



CIVIL AVIATION BUREAU of JAPAN

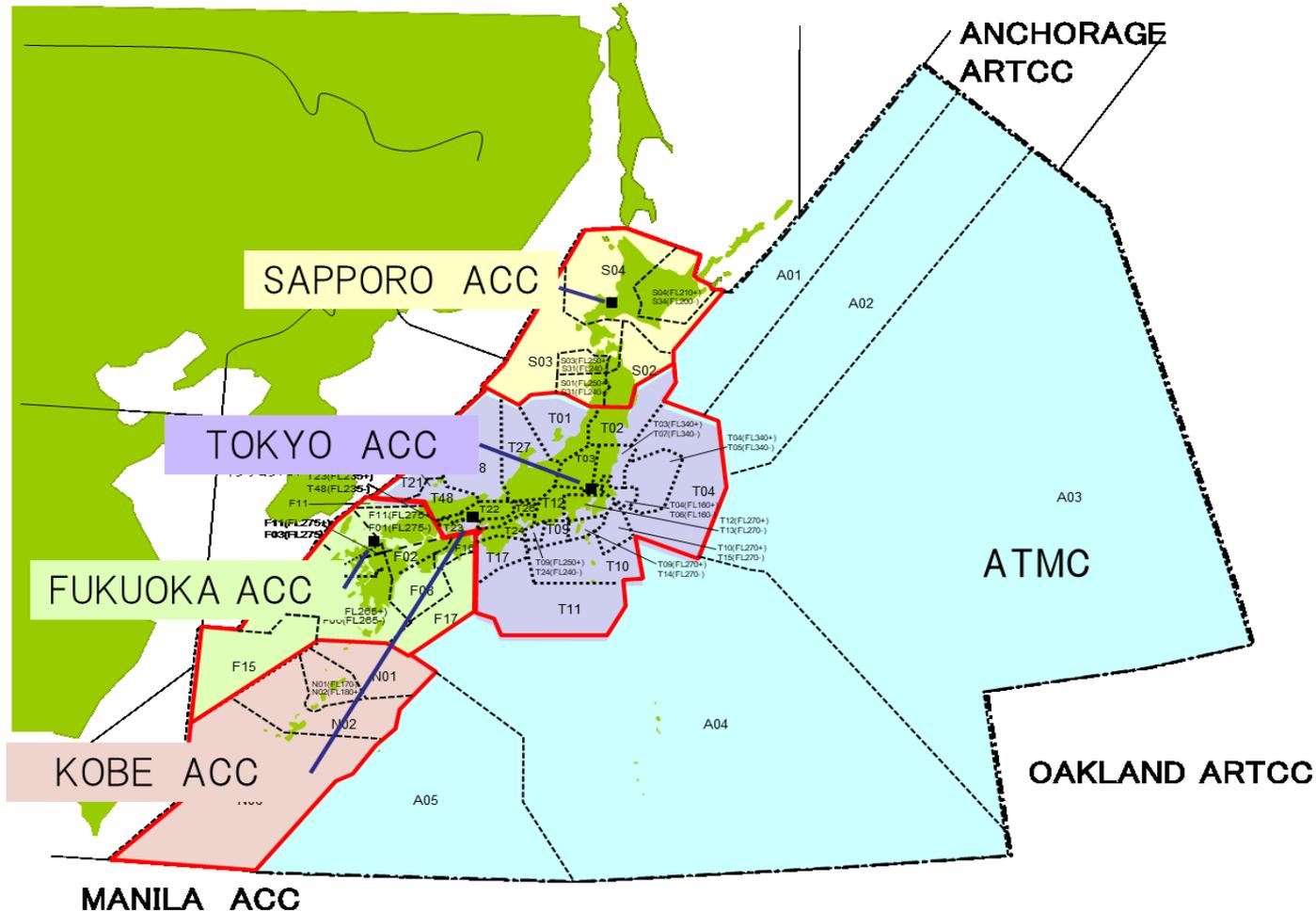


Updates from Air Traffic Management Center

(PPT03)

Air Traffic Management Center
(ATMC)

IPACG /46
October 2020

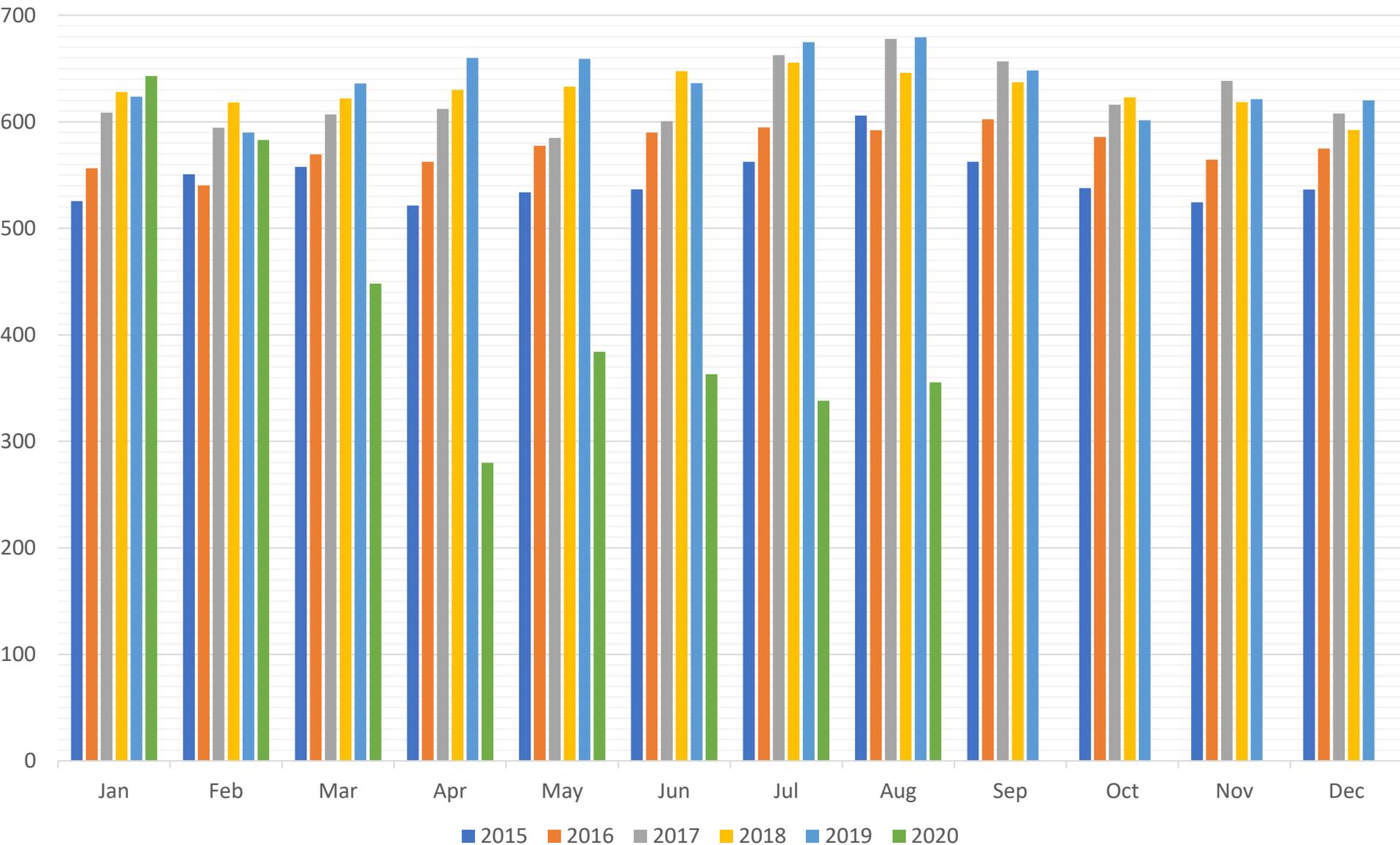


ATMC's oceanic sector consists of 5 sectors. TOPS, transitioned in February 2019, can change each sector BDY according to the traffic flow, therefore, we can achieve efficient operations including suitable PACOTS routes.

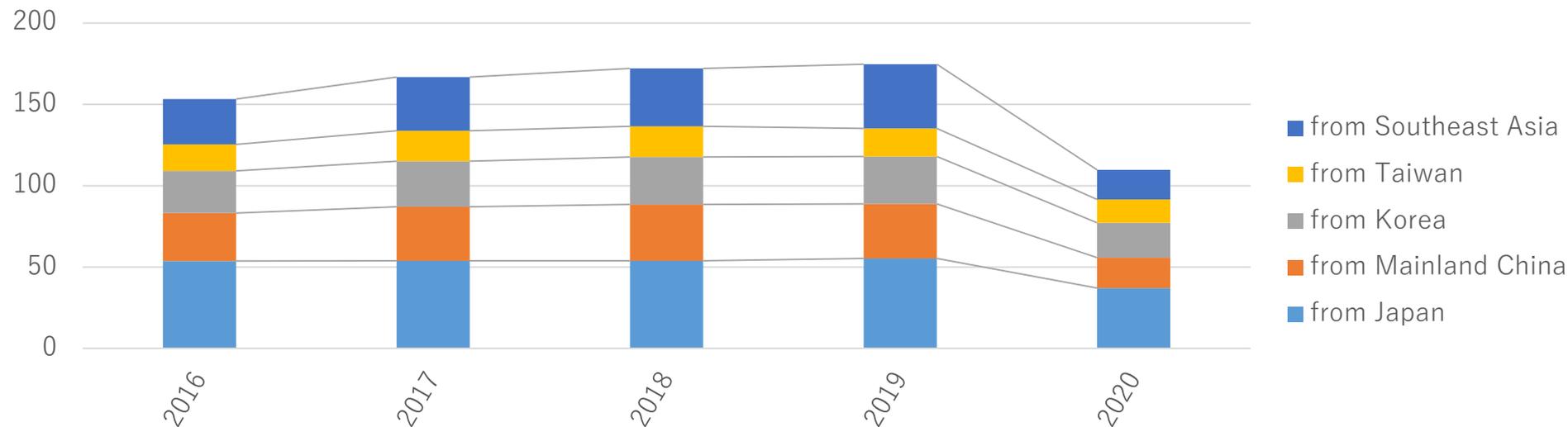
Annual Traffic Volume in Fukuoka FIR Oceanic Airspace



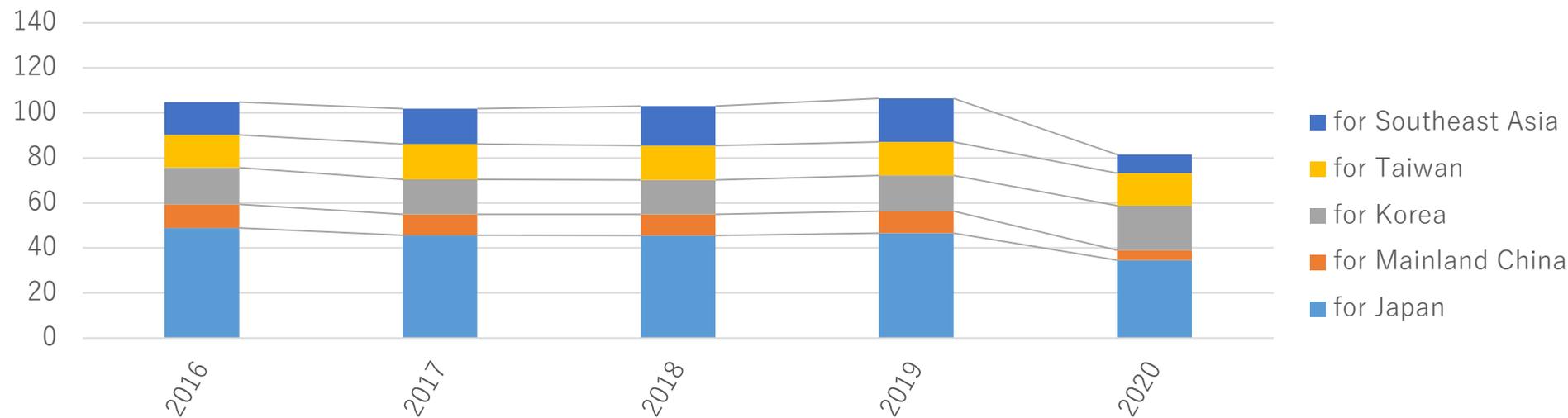
Daily Traffic Volume in Fukuoka FIR Oceanic Airspace *Japan*



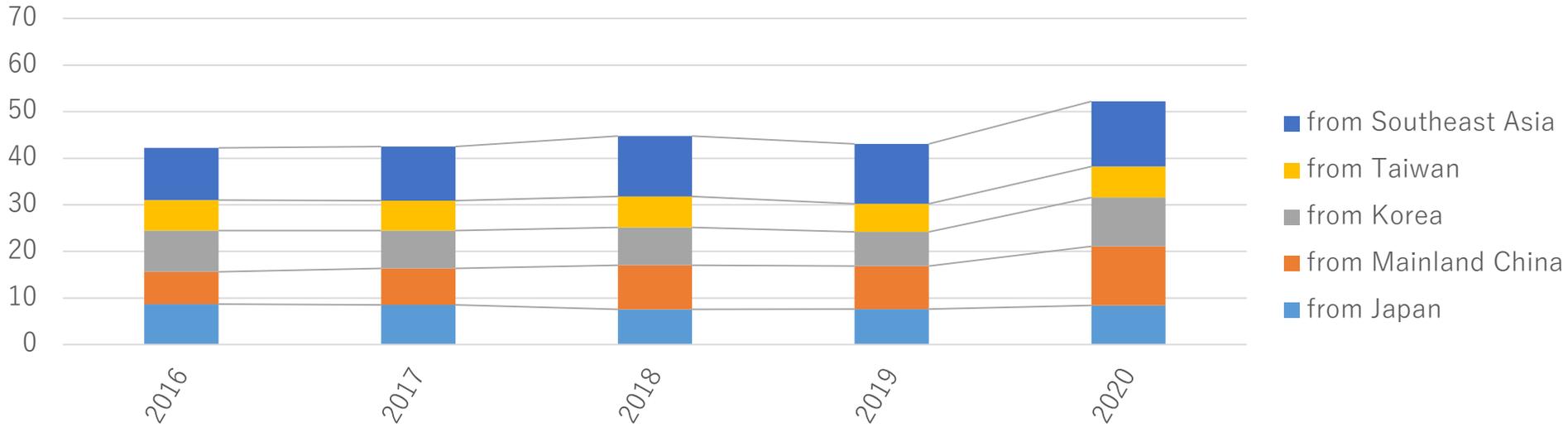
For North America



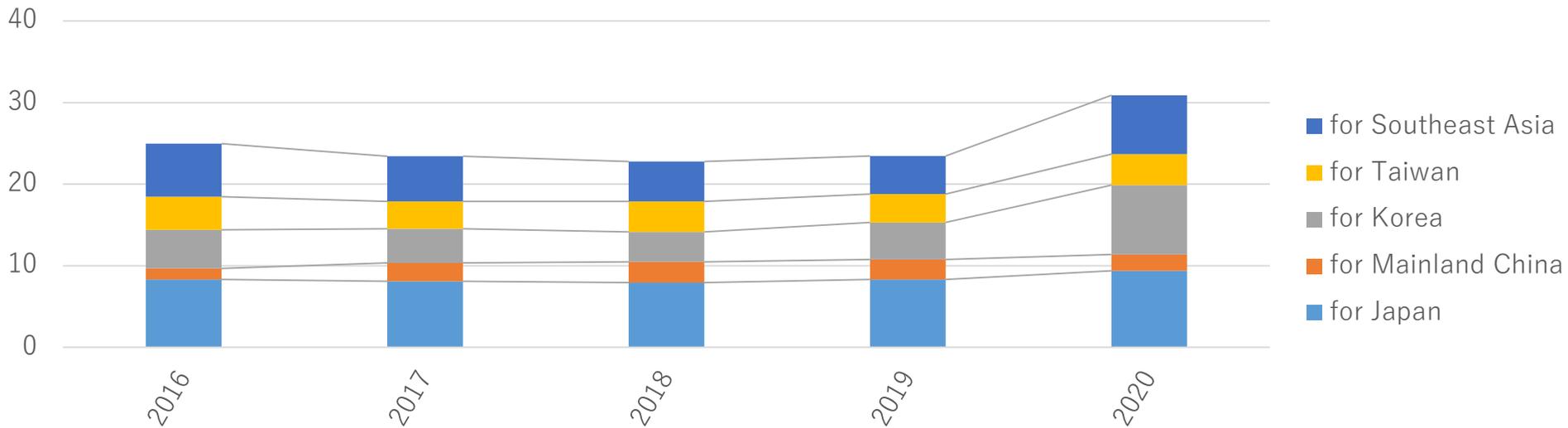
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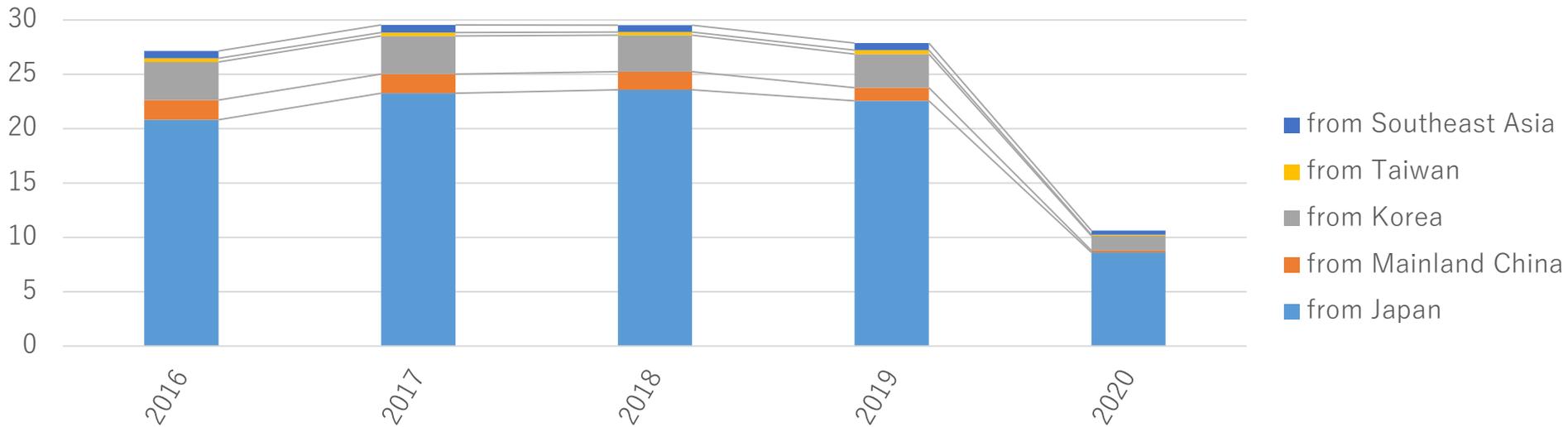
For Alaska



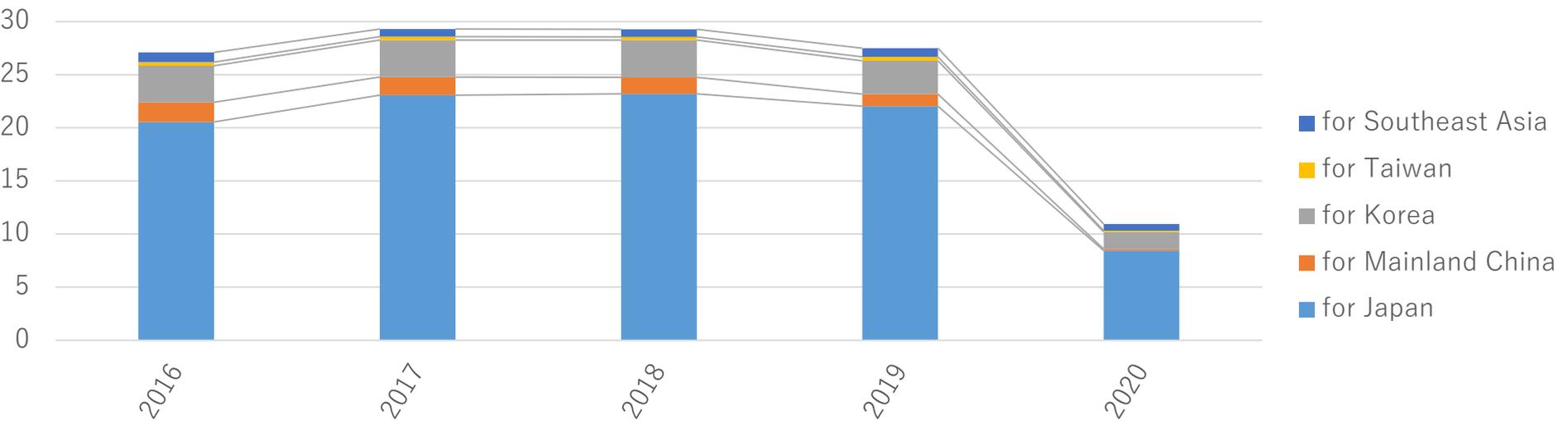
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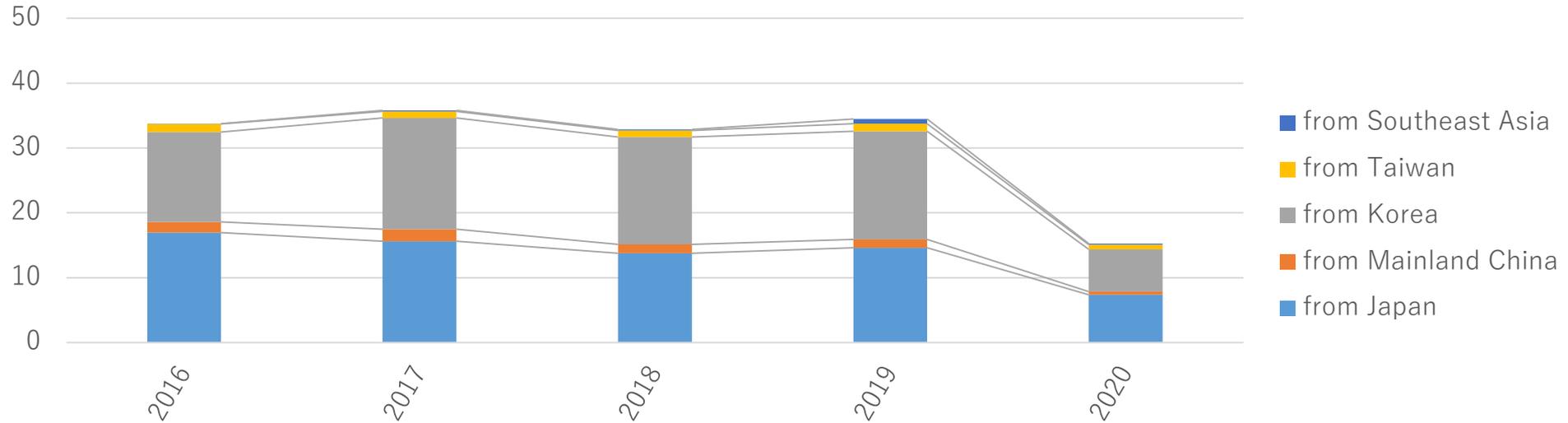
For Hawaii



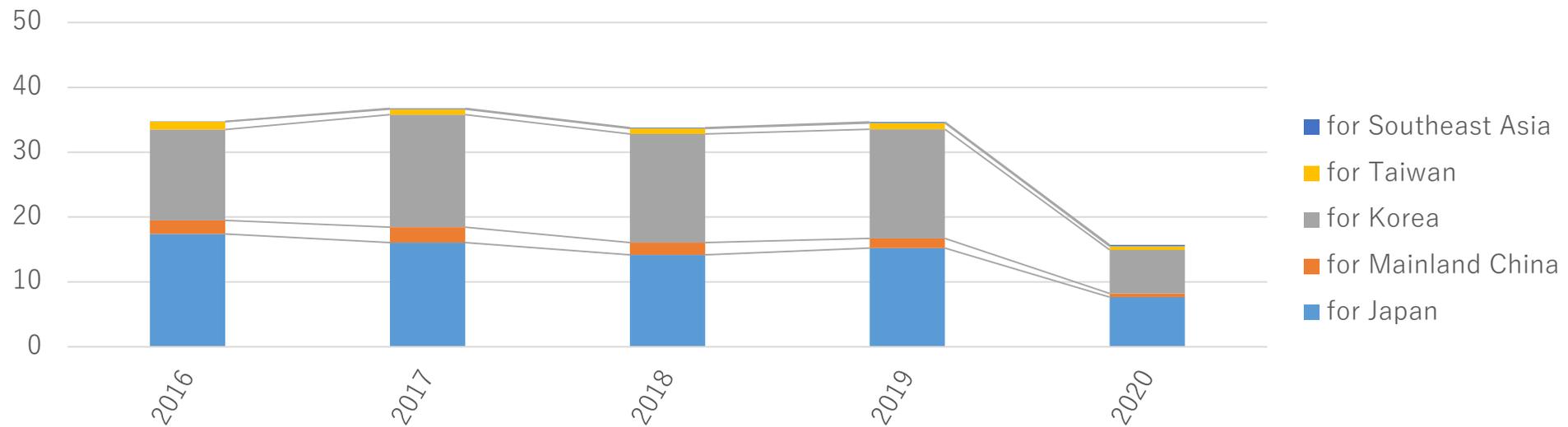
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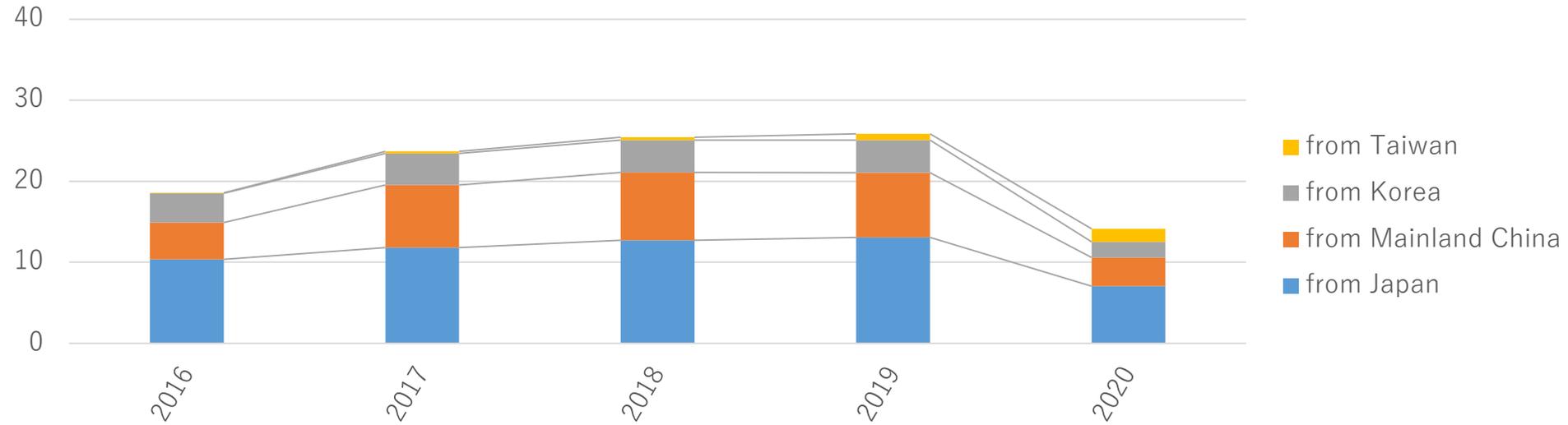
For Guam/Saipan



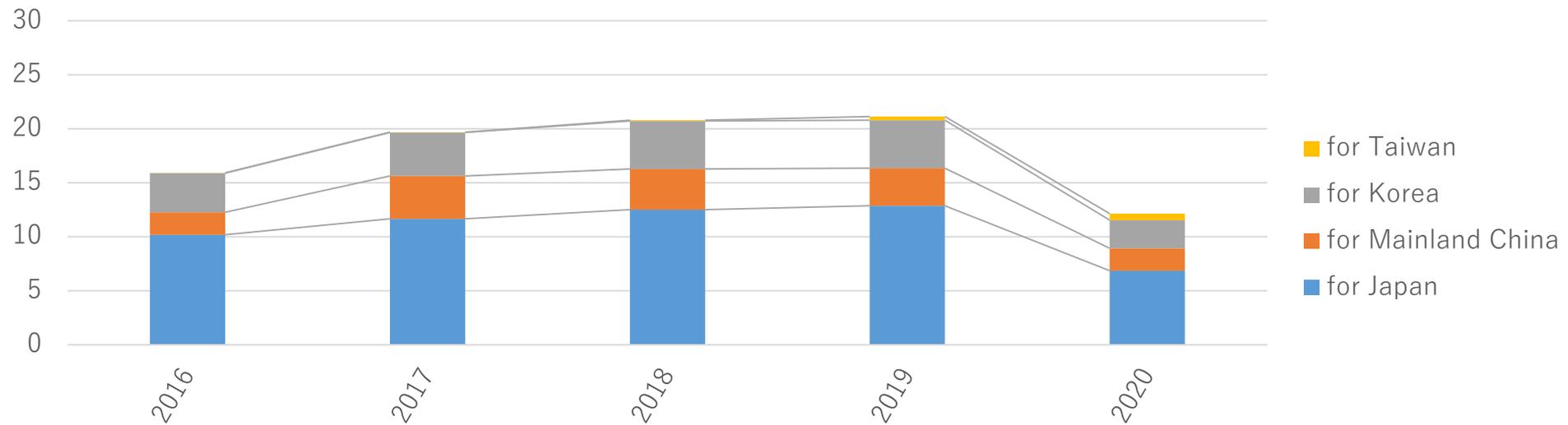
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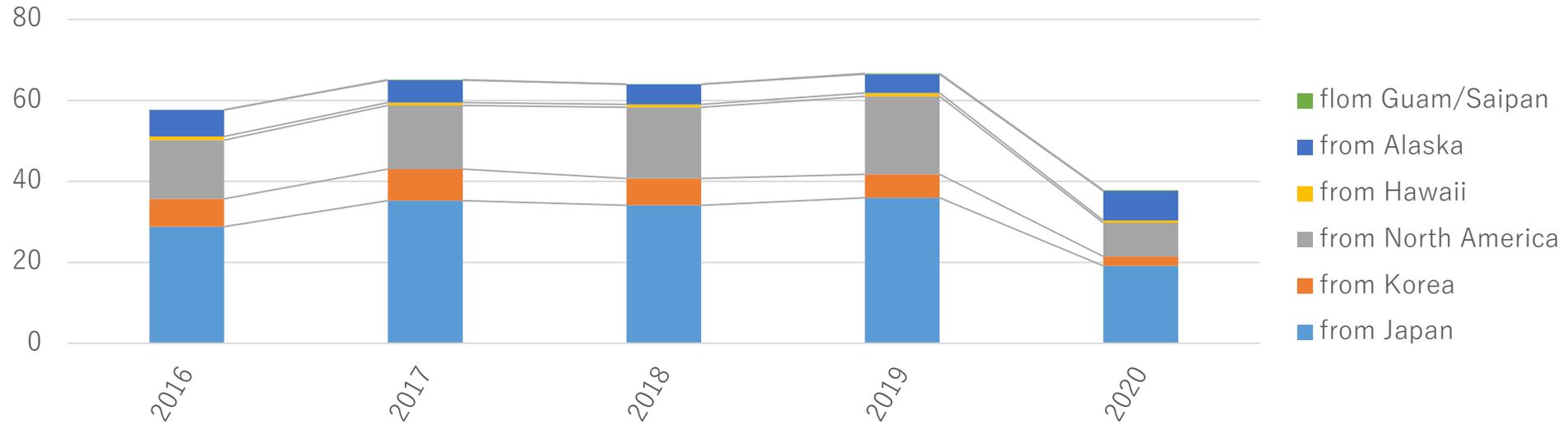
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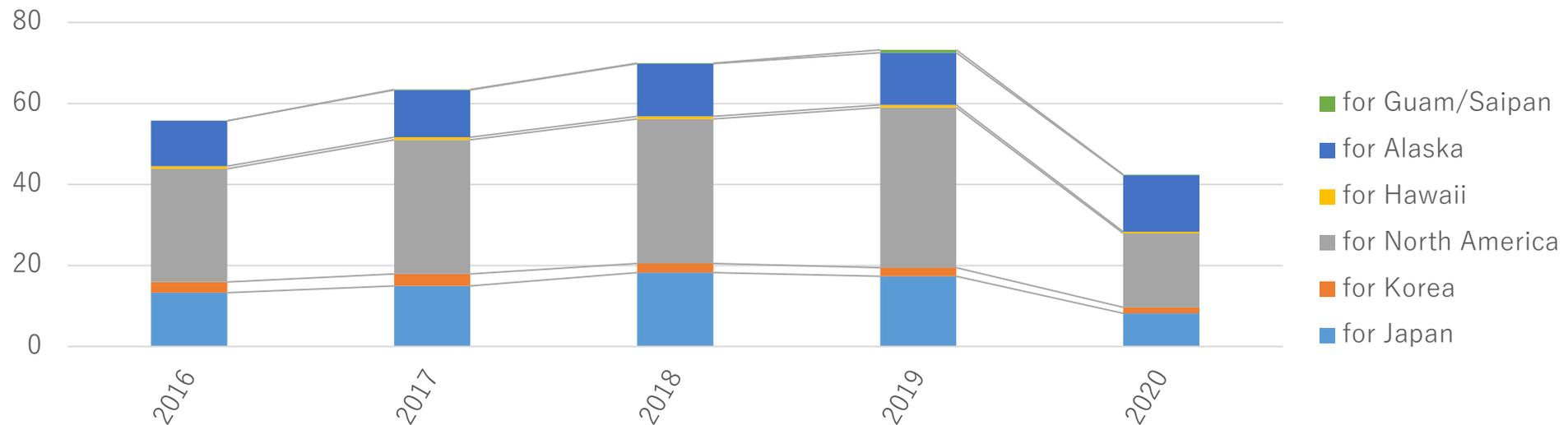
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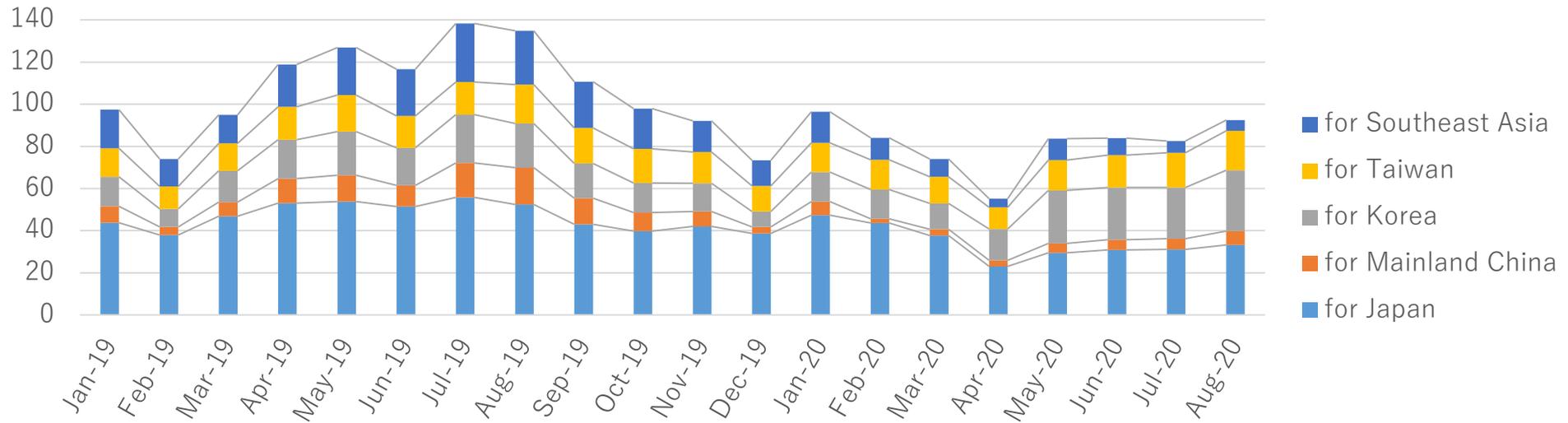
For Southeast Asia



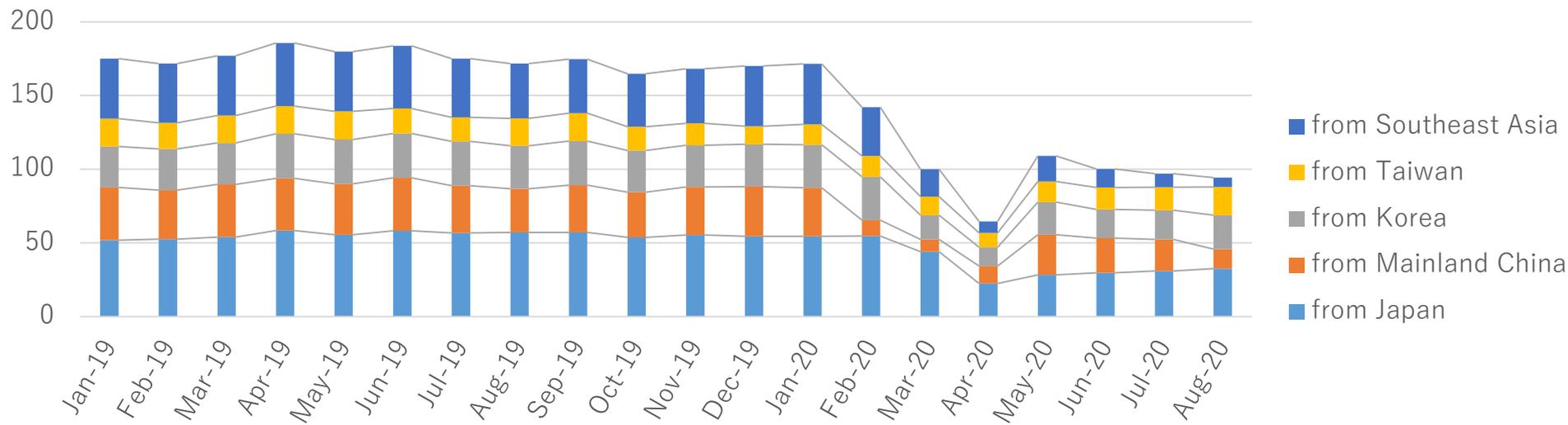
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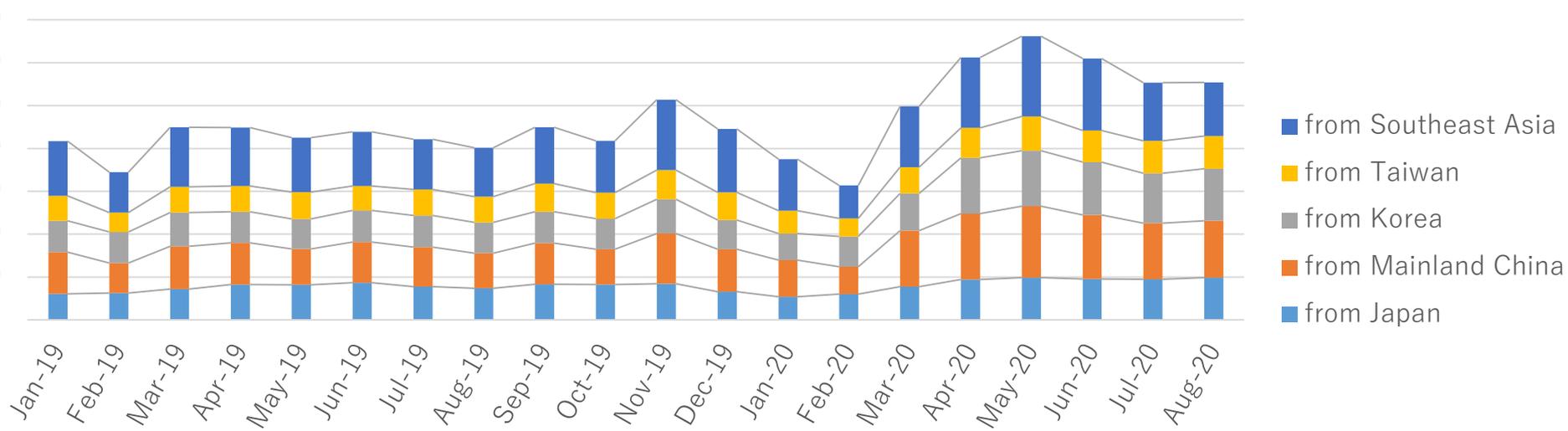
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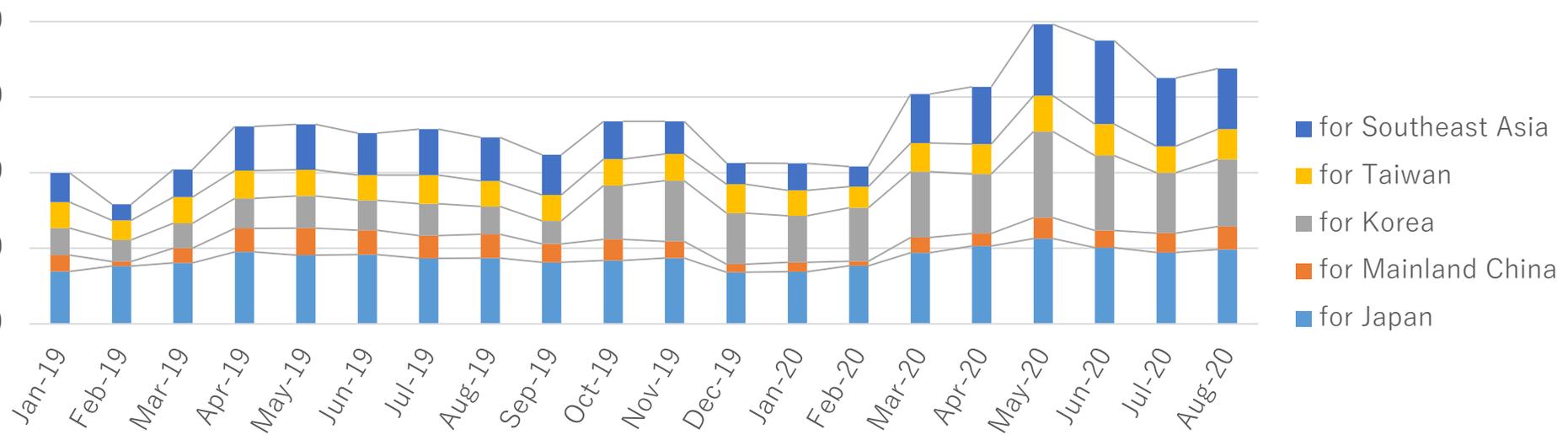
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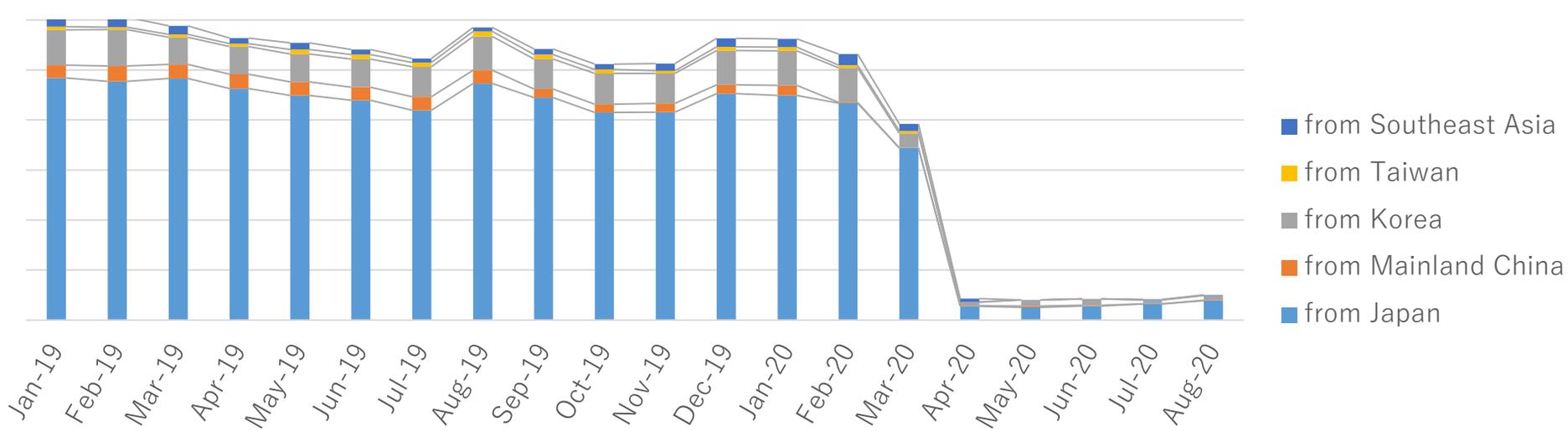
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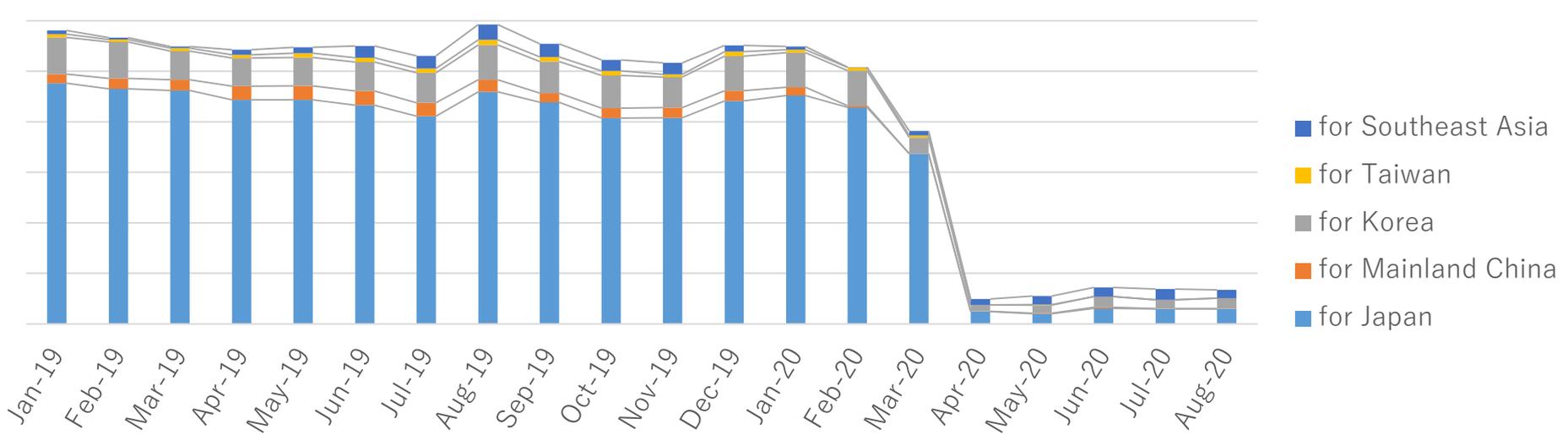
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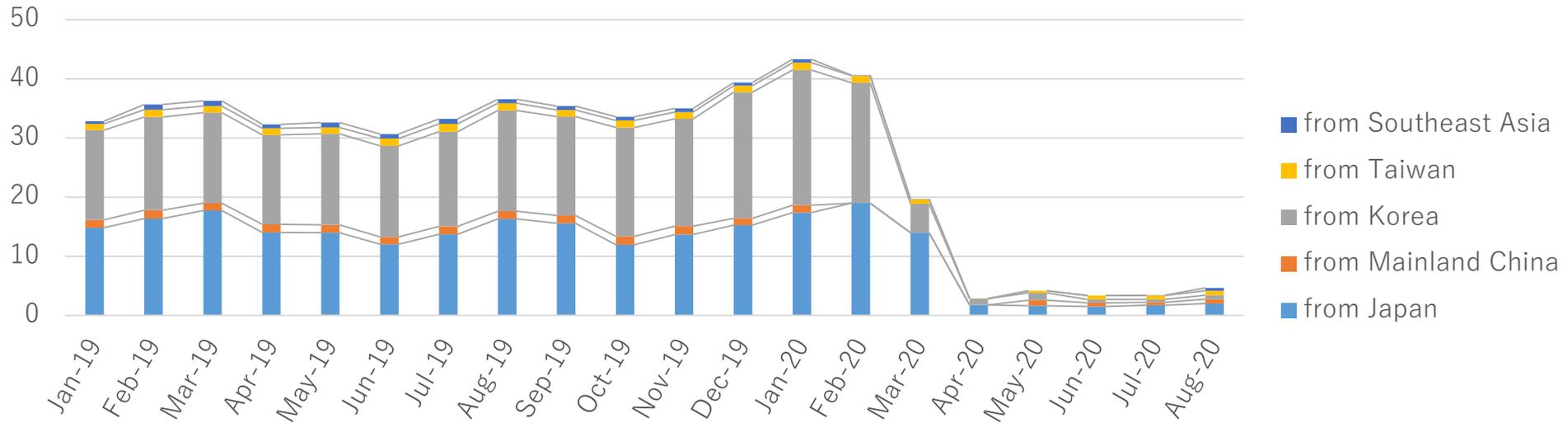
For Hawaii



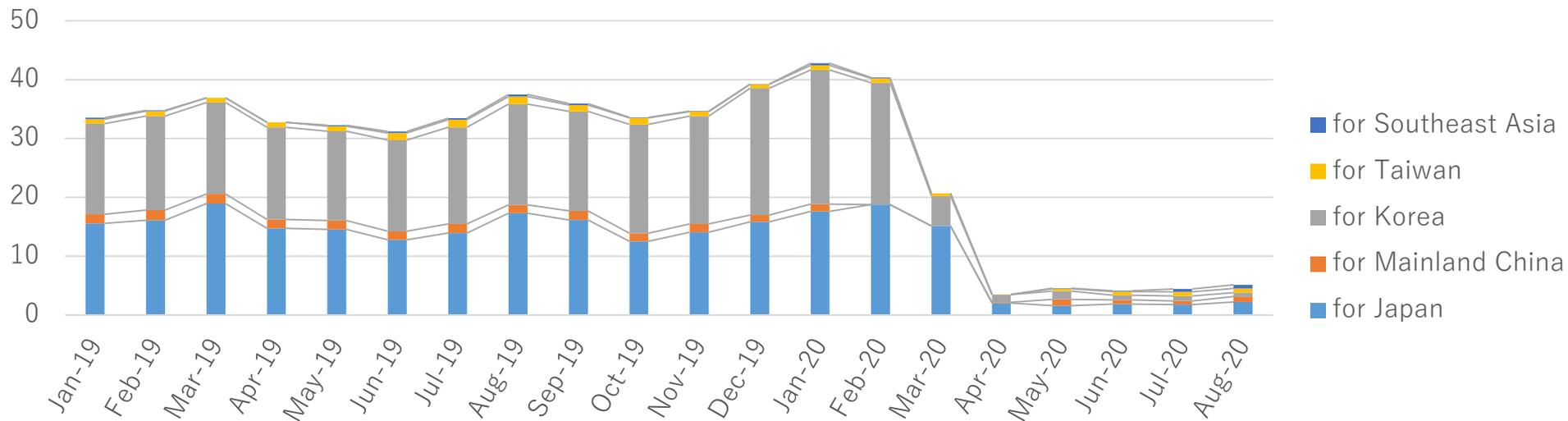
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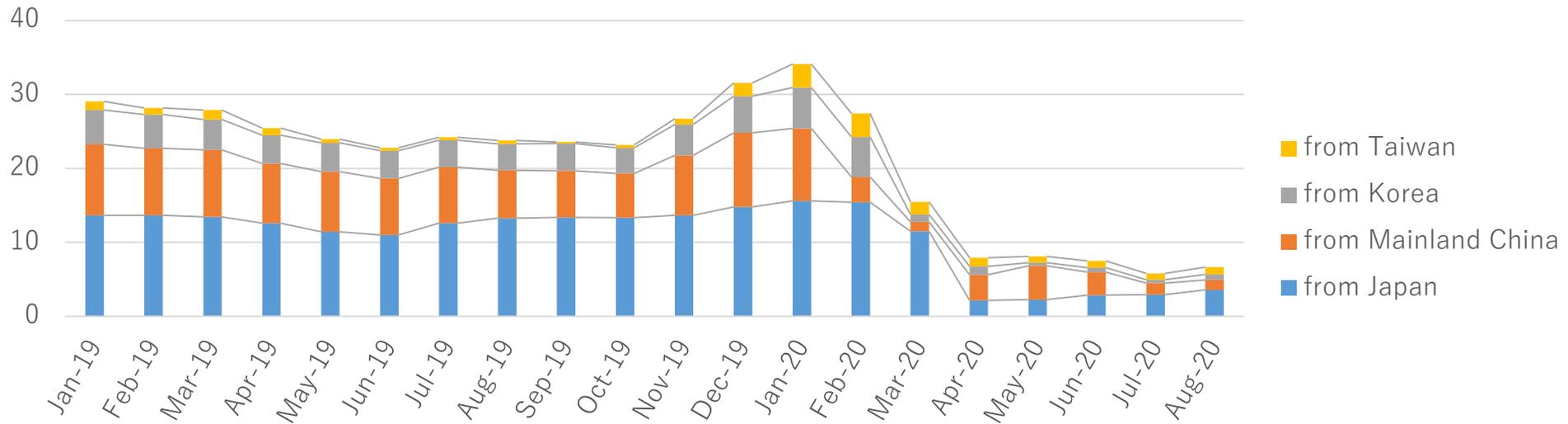
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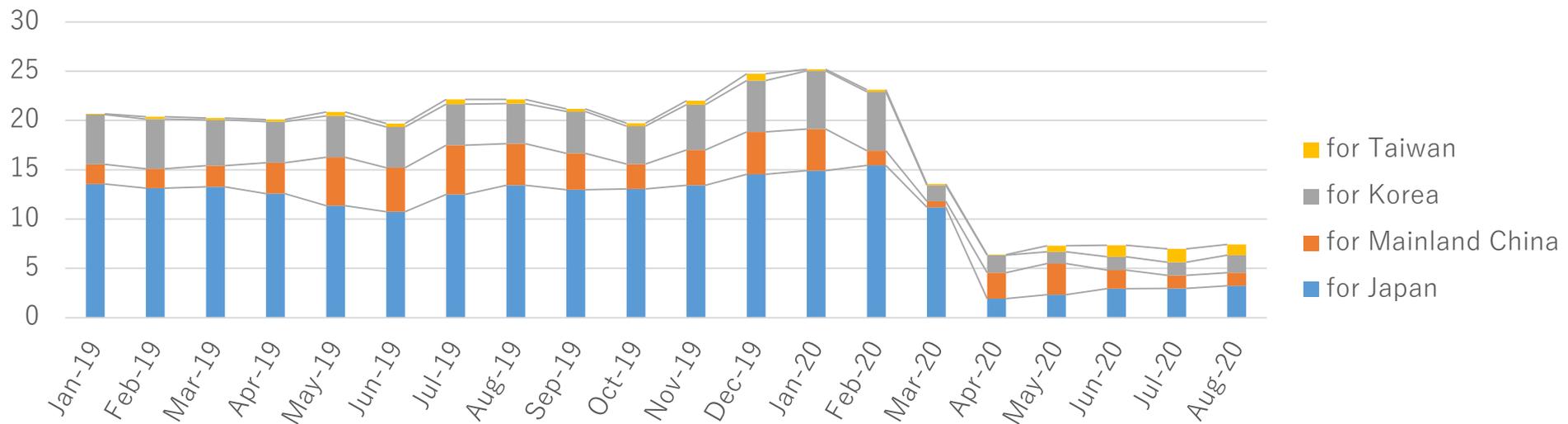
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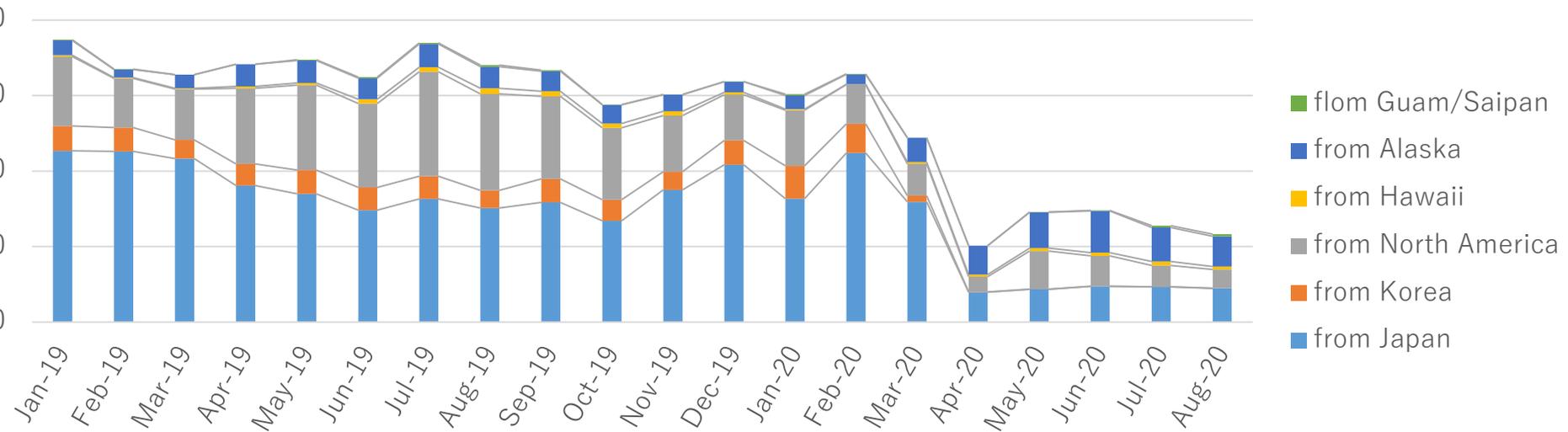
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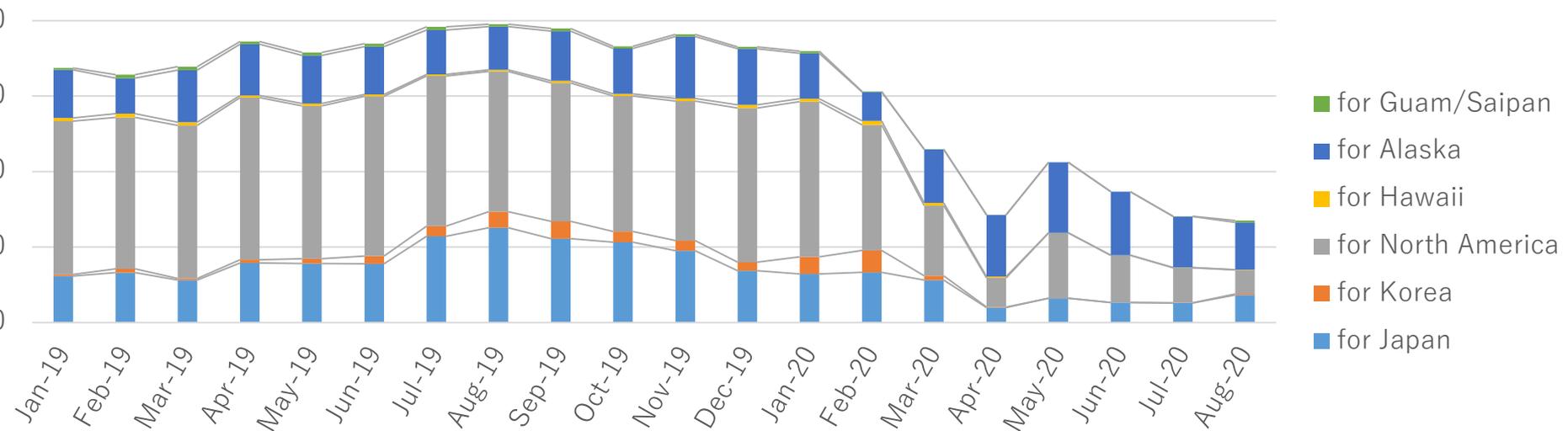
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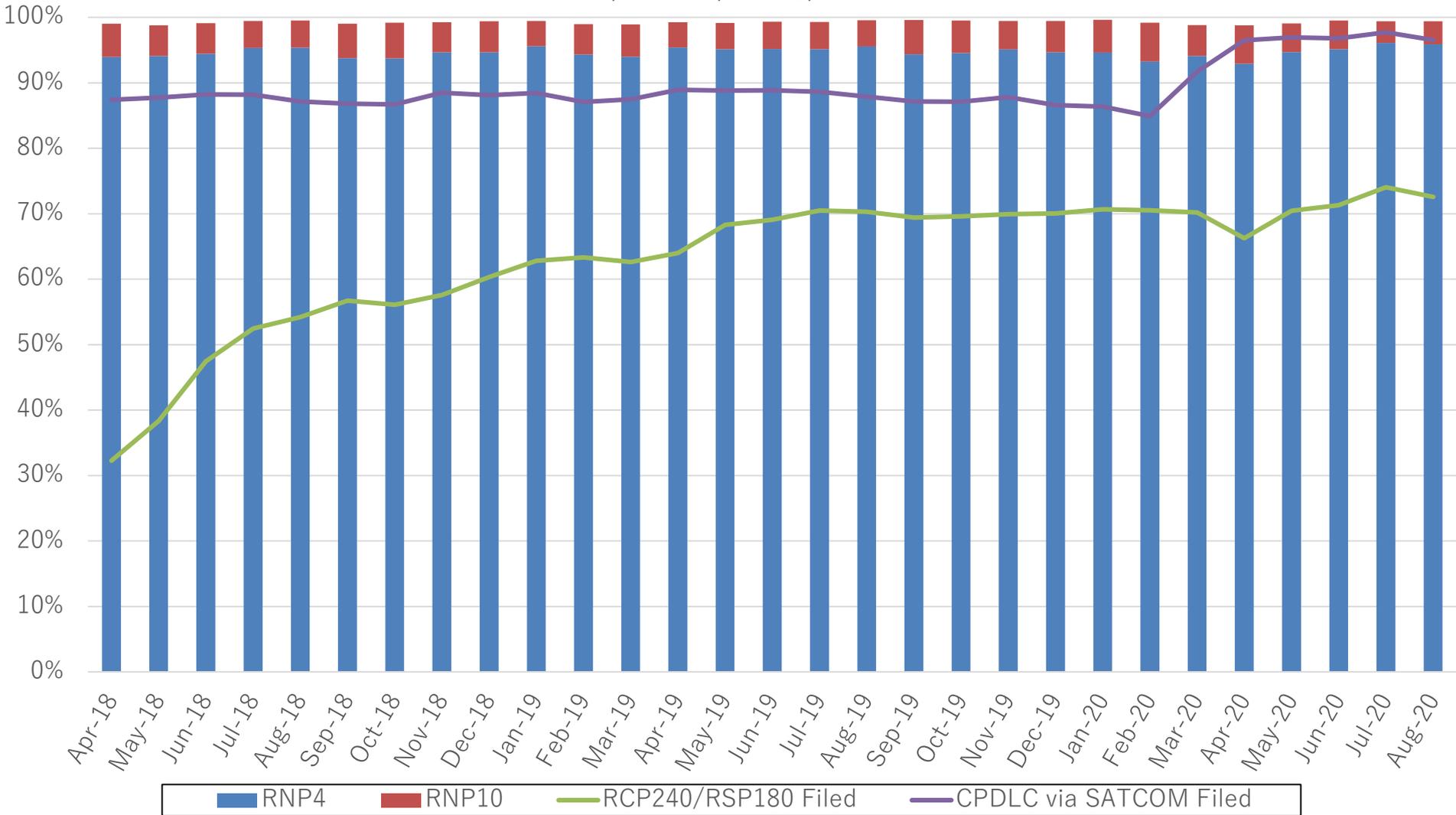
For Southeast Asia



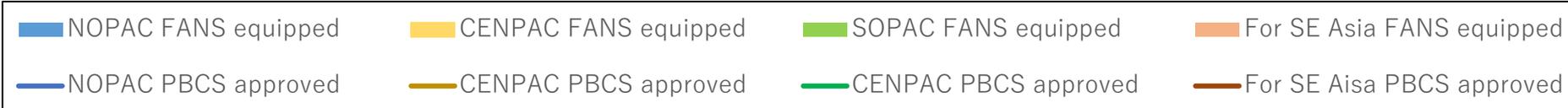
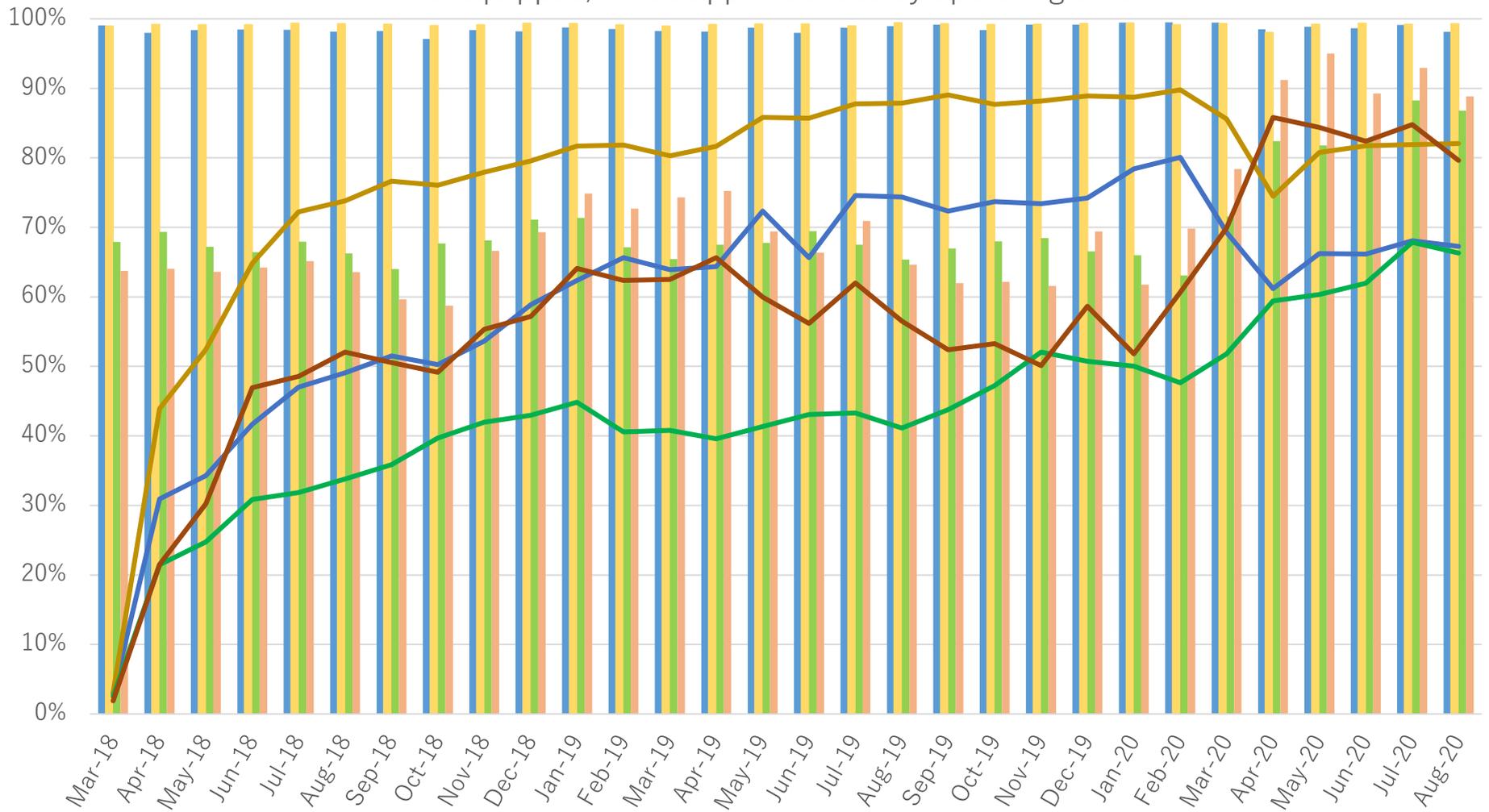
From Southeast Asia



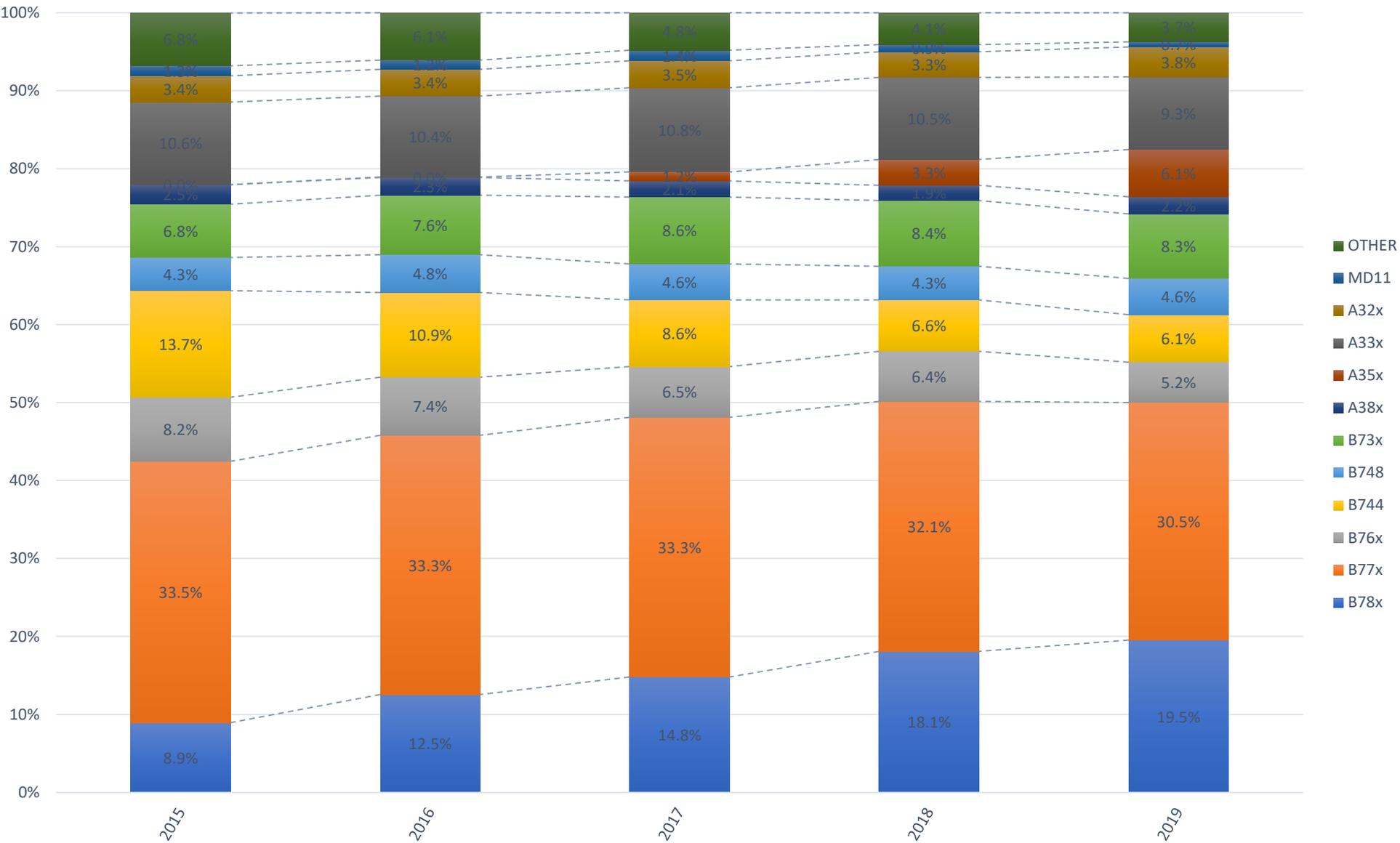
RNP4/RNP10/PBCS/CPDLC filed rate

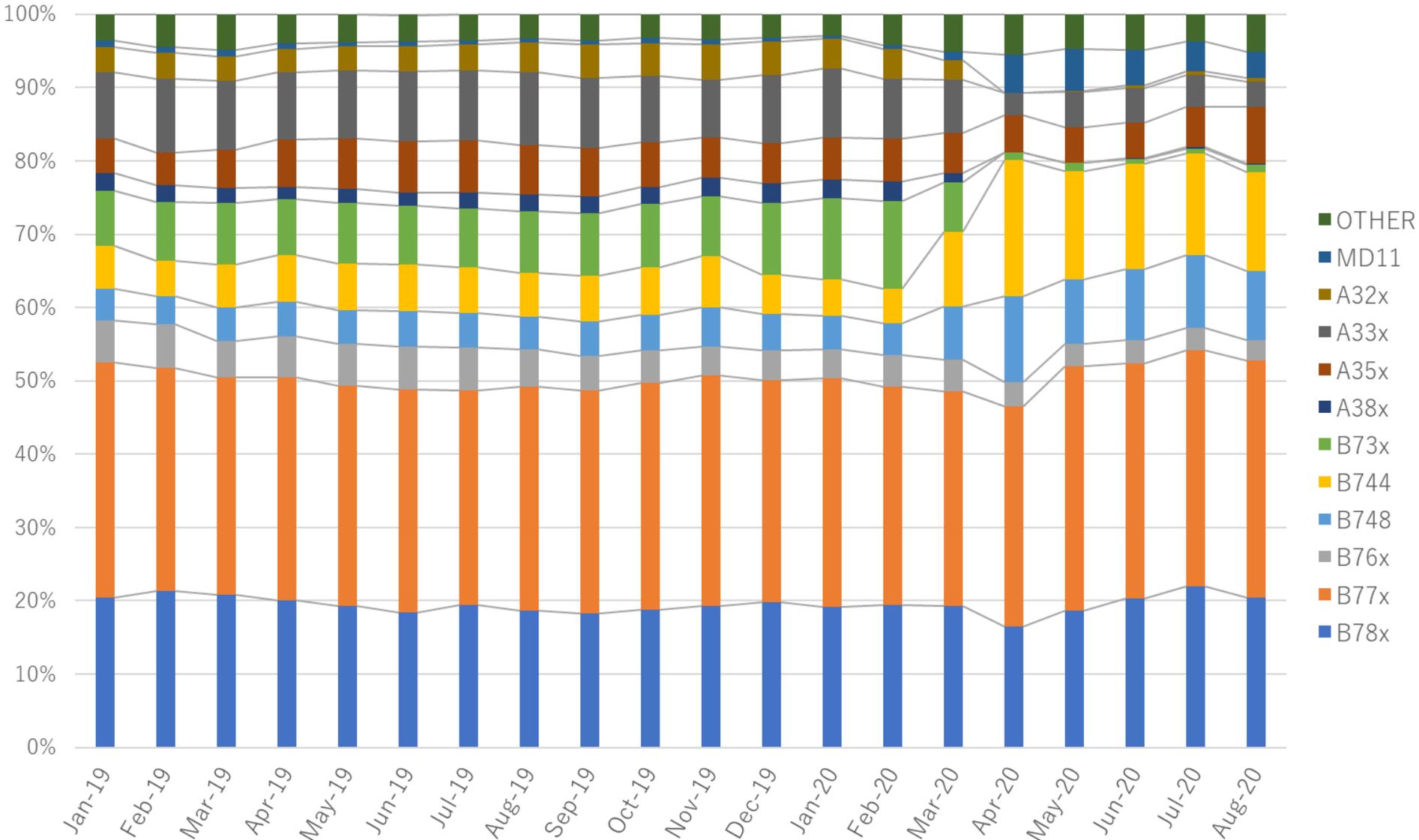


FANS equipped/PBCS approved rate by operating area

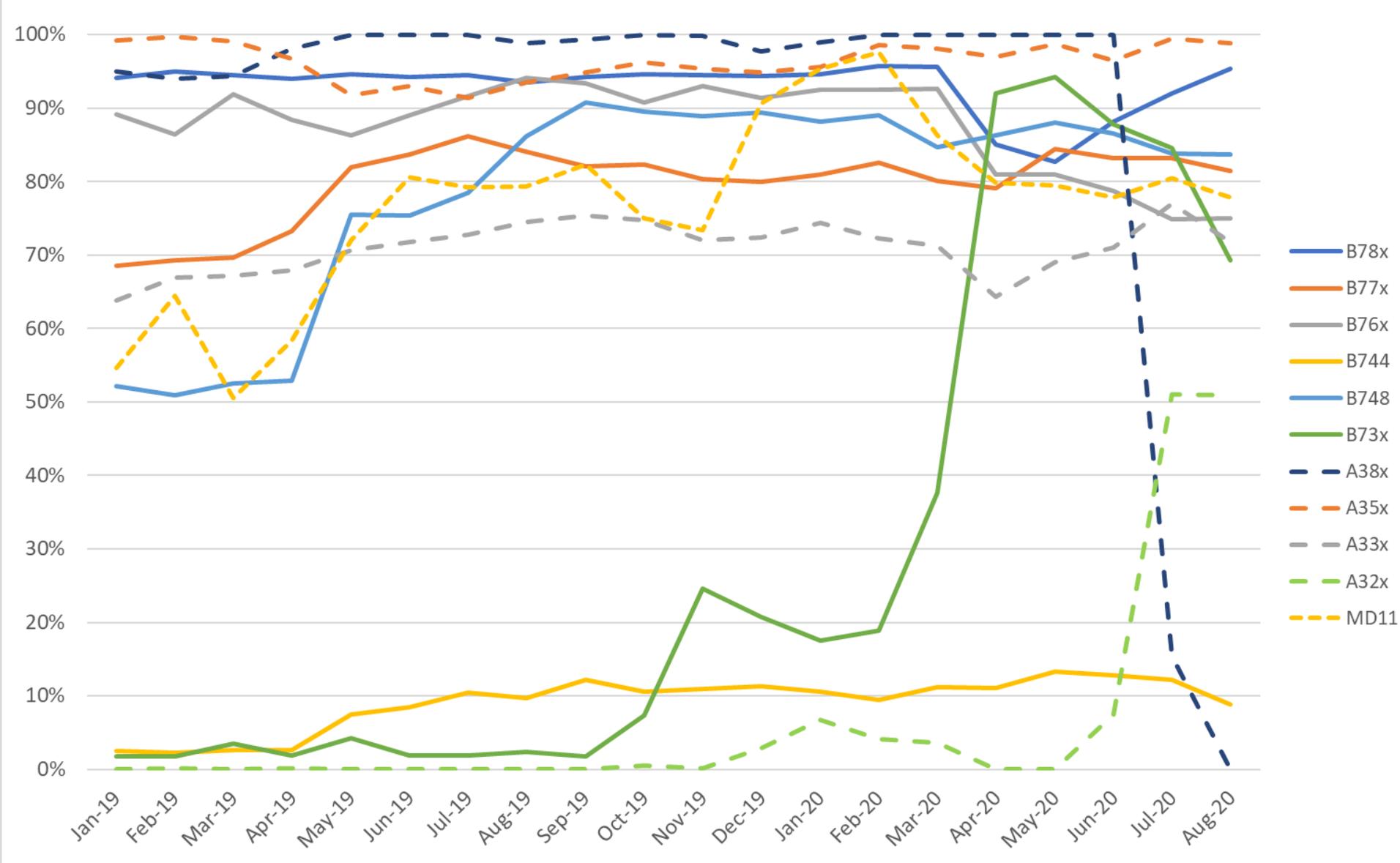


Proposition of aircraft types in Fukuoka FIR oceanic airspace

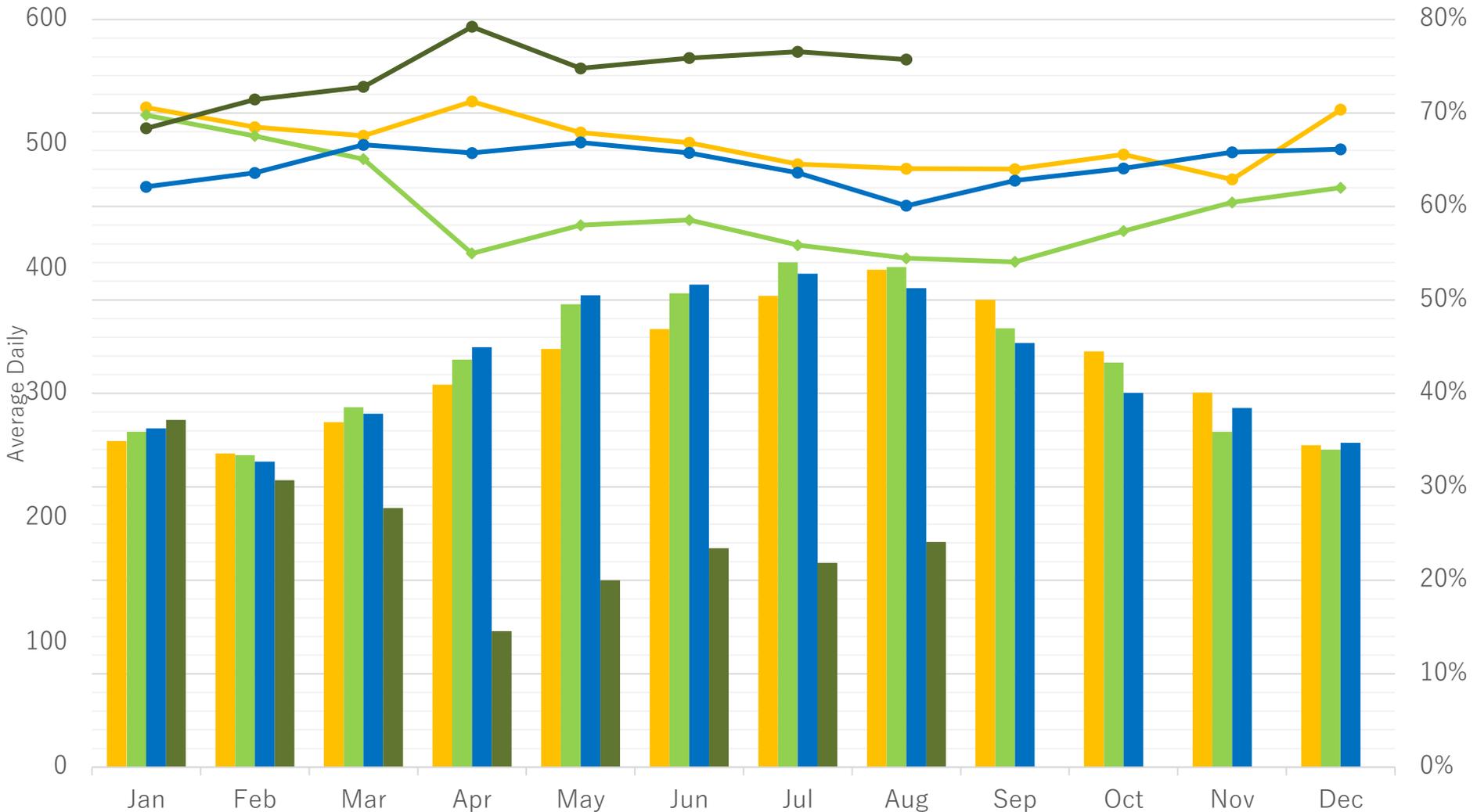


Proposition of aircraft types in Fukuoka FIR oceanic airspace


PBCS approved rate by aircraft type



Rate of CPDLC clearance issued to the requested altitude



➤ Data Link Transfer to Manila ACC

- The data link transfer (address forwarding) from ATMC to Manila ACC started on 14th January 2020, at 0000 UTC.
- The data link transfer from Manila ACC to ATMC is under consideration at Manila ACC, however, the exact starting date hasn't been determined yet.

➤ High altitude UPR

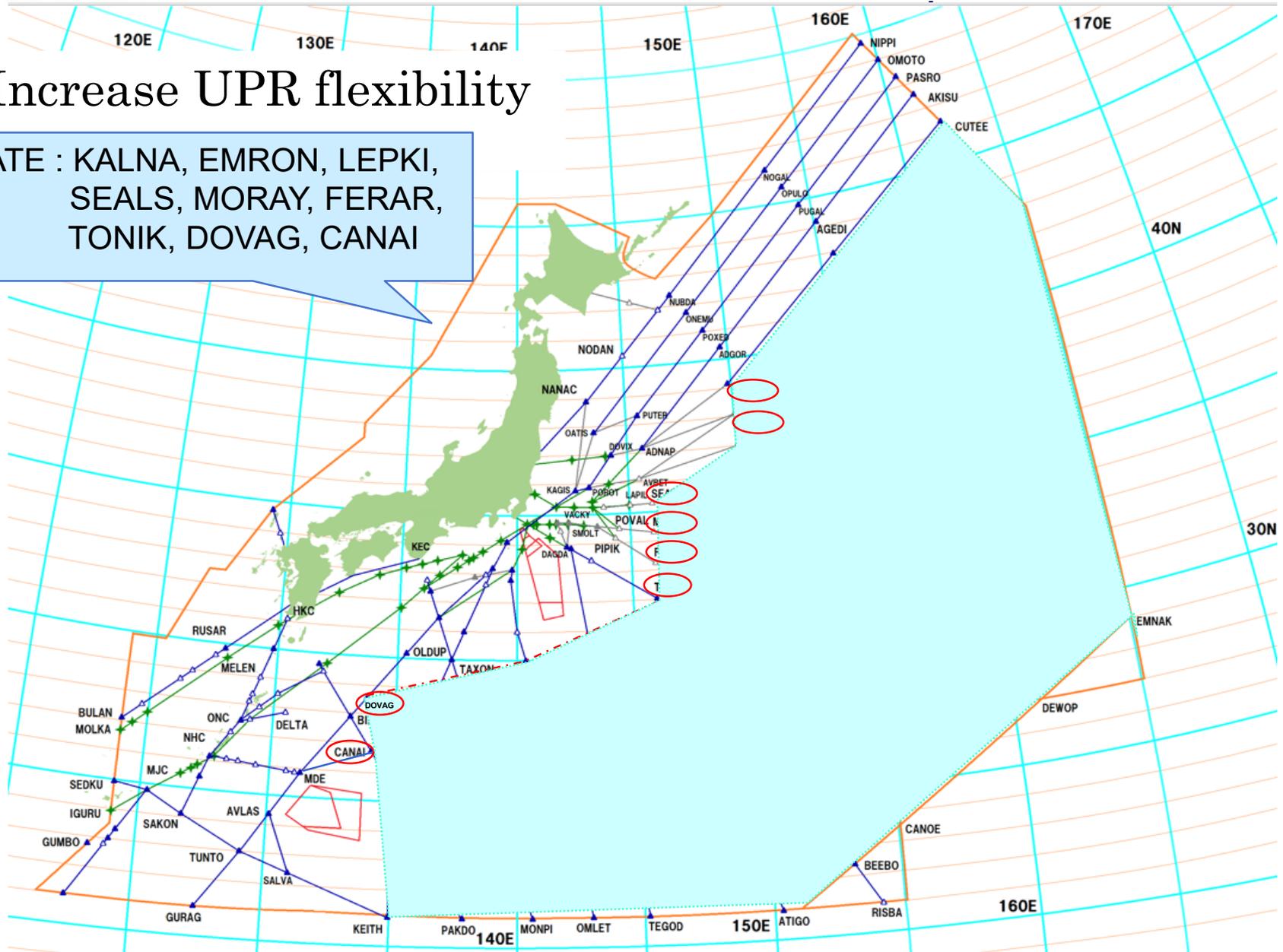
- We began an operation of additional GATEs for westbound high altitude UPR and eastbound high altitude UPR on 23rd April.
- When we carried out verification until March 2020, before trial eastbound high altitude UPR, there were about 600 to 700 a month, and about 90 which satisfied with the condition for eastbound high altitude UPR, 160E at FL390.
- The traffic volume has been dramatically decreasing because of COVID-19 since we started the trial, therefore, there were only 4 out of 21 targets flew 160E at or above FL390 in August

➤ Increase UPR flexibility

- We believe that more flexible UPR routes can be actualized under the current situation.
- there are no additions or changes to GATEs used and ATS routes to domestic airspace as currently described in the AIP due to the restricted airspaces.
- We will temporally eliminate the restrictions against the separations from standard PACOTS and altitudes.
- Depending on the future traffic, we anticipate there will be some conflicts between PACOTS and UPR routes as before. We consider that some restrictions are necessary for efficient and safe flow to a certain extent. Therefore, we need to consider to either bring back of the restrictions or establish new standards.
- The conditions listed in the AIP will remain unchanged and we will publish NOTAM.

➤ Increase UPR flexibility

GATE : KALNA, EMRON, LEPKI, SEALS, MORAY, FERAR, TONIK, DOVAG, CANAI



➤ ADS-B ITP / ADS-C CDP

- We are planning to start operation of ITP / CDP in April 2021.
- This information will be made known in the AIP.

Questions?

