



 **CIVIL AVIATION BUREAU of JAPAN**

## Facility Updates

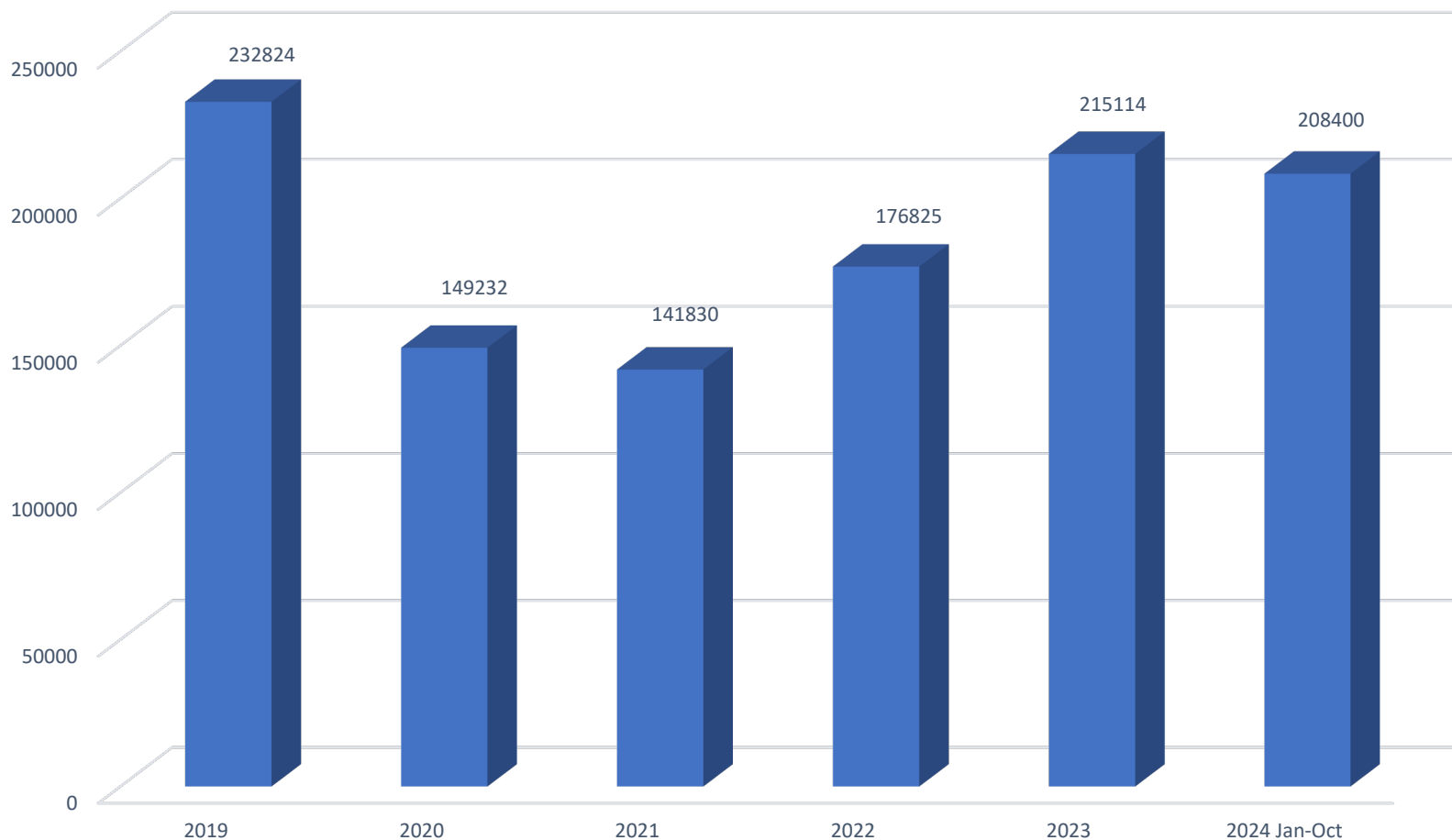
**FUKUOKA AREA CONTROL Center**

IPACG PM31  
December 2024

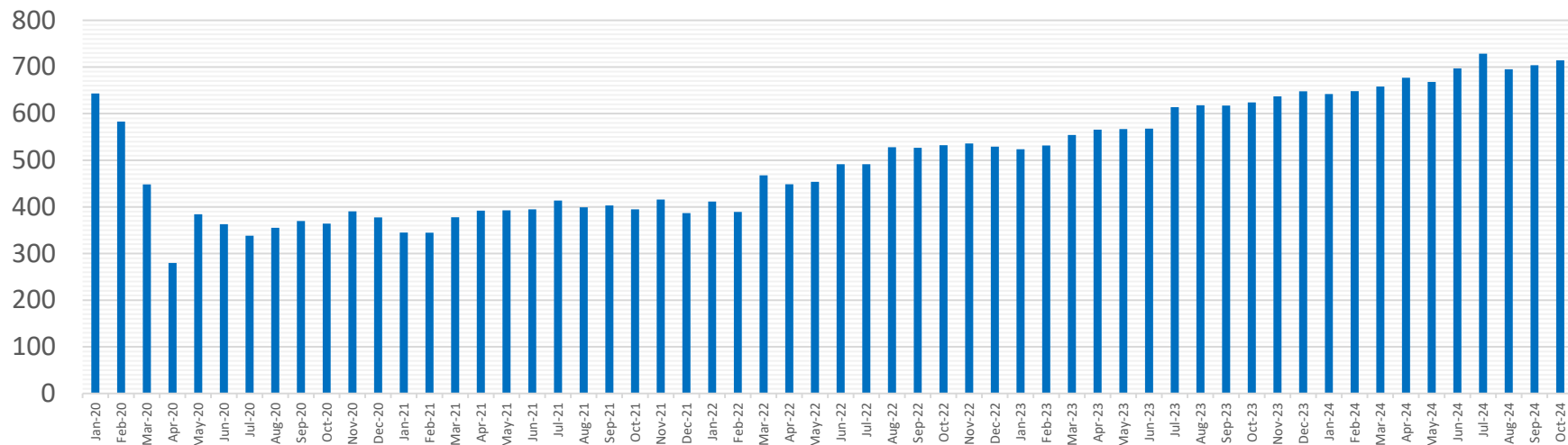
# ATMC Update

- Oceanic Traffic Volume
- NOPAC Usage Data
- Offset climb / descend procedure
- Message Latency Monitor
- Dellinger effect

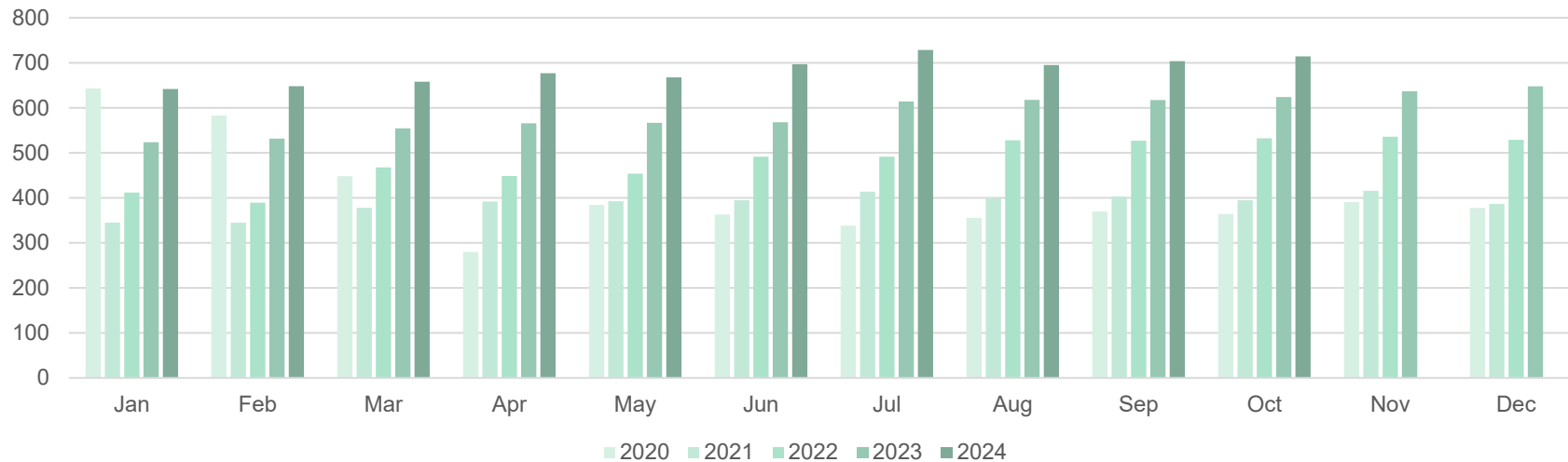
## Annual Traffic Volume in Fukuoka FIR Oceanic Airspace

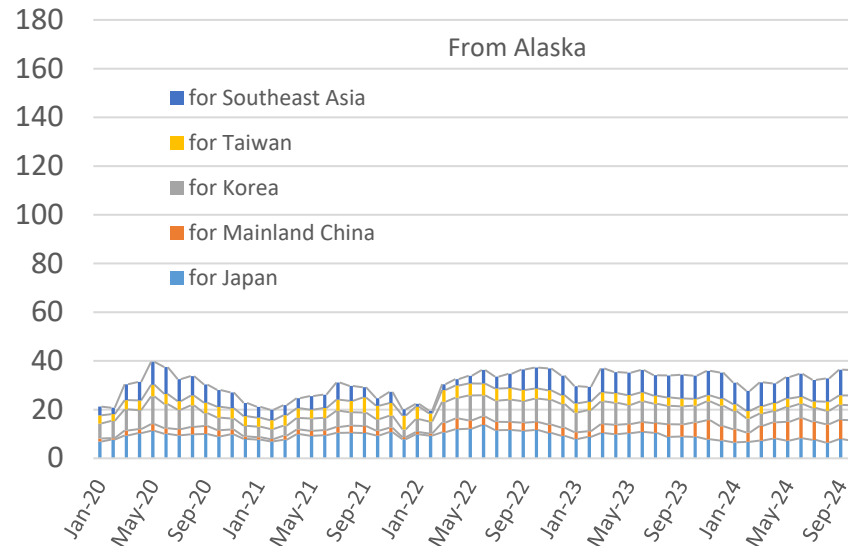
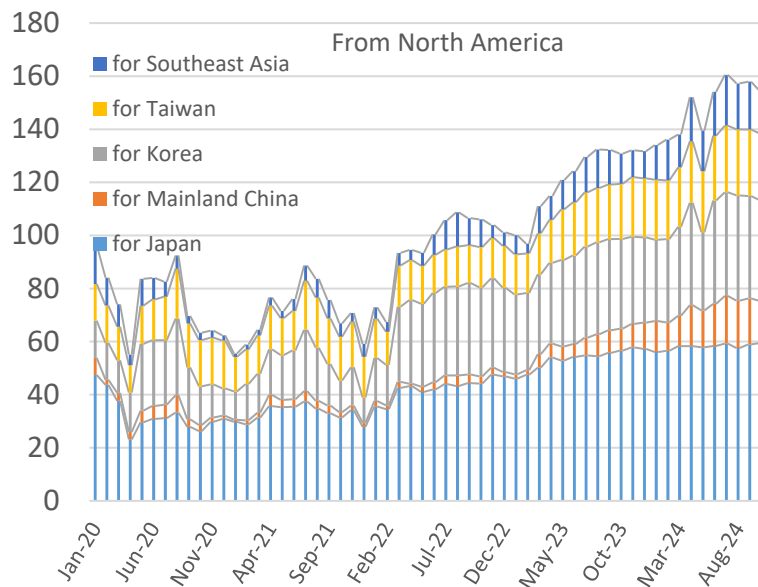
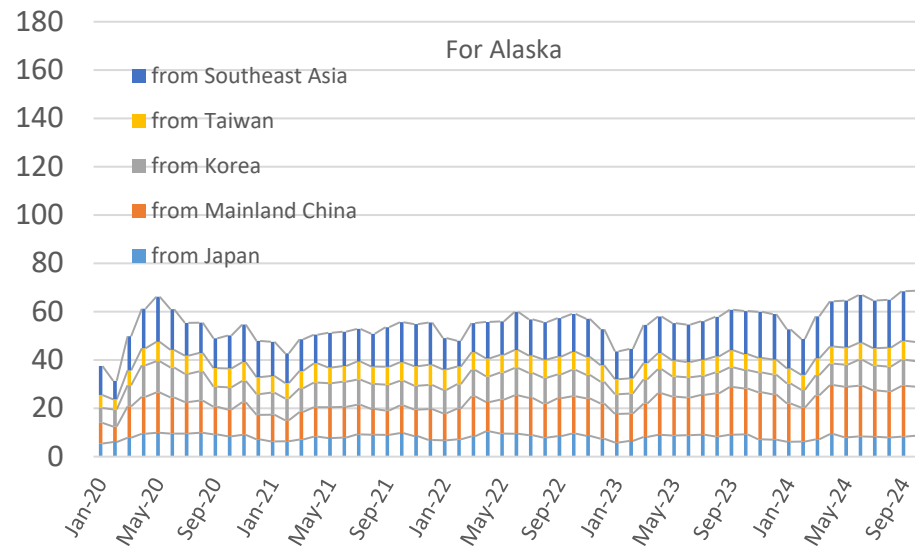
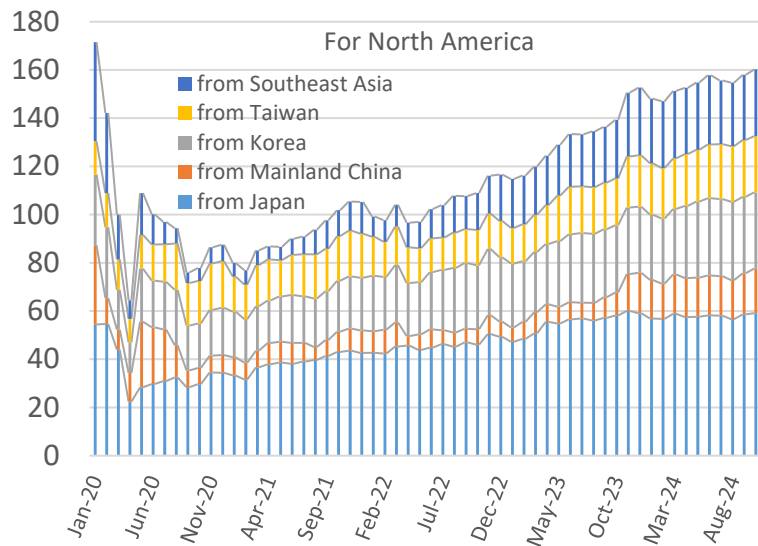


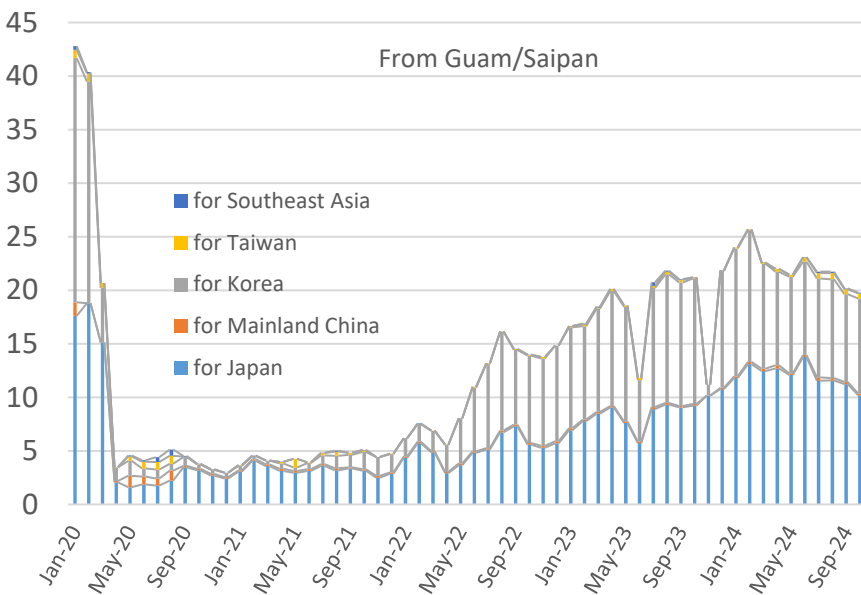
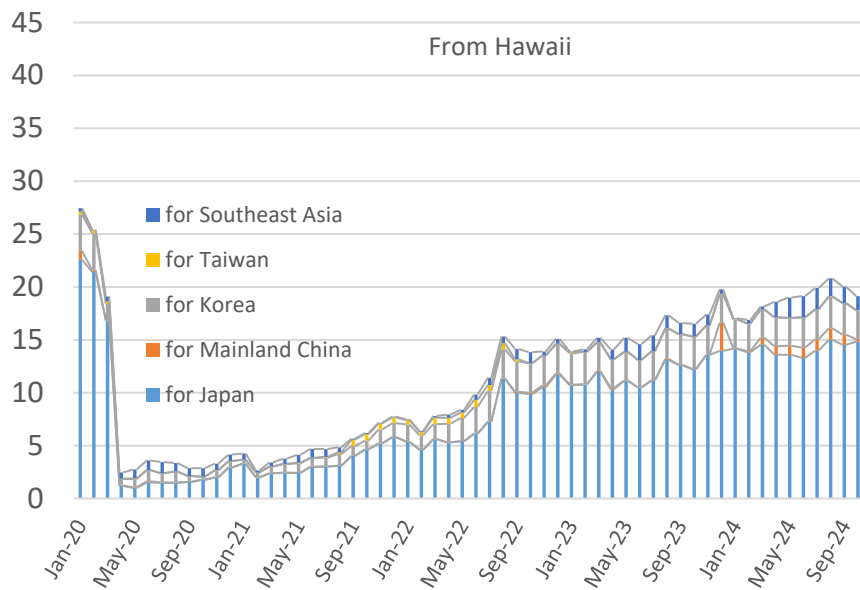
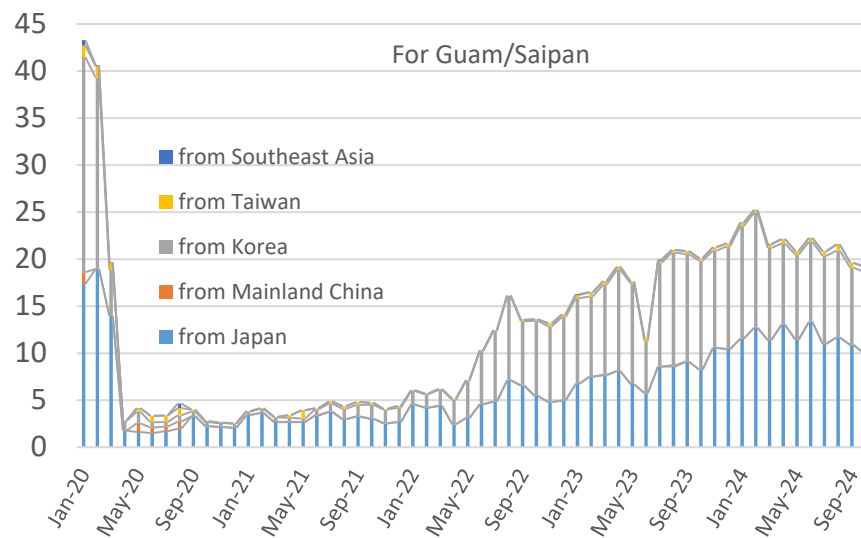
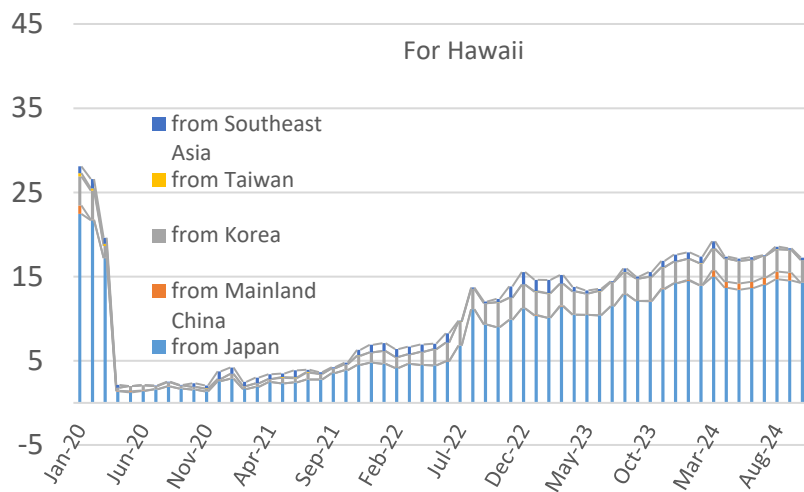
### Daily Traffic Volume in Fukuoka FIR Oceanic Airspace

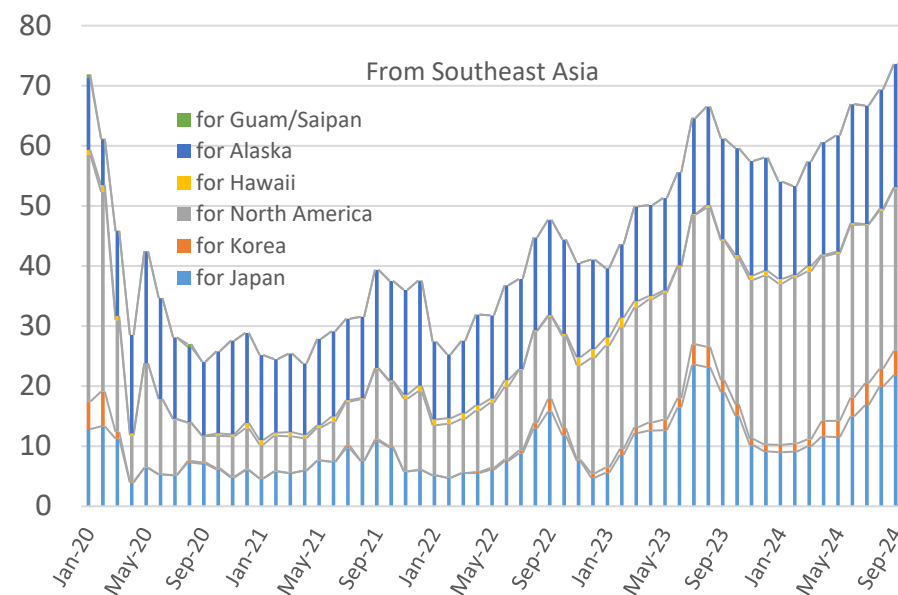
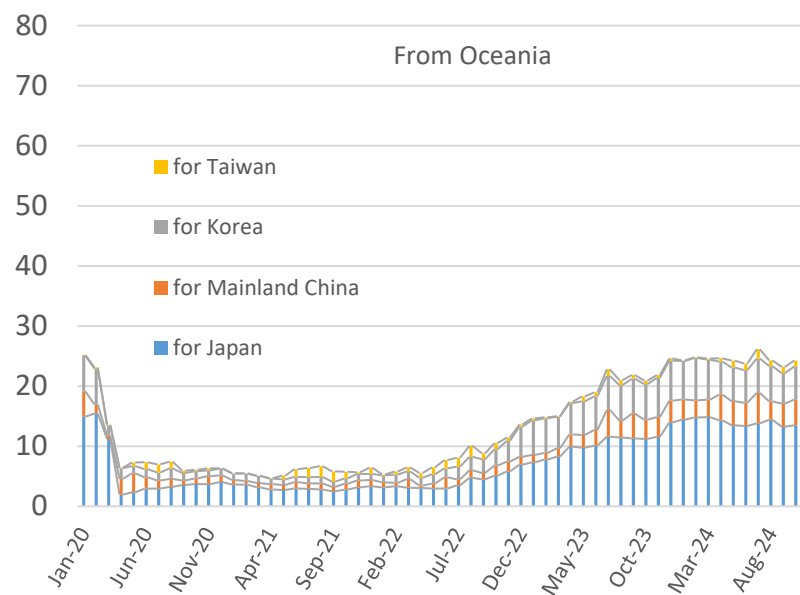
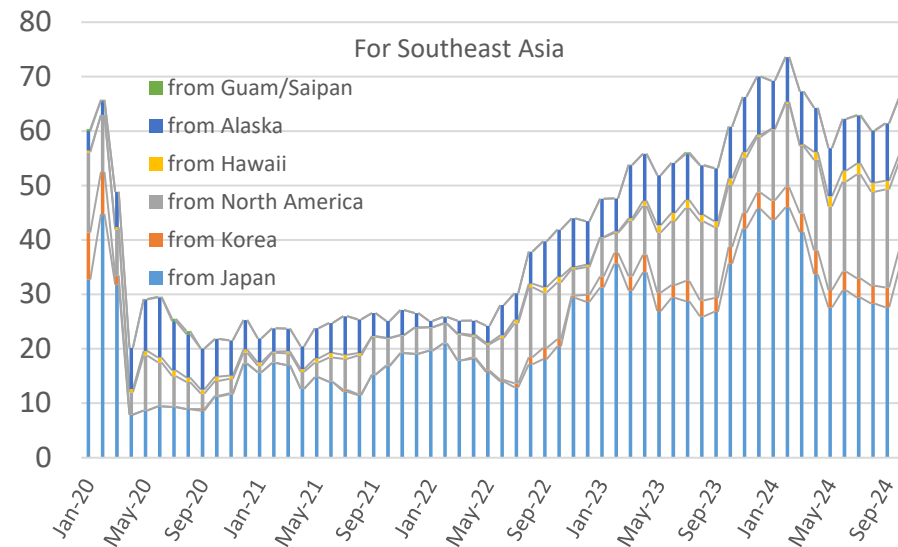
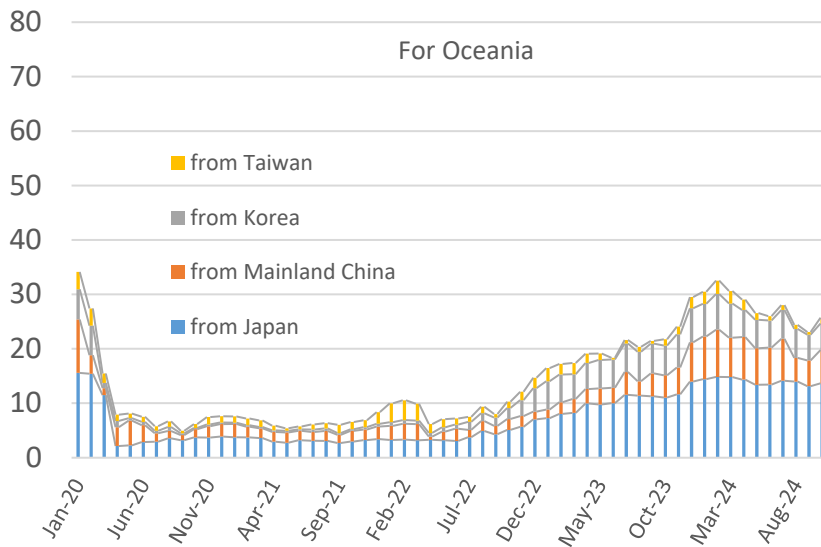


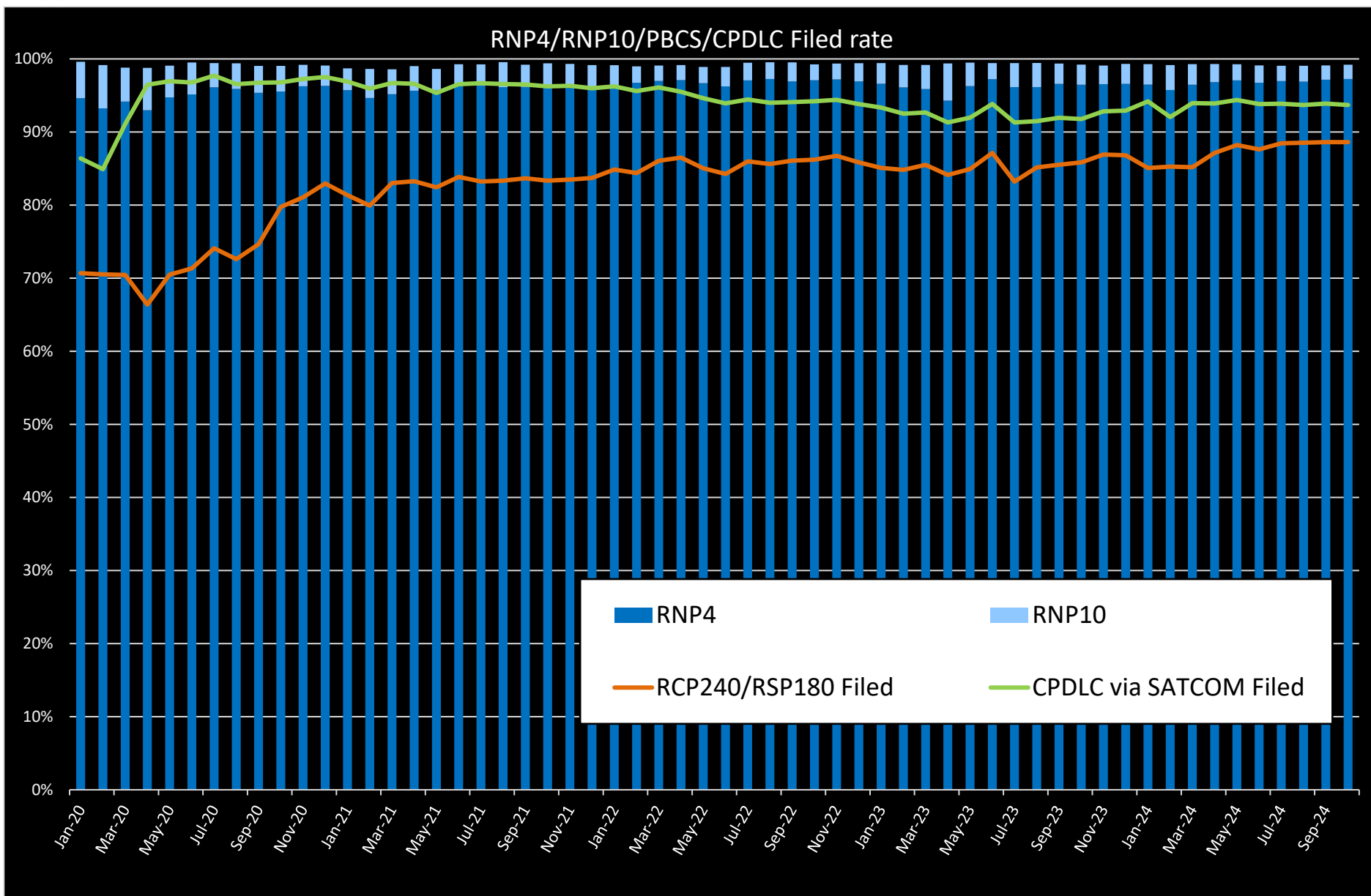
### Daily Traffic Volume in Fukuoka FIR Oceanic Airspace





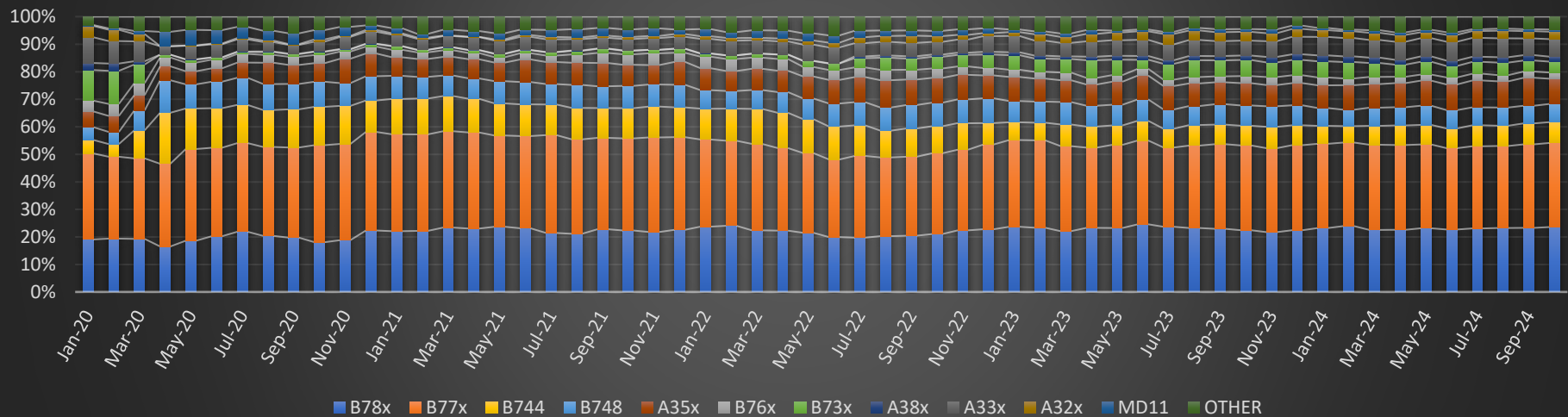




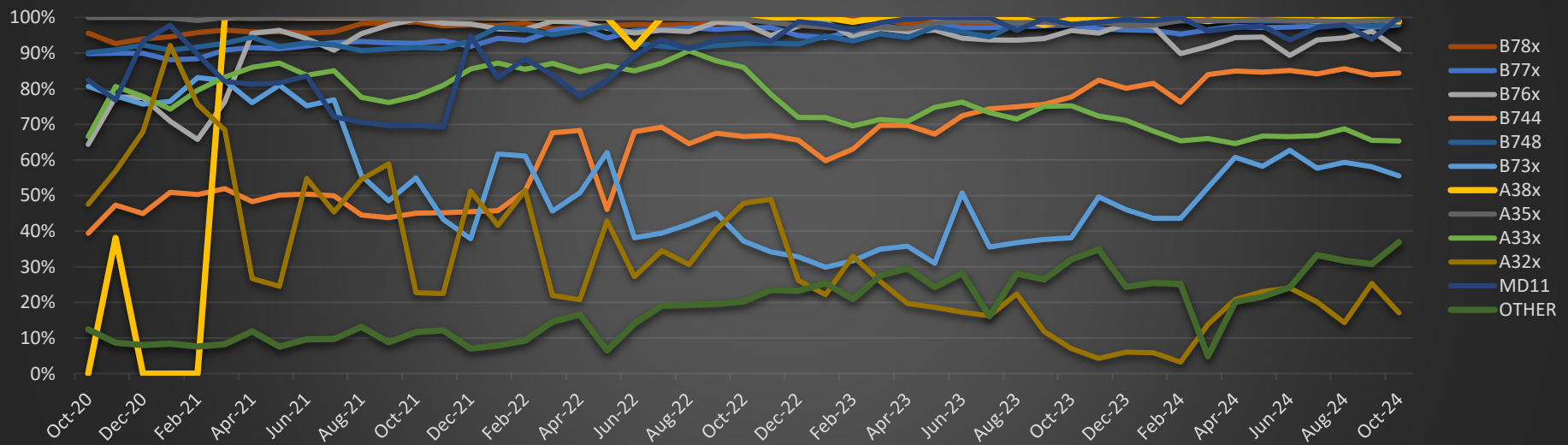




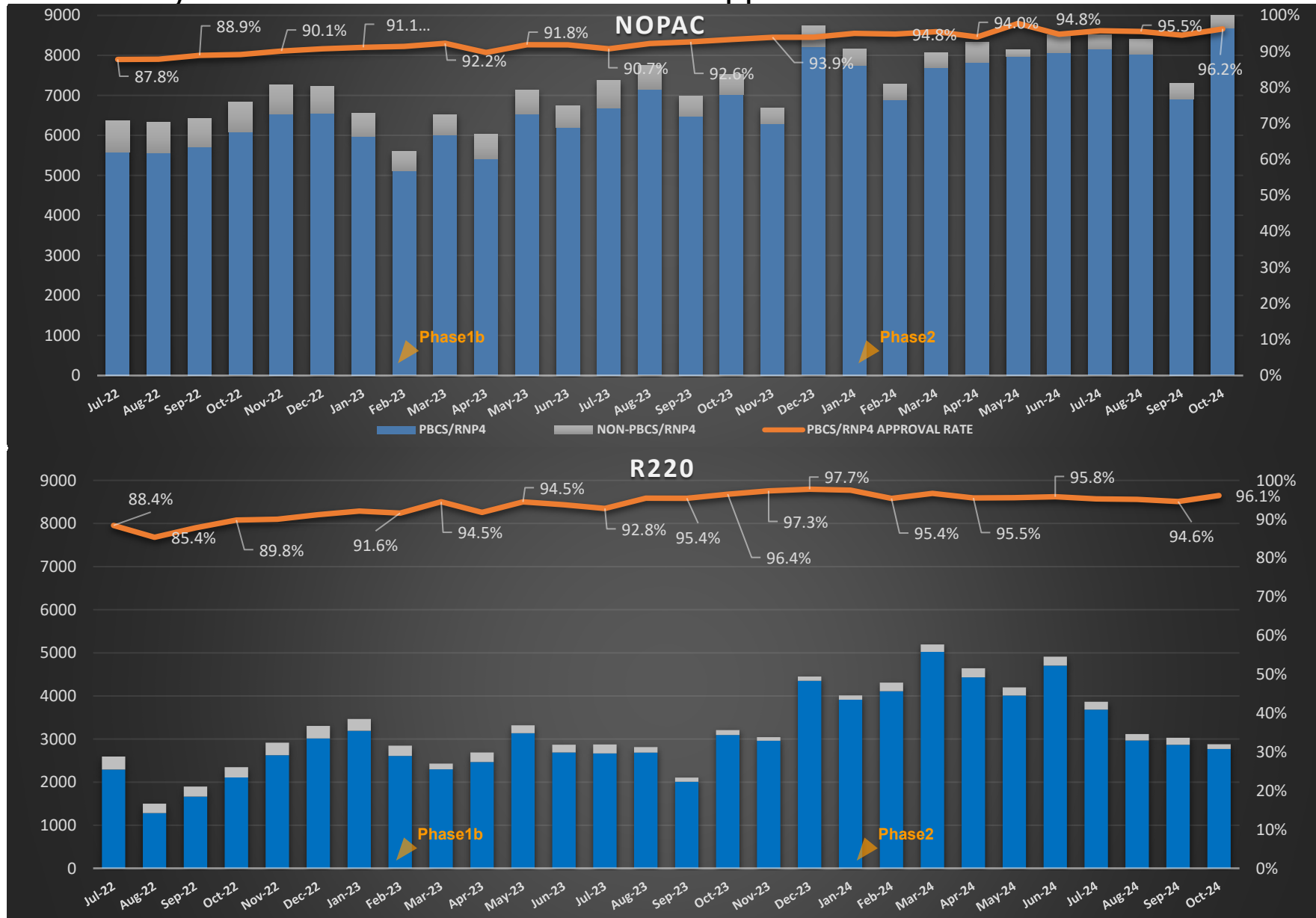
## Proposition of aircraft types in Fukuoka FIR oceanic airspace



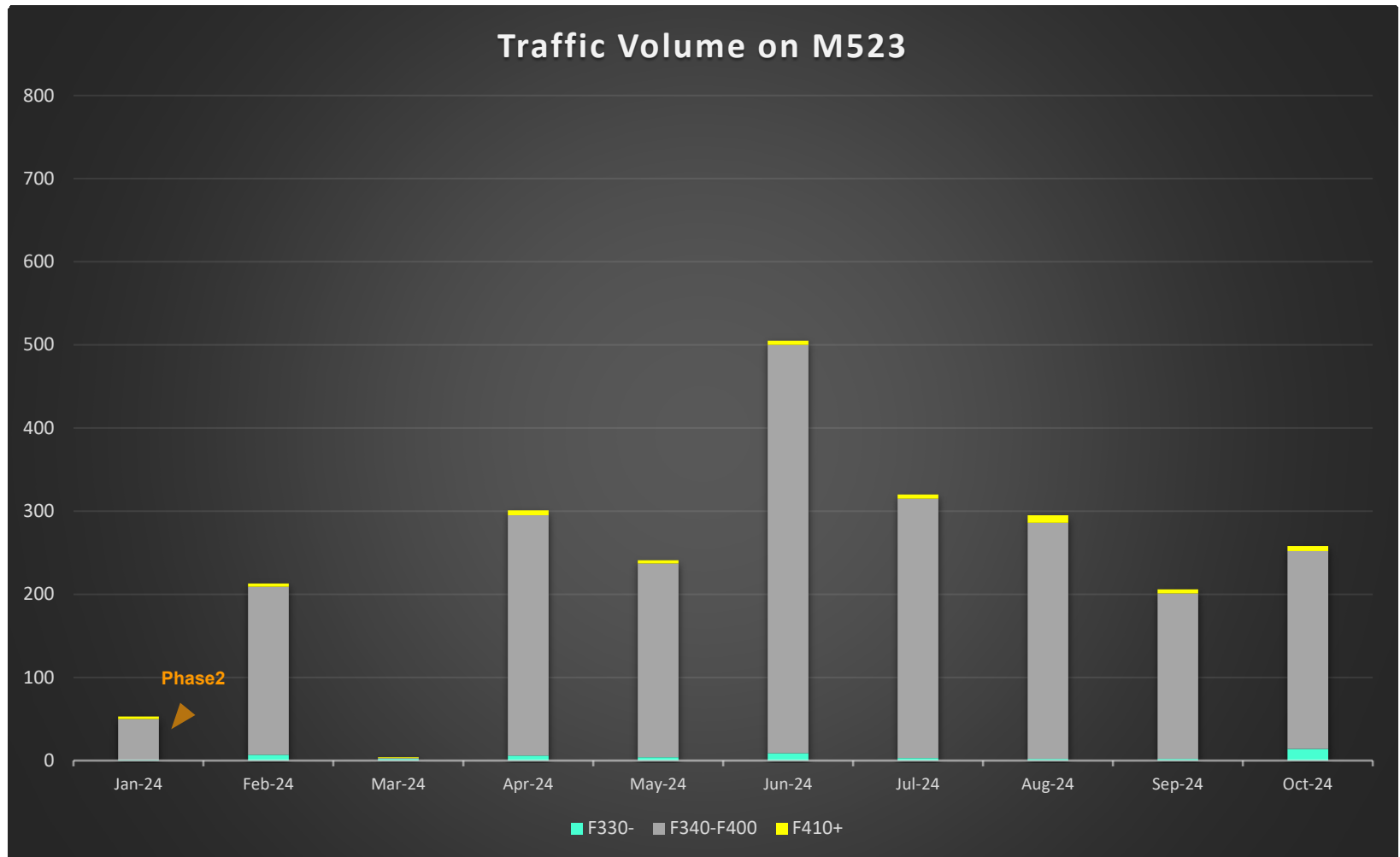
## PBCS approved rate by aircraft type

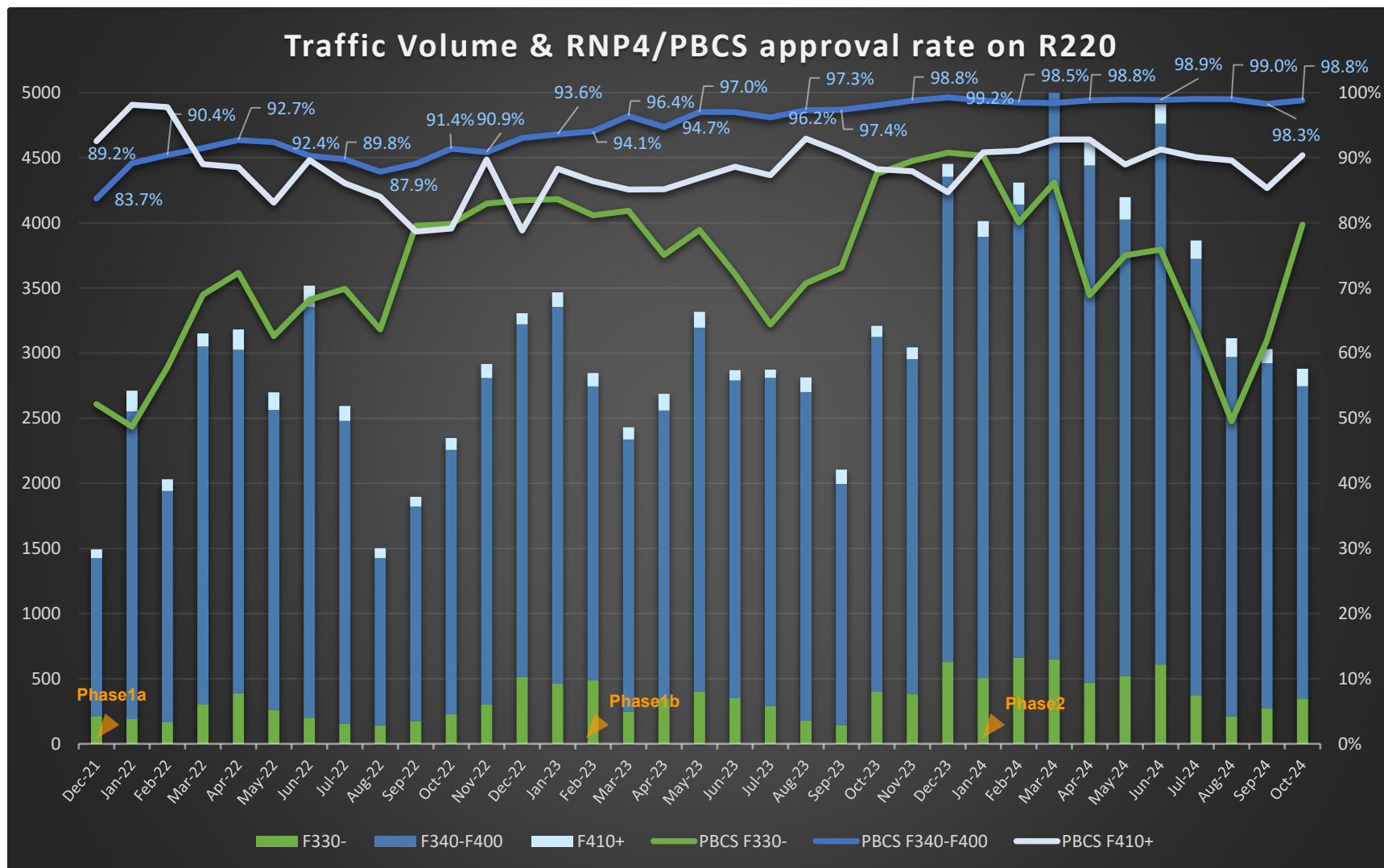


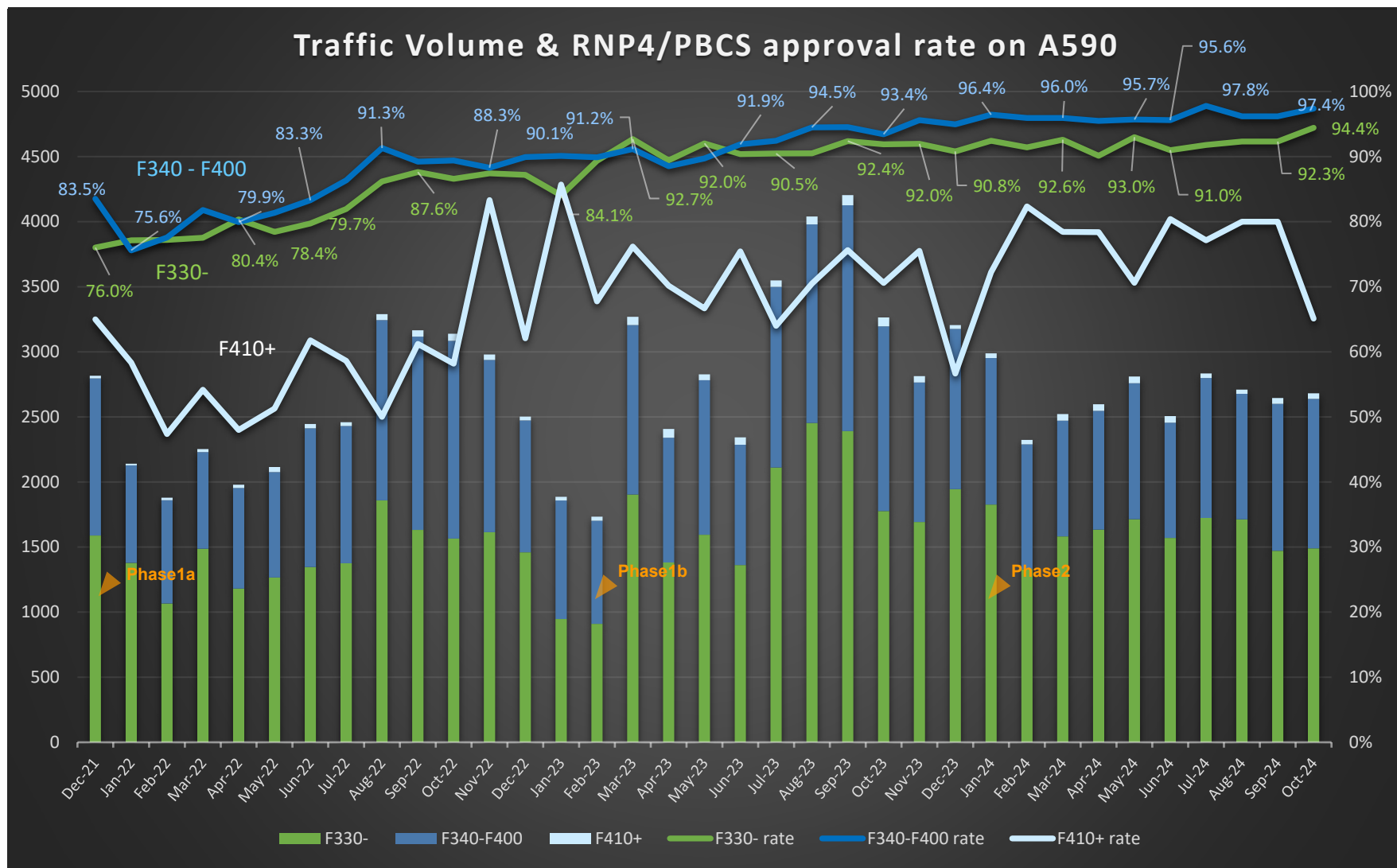
# Monthly traffic volume and PBCS/RNP4 approval rate



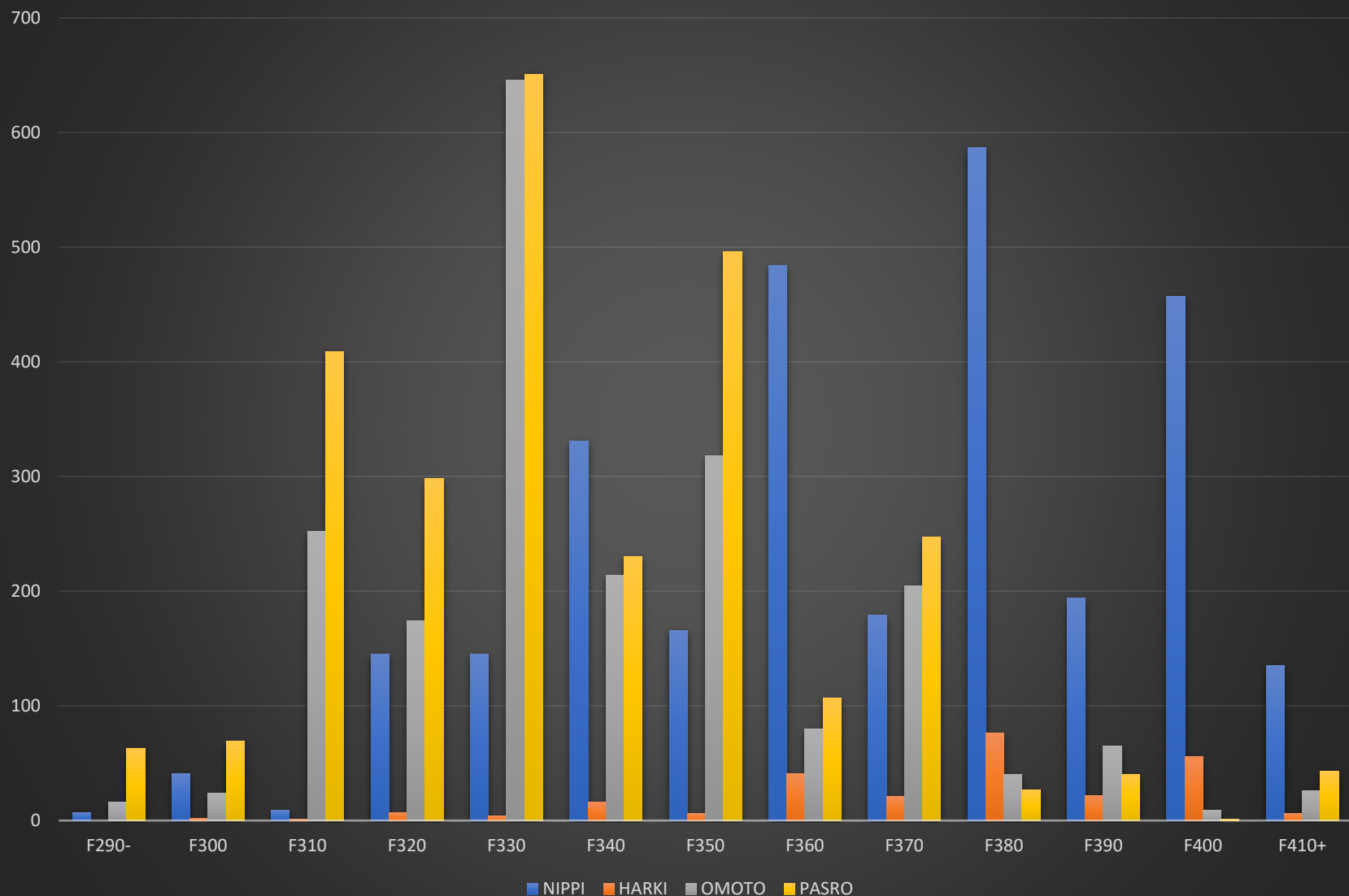
## Monthly traffic volume on M523



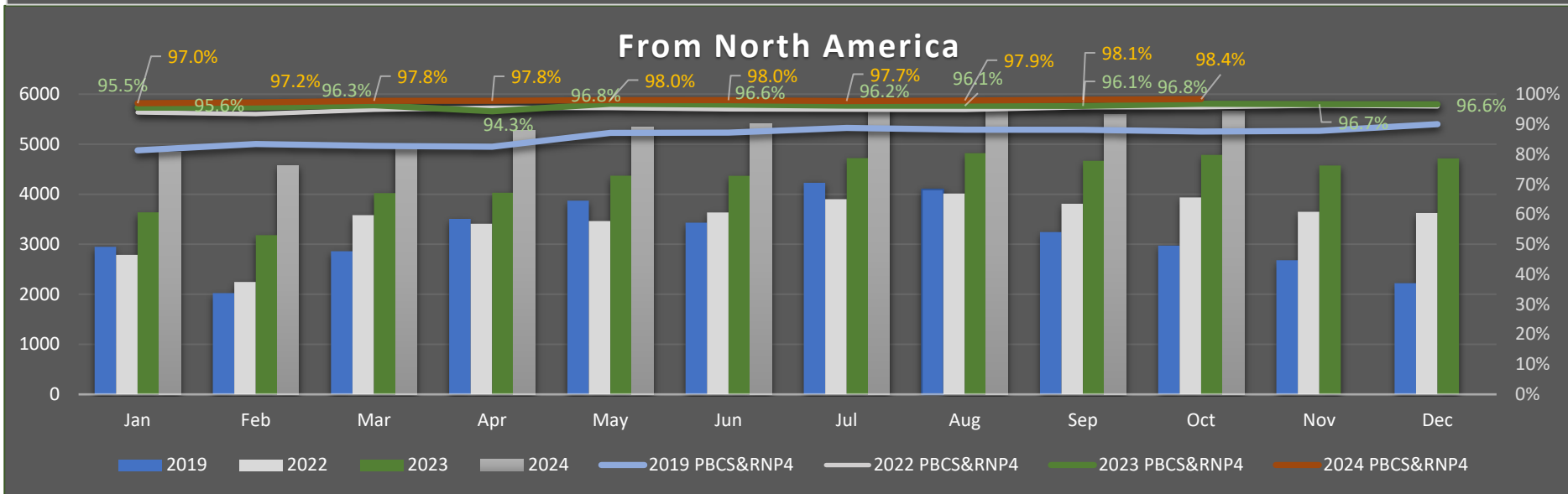
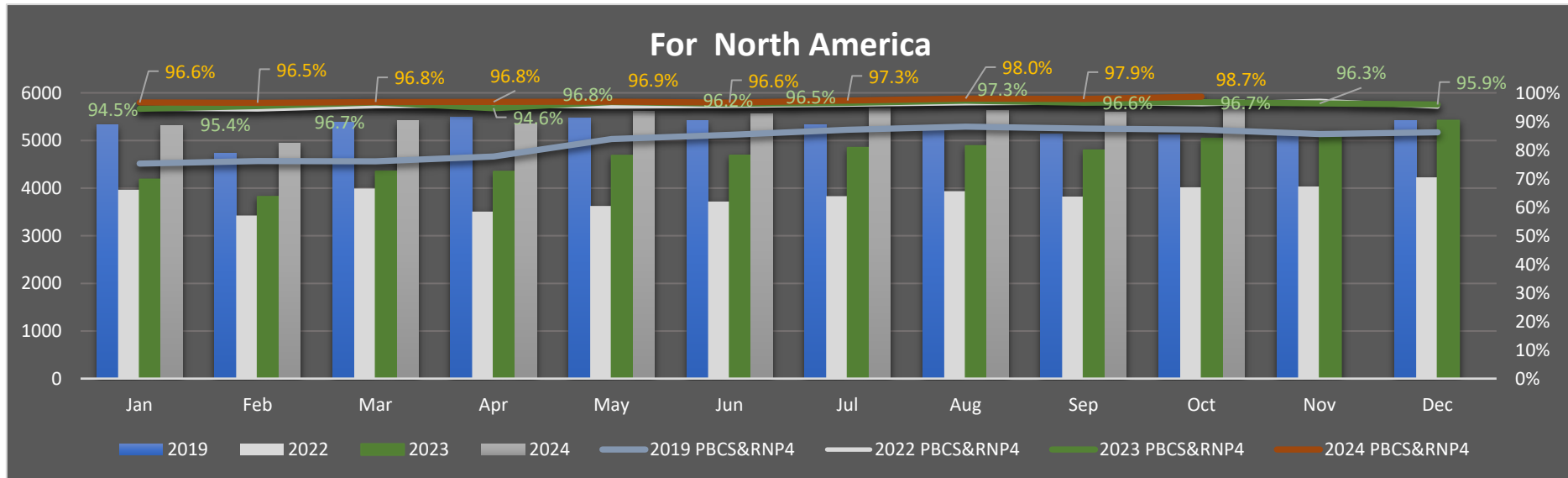




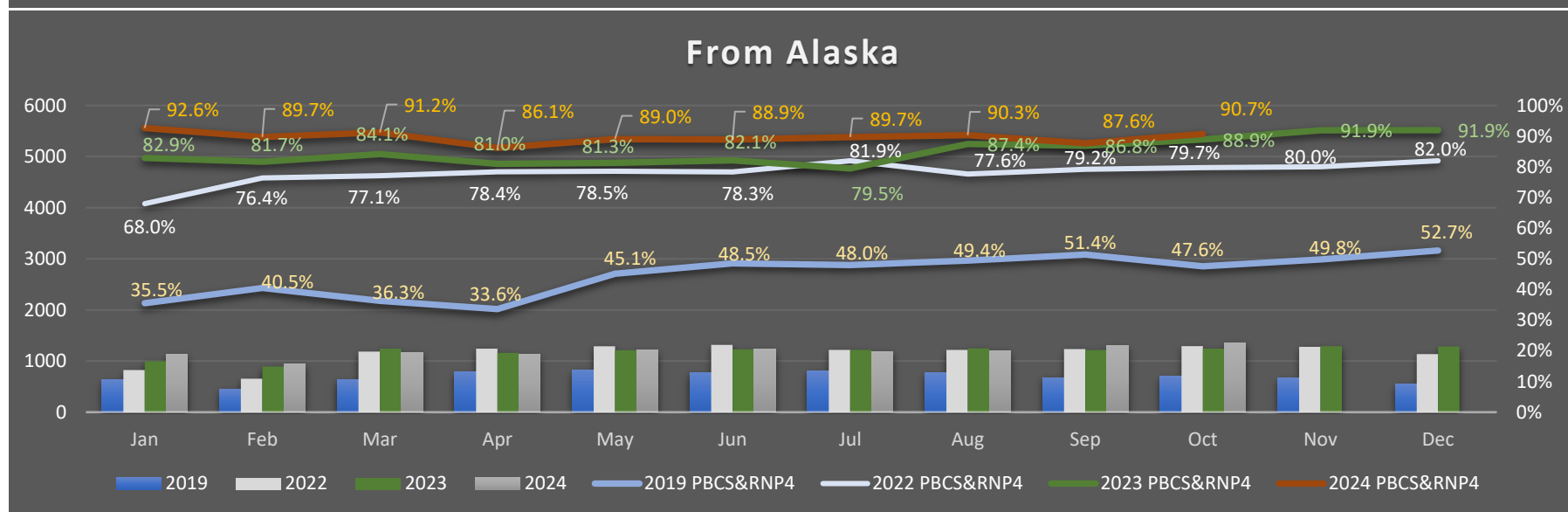
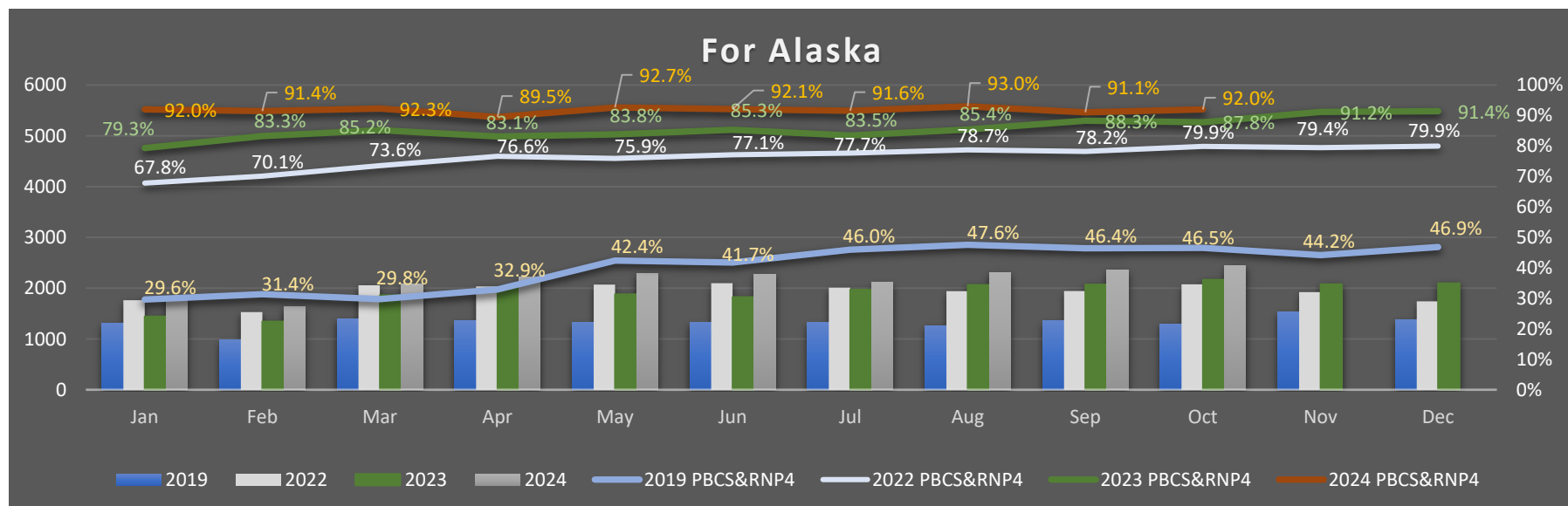
FIR crossing altitude on NOPAC, Oct-24



# 2019, 2022 - 2024 traffic volume and PBCS/RNP4 approval rate comparison for North America

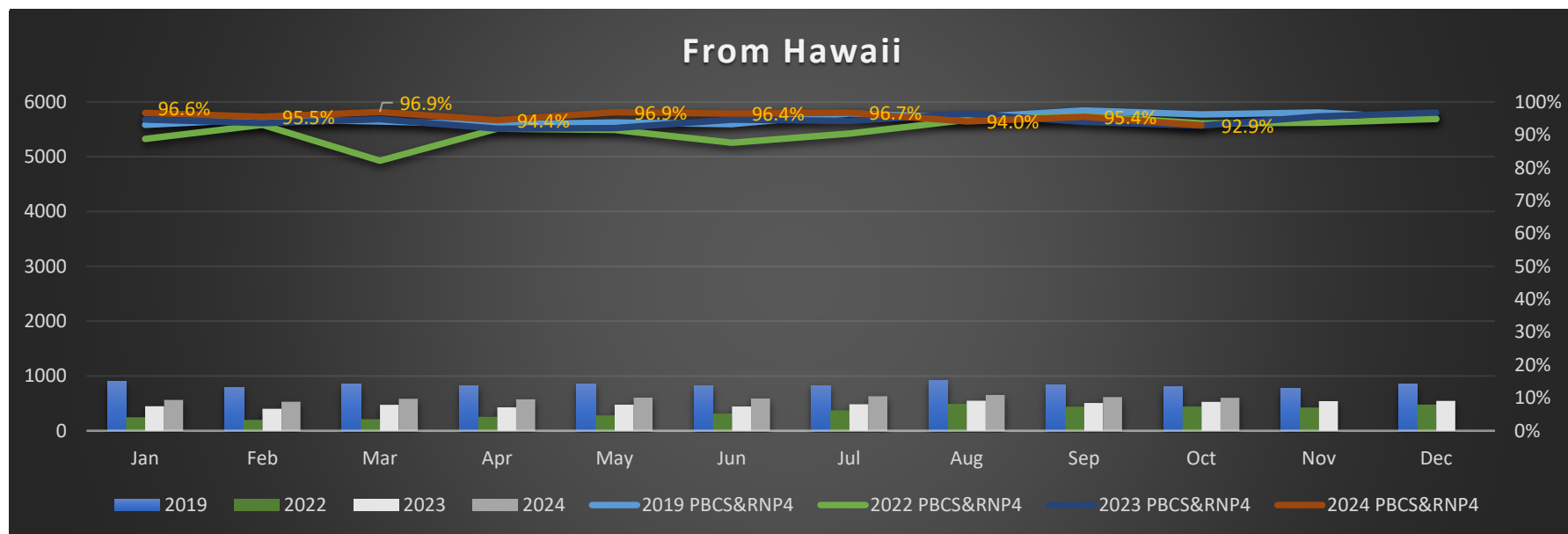
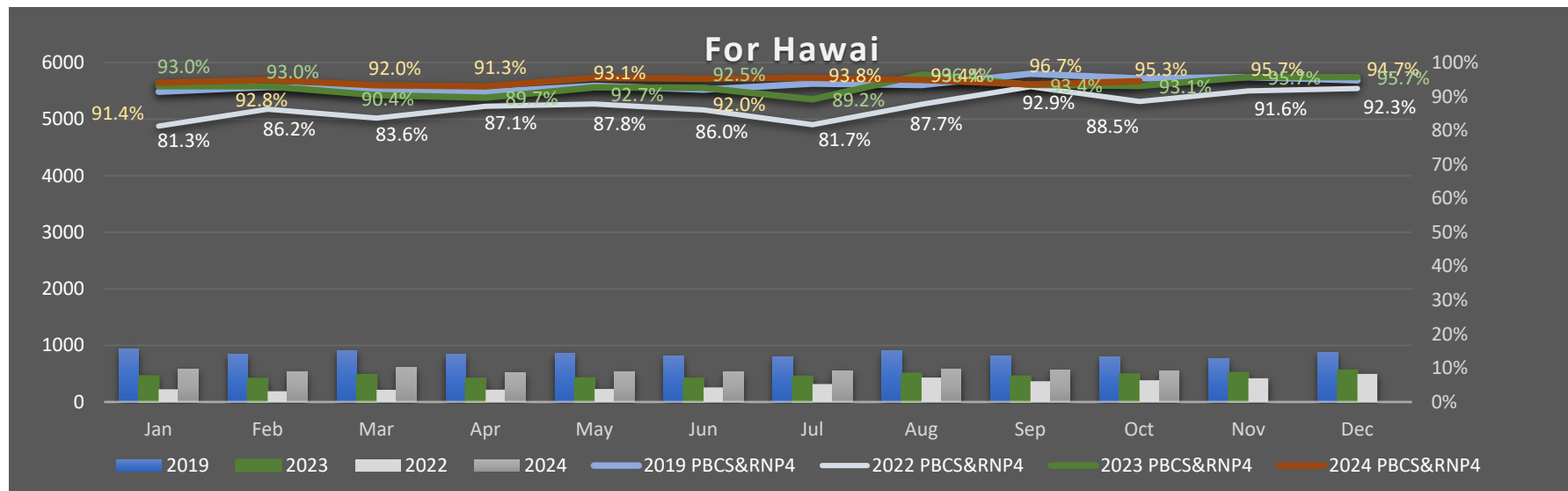


# 2019, 2022 - 2024 traffic volume and PBCS/RNP4 approval rate comparison for Alaska



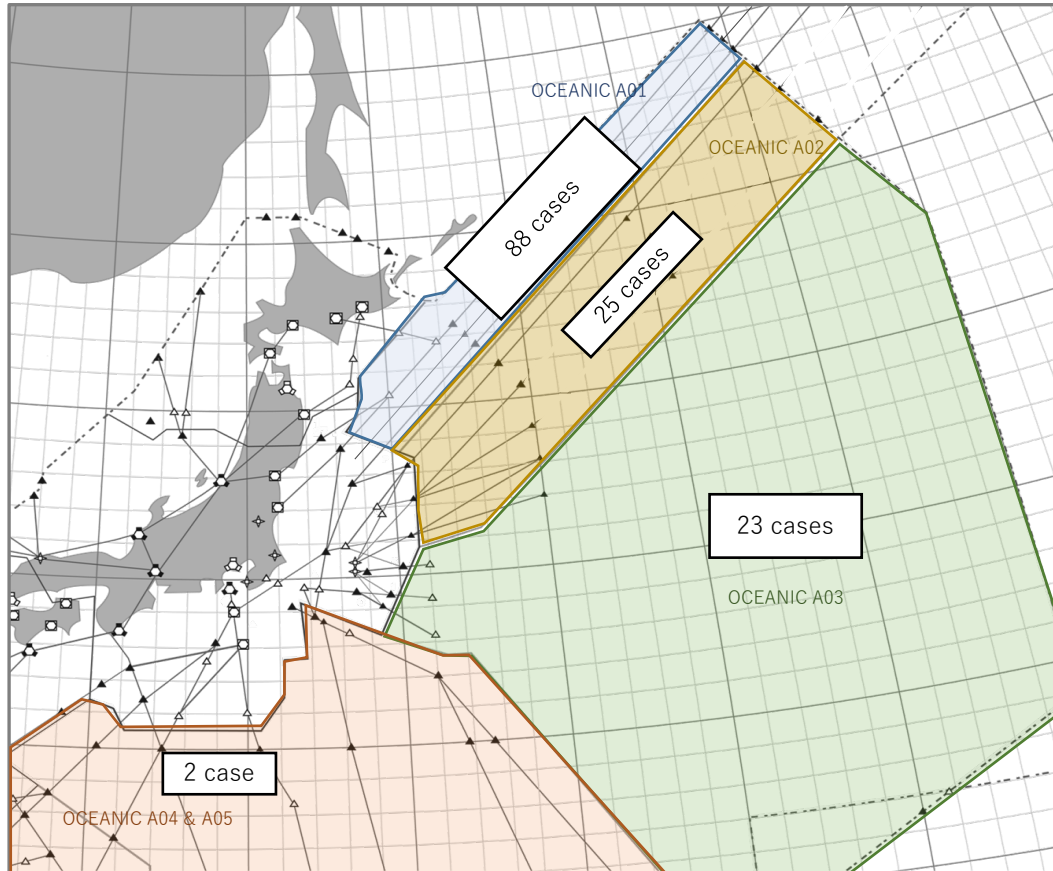


# 2019, 2022 - 2024 traffic volume and PBCS/RNP4 approval rate comparison for HAWAII



## ◆ Offset climb/descent procedure trial started

- Trial started from 13<sup>th</sup> Jun, 2024



The target period is from 13<sup>th</sup> Jun to 31<sup>st</sup> Oct.

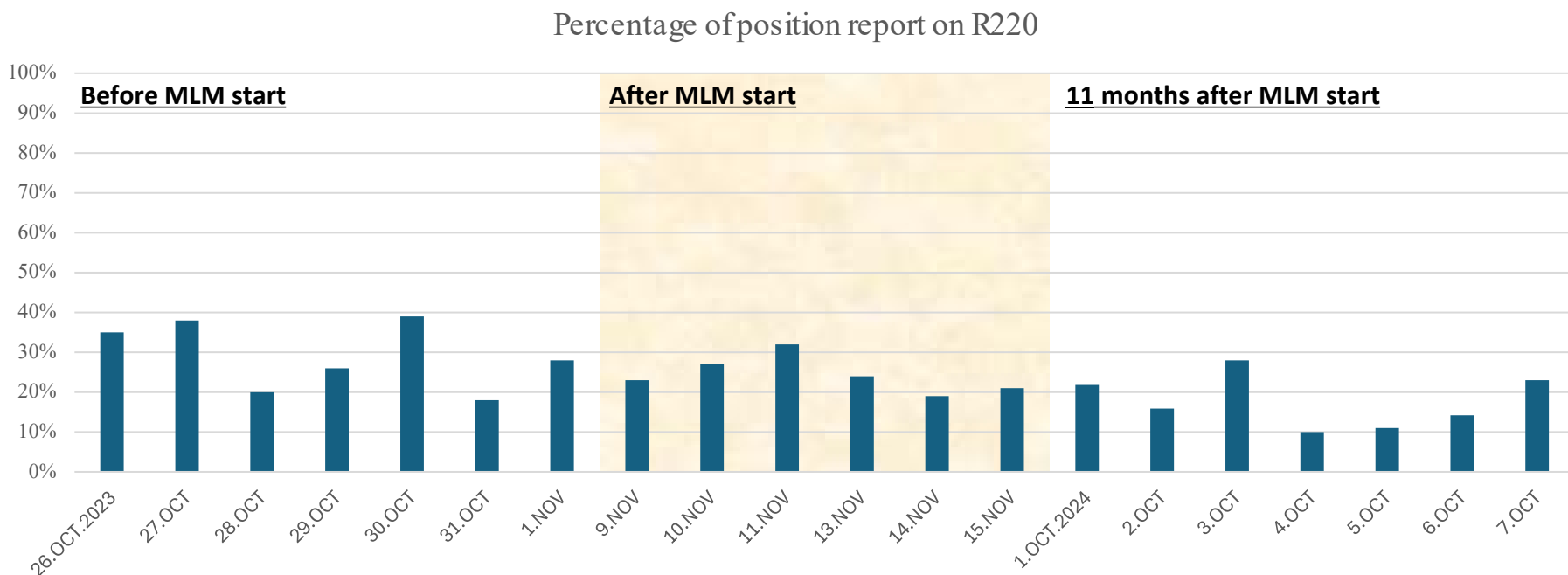
- In 141 days, 138 aircrafts applied.
- Of the 12 NM offset climb/descent 84% were climb and 16% were descend.
- Most commonly applied at NOPAC

JAPAN AIP  
SUP 075/24  
SUP 076/24

# ◆ No longer required Position Report by CPDLC at the FIR BDY for reducing workload

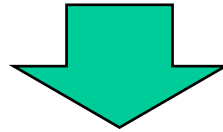
- Message Latency Monitor (MLM) was introduced on November 2, 2023.
- Pilots are not required to report the position at the FIR boundary by CPDLC after introducing MLM.
  - JCAB uses the uplink message [SET MAX UPLINK DELAY VALUE TO 300 SEC] as “Welcome message”, and it is stated in the AIP JAPAN (GEN 3.3 3.7.1.8).
- No significant change in the number of position report by CPDLC.

➤ Data of position report at the FIR boundary on R220, which has a large number of aircraft entering Fukuoka FIR.



# DELLINGER EFFECT

On October 16, 2024, NASA announced that the sun's activity will be at its maximum for the next year.



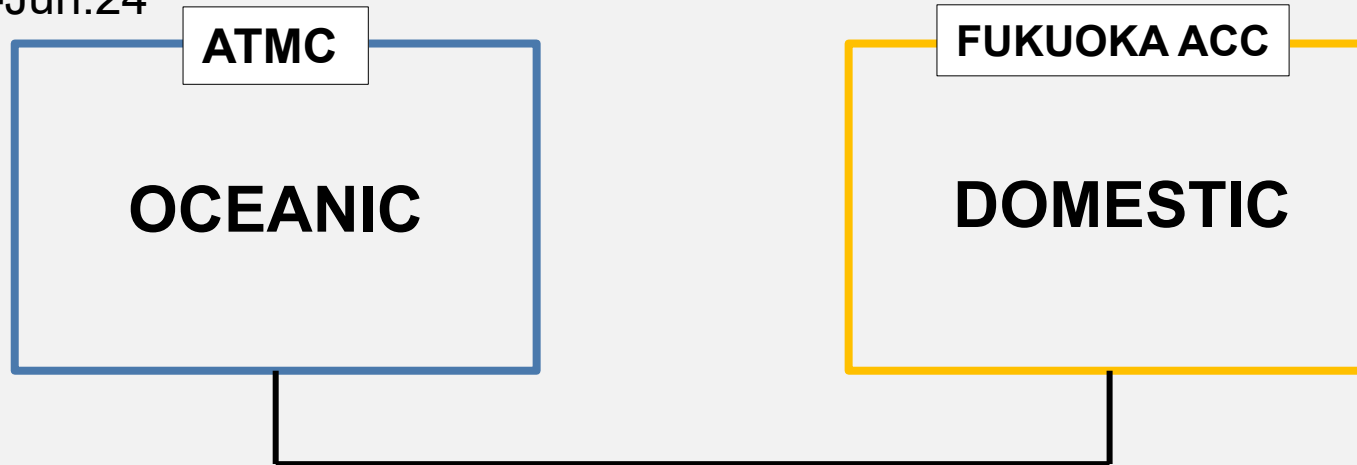
Increased risk of solar flare

Fear of impact on HF communications and lower FOM values

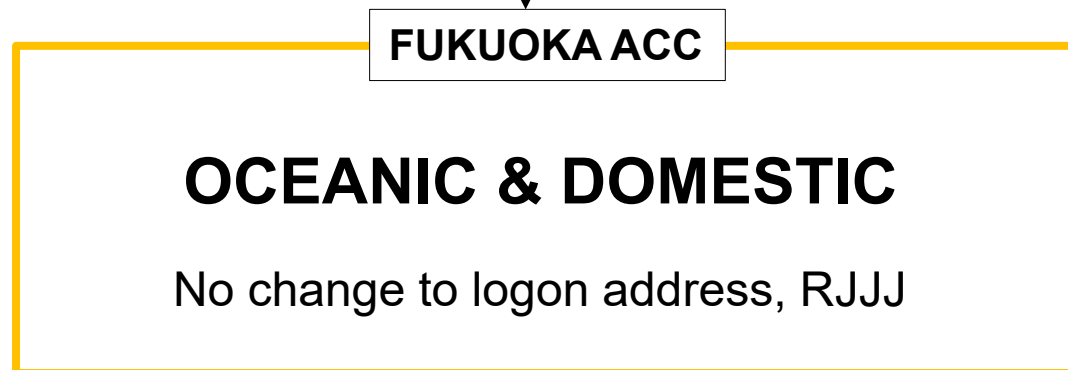
**We must pay attention to solar activity, especially over the next year**

At Fukuoka ACC, oceanic and domestic are mutually qualified to conduct control operations.

Until 12-Jun.24



From 13-Jun.24



The end

