

Nineteenth Meeting of the Cross Polar
Trans East Air Traffic Management
Providers' Working Group(CPWG/19)

Development of Route Setting between Russia and Fukuoka FIRs in the Future

Fukuoka ATMC, JCAB

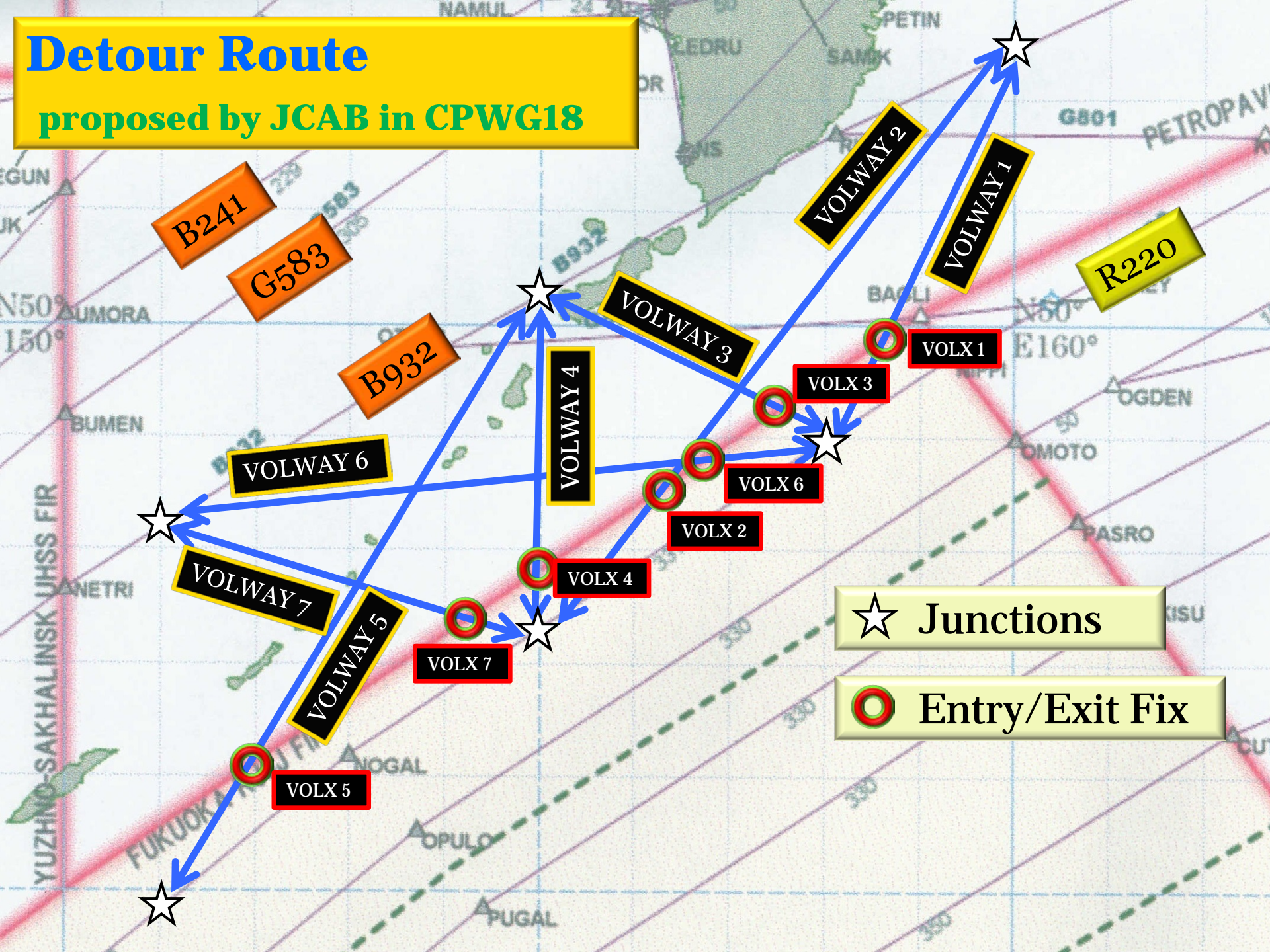
*Tokyo, Ministry on Land, infrastructure,
transport and tourism, Japan*

11 to 15 May 2015

We have discussed the route setting between Russia and Fukuoka FIRs in the international conferences on the assumption that a large-scale volcanic eruption occurs in the Kamchatka Peninsula and the Kuril Islands, and make them divert from the volcanic ashes.



proposed by JCAB in CPWG18



We found some issues during the discussion.

Fukuoka ATMC can handle the detouring aircraft from Russia as random flights in latitude and longitude.

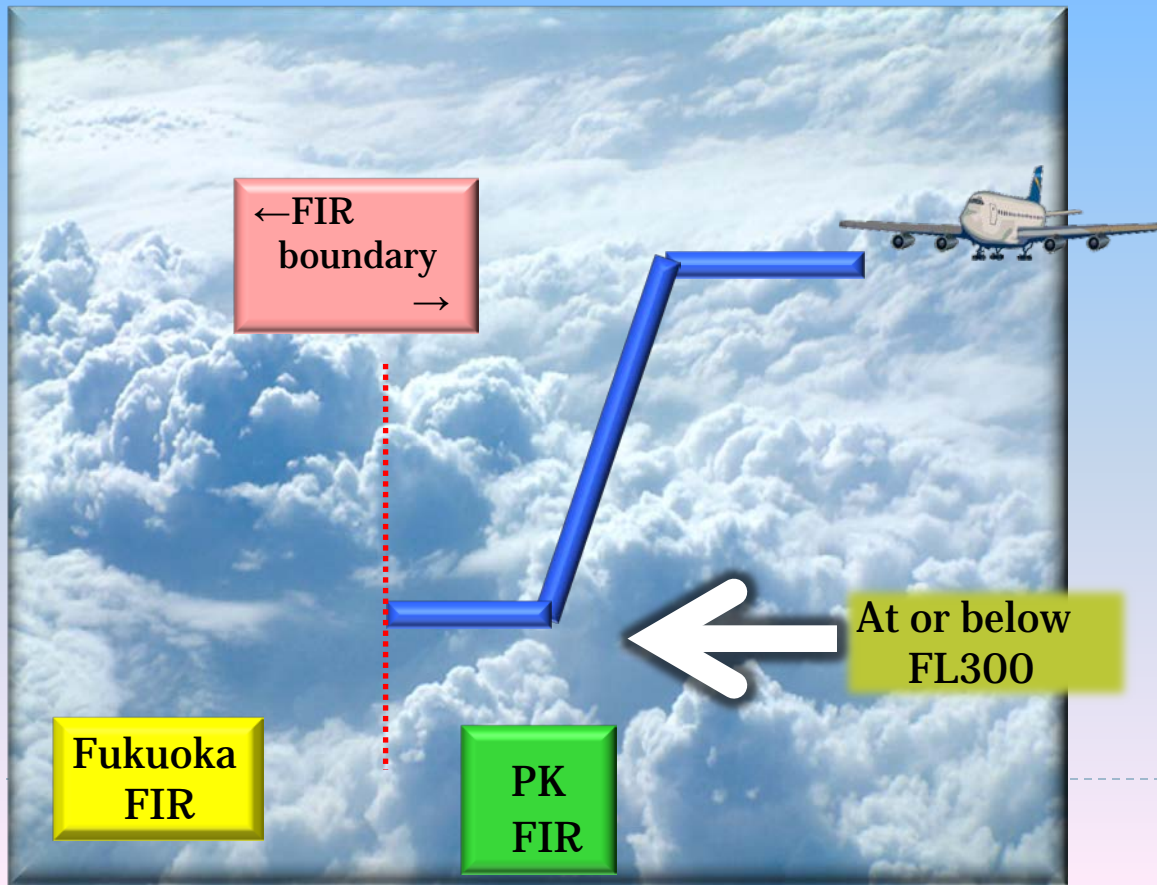
On the other side, the aircraft from Japan to Russia must enter the Russian FIR on the published airway.

There might be some airlines whose dispatches file a detour route not as contingencies or request route change to this detour route for efficient operations.

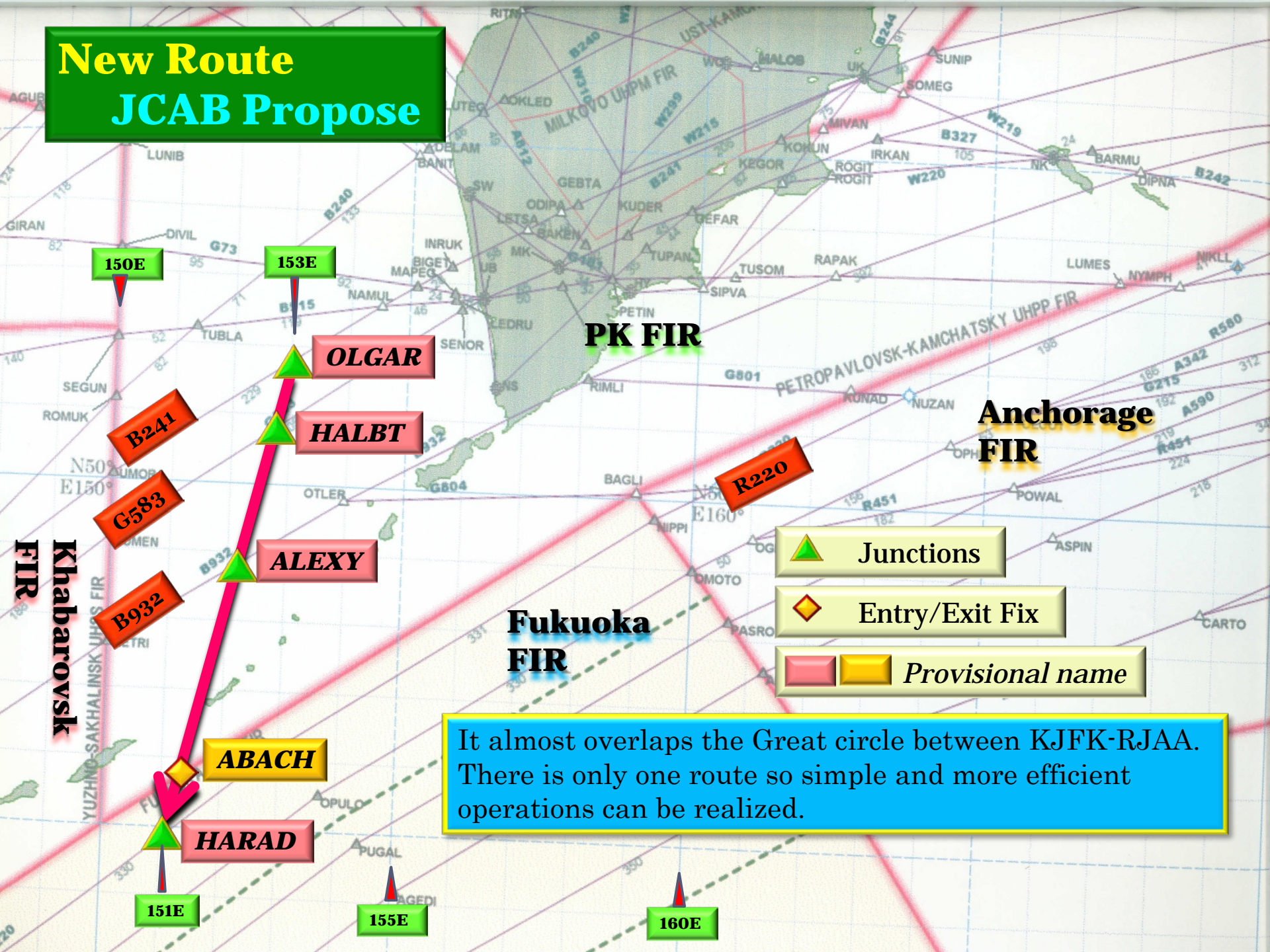
In addition, airlines complained that there was little benefit if it was limited to contingencies.

Assuming the operation in critical phase, we considered making the aircraft detouring from Russian airspace join to the airway R220 at or below FL300 in NOPAC area. However, it's difficult for controllers to handle the plural contingency aircraft because the detour routes which JCAB suggested in CPWG18 were complicated.

Also, we don't consider the efficient operations such as wind factors or geographical elements but the avoidance of volcanic ashes.



New Route JCAB Propose



----- We need to discuss closely with IATA, PK ACC and Anchorage ARTCC in order to make the aircraft join to the airway R220 which has enormous amount of traffic.

JCAB will explore the possibility of setting the route as a Fixed ATS route in the future and continue to examine the operation procedures carefully.



Ongoing Issues

1. Investigations of the operation procedure for making aircraft join into congested airways

It is necessary to limit the altitudes because the procedure would be based on **vertical separation**.

The altitude limit would be applied for the aircraft as follows.



the aircraft which join from Russian airspace



the aircraft which fly on airway R220



2. Investigations of the efficiency of Fixed ATS route that is suggested

It is necessary to investigate the efficiency of the airway that JCAB suggested.

We need to investigate whether the airway is efficient for airlines even if the altitude is limited.

We need to estimate the number of aircraft filed on this airway.



Is there any question?

