

**Seventeenth Meeting of
the Cross Polar Trans East
Air Traffic Management
Provider's Work Group
(CPWG/17)**



**Fukuoka ATMC, JCAB
Samara, Russia , 3 - 6 June
2014**



**Proposing route between
RFE and NOPAC**

1.Introduction

At VOLKAM14 exercise, PK ACC and FUKUOKA ATMC concluded an assumed LOA in advance.

It prescribes air routes that cross the boundary between Russia and Japan, and the procedures for notifying transfer information.

We coordinated the detour route which crossed FIRs on the commercial line at the exercise.

It was the first step towards the development of airspace for both Russia and Japan.

In order to take measures against real eruptions in the Kamchatka Peninsula and the Kurile Islands, it is strongly required that we set actual detour routes.

2. Discussion

Consideration New Route from **PK FIR** to **Fukuoka FIR**

Anchorage
FIR

PK FIR

Fukuoka
FIR

The airway R220 is

R220

The northernmost route on NOPAC

Only west bound

All altitude zones are available

An extremely high volume of traffic

Actual traffic situation on 26 May 2014

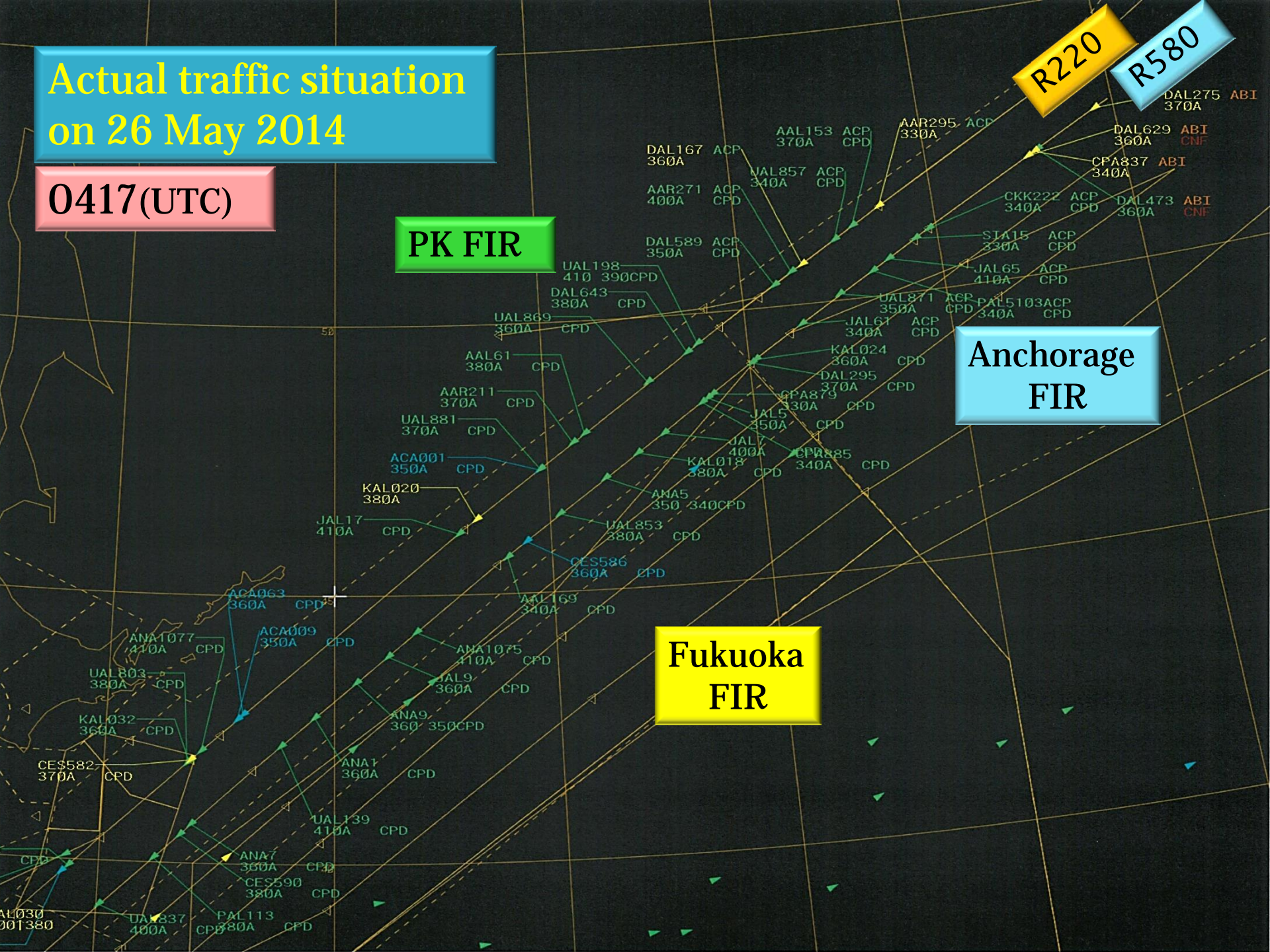
0417(UTC)

PK FIR

Anchorage
FIR

Fukuoka
FIR

R220
R580

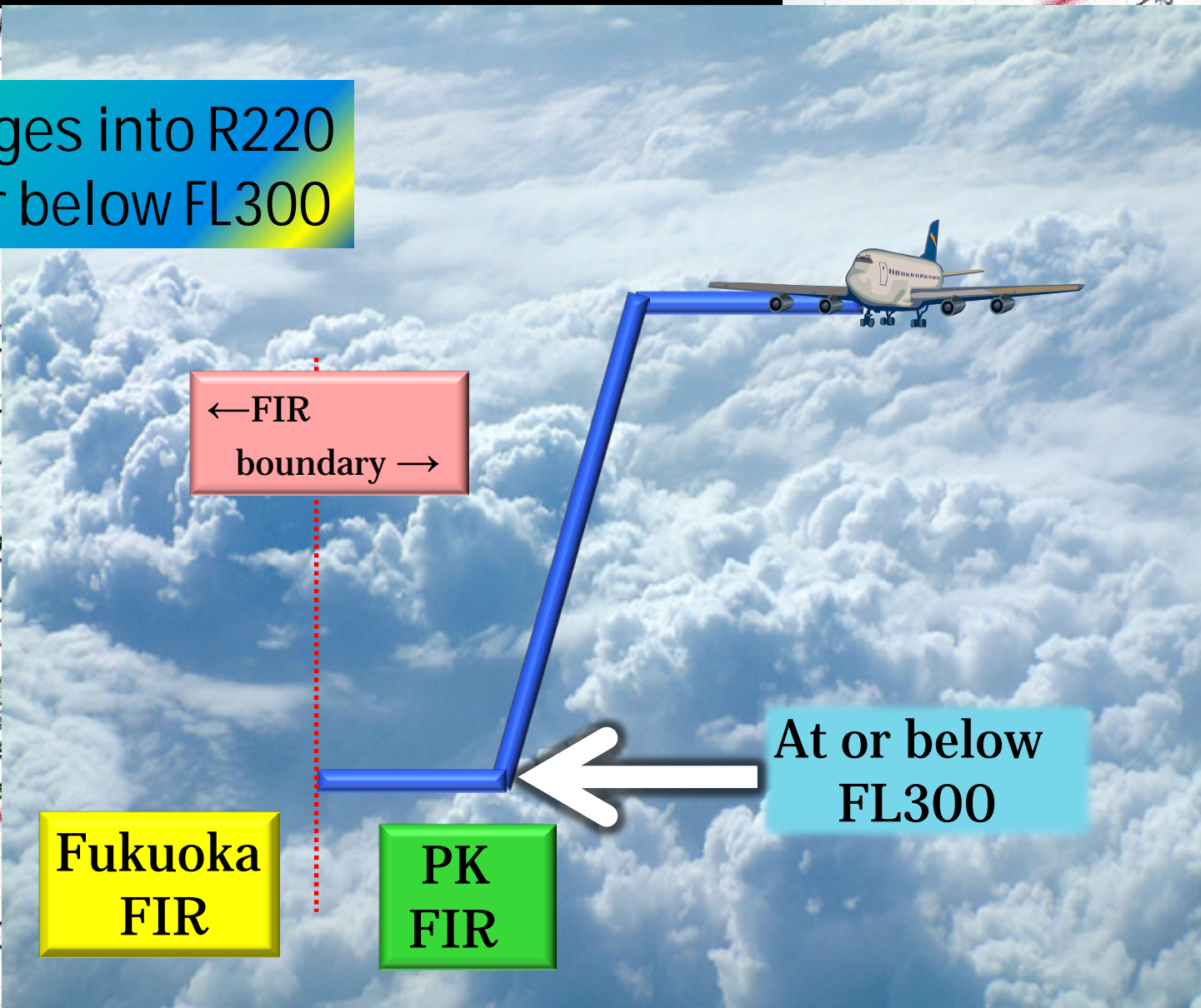


**ould accept
below FL300**

**We could accept
at or below FL300**

Consideration New Route from **PK FIR** to **Fukuoka FIR**

① merges into R220
At or below FL300



**Fukuoka
FIR**

**PK
FIR**

←FIR
boundary →

At or below
FL300

Consideration New Route from **PK FIR** to **Fukuoka FIR**

② merges into R220
At or above FL300

The airway R580 is

South of R220

Only west bound

Less traffic volume
than R220

Available except
FL290,310 & 330

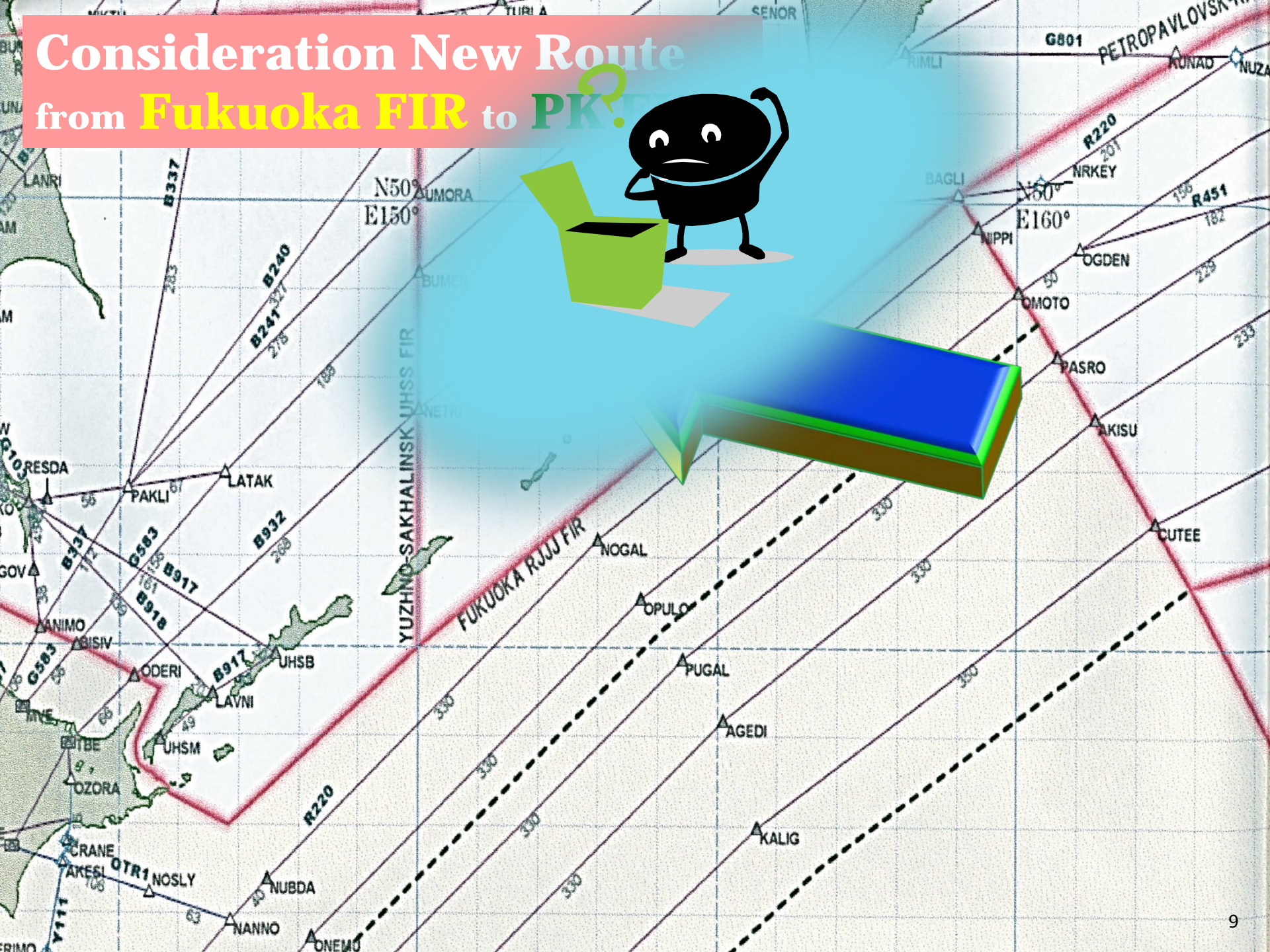
Same
Altitude

R220

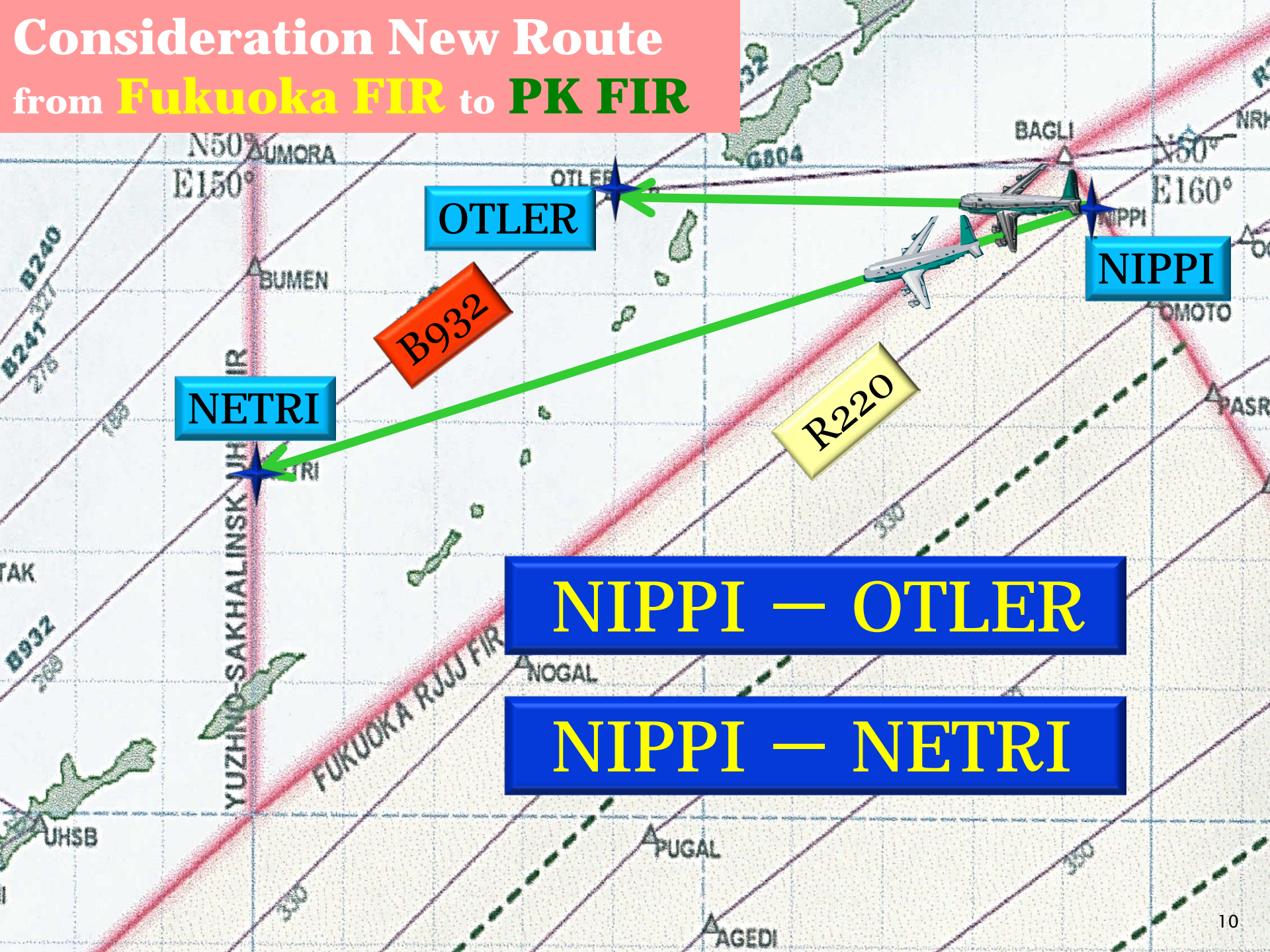
R580

Re-route to
R580

Consideration New Route from Fukuoka FIR to PK?



Consideration New Route from **Fukuoka FIR** to **PK FIR**





RVSM airspace?

The background is an aeronautical chart of the North Pacific. It features a grid of latitude and longitude lines. Key waypoints labeled include SEGUN, OMUK, AUMORA, BUMEN, NETRI, TUBLA, SENOR, RIMLI, BAGLI, OTLER, OMOTO, and NOGAL. Two flight paths are highlighted: a yellow path labeled G583 and an orange path labeled B932. The chart also shows the boundaries of the UHSS FIR (United States, Alaska) and the RJJJ FIR (Russia, Japan). A red shaded area is visible along the flight paths, and a dashed green line is shown in the lower right.

RADAR Controlled area?

Traffic volume?

Bi-directional airway?

HF or VHF?



Спасибо за внимание.

спасибэ за брима'эниэ