

**Twenty Eighth Meeting of the
Informal South Pacific ATS Co-ordinating Group
(ISPACG/28)**

**Papeete, Tahiti
5-7 March 2014**

Agenda Item 2: Updates from States

JCAB Update

Presented by Japan Civil Aviation Bureau

SUMMARY

This paper provides a summary of oceanic control operation improvement in Japan.

1. INTRODUCTION

- 1.1 Japan has one FIR named “Fukuoka FIR”. Fukuoka FIR has one ATMC (Air Traffic Management Center) in Fukuoka and four ACCs (Sapporo, Tokyo, Fukuoka, and Naha).
- 1.2 The average IFR traffic volumes of Fukuoka FIR are approximately 4000 flights per day. There are two major airports in the vicinity of metropolitan Tokyo, those are Haneda and Narita. Tokyo (Haneda) international airport has approximately 1100 flights per day. Narita international airport has approximately 600 flights per day. Total flights of those two airports amount to 40 % of all flights within Fukuoka FIR. Traffic flows of those two airports significantly affect Fukuoka airspace.
- 1.3 ATMC is only organization in Japan established with the objective of ensuring the smooth flow and safety of air traffic through the centralized traffic management and airspace operation throughout the country, as well as appropriately responding to the airspace user’s need. ATMC secures the skies over Japan through ties with domestic and overseas Area Control Centers, Airport Controlling Units, and airspace users
- 1.4 ATMC has a function of Oceanic Control Center. ATMC has five oceanic sectors. The oceanic sectors of ATMC are adjacent to Petropavlovsk-Kamchatsky, Anchorage, Oakland, and Manila FIR. The oceanic airspace of Fukuoka FIR is characterized by the strong westerly jet blowing throughout the year. Therefore, the Eastbound Minimum Fuel Track between Asian cities and the Northern American cities tends to be close to the center of westerly jet to use tail wind. On the other hand, the Westbound Minimum Fuel Track between them tends to be apart from westerly jet to avoid head wind. In other words, effective routes are variable depending on the upper wind day by day. That is why users prefer the UPR.

2. DISCUSSION

JCAB Update after ISPACG/27

2.1 UPR

- March 2013 Track1UPR (Asia to North America),
Track K (North America-Southeast Asia) Normal operation started
- March 2013 UPR between Japan and Oceania Normal operation started
- July 2013 UPR between Asia and Koror Trial started
- July 2013 Track F (North America-Asia) UPR Trial started

2.2 DARP

September 2013 DARP Trial started (bound for Hawaii)

2.3 Reduced Separation Minima

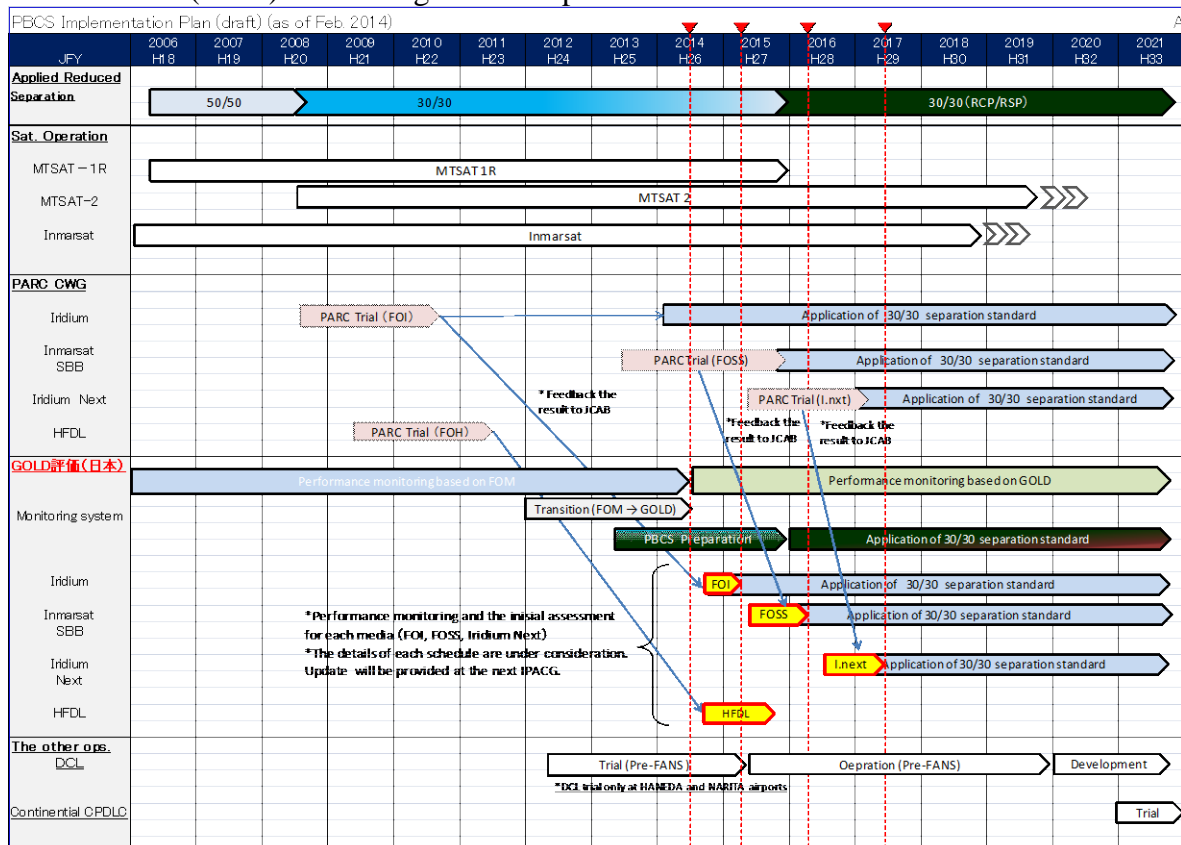
December 2013 10Minutes longitudinal Separation without MNT
(Required position report 80 minutes or less)

2.4 Oceanic Data Processing System (Oceanic ATM system)

February 2014 Automatic conflicts solution advise function in operation

2.6 PBCS Planning

JCAB will declare that the performance monitoring and corrective action based on the GOLD will be implemented into Fukuoka FIR in 2014 and FANS 1/A operation
Manual (FOM) monitoring will be superseded.





3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained within this paper