International Civil Aviation Organization

Fourteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group (ATM/AIS/SAR/SG/14)

Bangkok, Thailand, 28 June – 2 July 2004

Agenda Item 8: Any other business

THE ESTABLISHMENT OF AIR TRAFFIC MANAGEMENT CENTER IN JAPAN

(Prepared by Japan)

SUMMARY

With this paper, JCAB informs the meeting of its air traffic management center (ATMC) plan and the related changes caused by it.

1. INTRODUCTION

1.1 Facing the traffic growth in 1980s and the expected increase in 1990s, Japan decided to implement air traffic flow management service and commenced its service by establishing the Air Traffic Flow Management Center (ATFMC) in 1994. The ATFMC is responsible for the air traffic flow management in two flight information regions (FIRs), which are Tokyo FIR and Naha FIR.

1.2 The ICAO concept of air traffic management (ATM) consists of air traffic flow management (ATFM), air space management (ASM) and air traffic services (ATS). Considering the existing ATFMC function, Japan decided to realize the concept by adding the ASM function and some parts of ATS function to the present ATFMC.

1.3 The planned facility, provisionally named Air Traffic Management Center (ATMC), is expected to commence its initial operation in October 2005.

2. THE CHANGES CAUSED BY THE ESTABLISHMENT OF THE AIR TRAFFIC MANAGEMENT CENTER

2.1 JCAB reviewed the roles of the ATFMC and the four ACCs (Sapporo, Tokyo, Fukuoka and Naha ACCs), and decided to reorganize the overall structure. The table2.1.1 and the table 2.1.2 show the existing and the planned structure of FIRs/Facilities/Services. The ATMC will be responsible for ATFM, ASM and the oceanic ATC, and the four Area Control Centers (Sapporo, Tokyo, Fukuoka and Naha) will be responsible for the ATC in the domestic airspace. (See attachment A.)

Existing structure		
FIR	Facility	Service
Tokyo/Naha FIR	***ATFMC***	***ATFM***
Tokyo FIR	Sapporo ACC	Domestic ATC
	Tokyo ACC	Domestic ATC
		Oceanic ATC
	Fukuoka ACC	Domestic ATC
Naha FIR	Naha ACC	Domestic ATC
		Oceanic ATC

Table 2.1.1 Existing structure of FIRs/Facilities/Services

Planned structure		
FIR	Facility	Service
Single FIR	***ATMC*** (Air Traffic Management Center)	***ATFM***
		ASM
		Oceanic ATC
	Sapporo ACC	Domestic ATC
	Tokyo ACC	
	Fukuoka ACC	
	Naha ACC	

Table 2.1.2 Planned structure of FIR/Facilities/Services

2.2 Presently Tokyo ACC and Naha ACC provide the Tokyo FIR and the Naha FIR with the oceanic ATC service, respectively. For more efficient ATFM of international flights and for more efficient oceanic ATC service, the Tokyo FIR and the Naha FIR will be consolidated into a single FIR and the ATMC will take over the responsibility from the ACCs to provide the FIR with the oceanic ATC service. Data link applications, such as ADS and CPDLC, will be fully utilized for the efficient use of the airspace.

2.3 The flight data processing system (FDPS) and the aeronautical fixed telecommunication network (ATFN) station of JCAB will be relocated from the Tokyo ACC to the ATMC and from Narita International Airport to the ATMC, respectively.

2.4 The consolidation of the Tokyo FIR and the Naha FIR, and the relocation of the FDPS and the AFTN station are planned on the AIRAC date, February 16, 2006, though the ATMC is expected to commence its initial operation in October 2005.

3. **CONCLUSION**

3.1 JCAB has a plan to establish air traffic management center in October 2005.

3.2 The consolidation of the Tokyo FIR and the Naha FIR, and the relocation of the FDPS and the ATFN station are scheduled for February 16, 2006.

3.3 Consequently, the amendments of the Air Navigation Plan Asia and Pacific Region (Basic ANP and FASID) will be necessary. The amendment proposal will be submitted at a later date by JCAB to the ICAO Bangkok Regional Office to be circulated for the comments from the region.

3.4 The meeting is invited to note the information provided in this paper.

Planned structure of ATC service under ATMC operation