAB ATMC. Also JCAB ATMC will share information with domestic ATC facilities, airline operators and other concerned parties through current domestic operational planning telcon or other usable means.

2.7 JCAB would like to identify points of contact of Russia in order to make a coordination and share information in case of adverse effects on international traffic flow especially within north pacific region.

1. **Recommendation**
2. The Meeting is invited to note the information provided in this paper.