



International Civil Aviation Organization

**The Second Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/2)**

Bangkok, Thailand, 1 – 4 October 2013

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**Agenda Item 4: Review of Current CDM/ATFM Operations and Problem Areas**

**INTERNATIONAL ATFM IN JAPAN**

(Presented by Japan)

**SUMMARY**

This paper presents present JCAB's International ATFM status with neighboring FIR.

**Strategic Objectives:**

A: *Safety – Enhance global civil aviation safety*

C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**

GPI-6 Air traffic flow management

**1. INTRODUCTION**

1.1 International ATFM enables to maximize efficiency and effectiveness. It contributes to the safety and reduction of aviation-related greenhouse gas emissions. ATFM Centers provide their own service collaborating with stakeholders in area of their responsibility. However, in some cases, sufficient effectiveness may not be achieved with conducting ATFM measures by single ATFM Center. Collaborative International ATFM is essential for such situations. For example; a) The Airport or Airspace that have much international flights; b) The Airport or Airspace that meet the significant bad weather conditions. JCAB has worked to mitigate the issues collaborative with neighboring states. This paper presents current status of International ATFM in Japan.

**2. International ATFM current status**

2.1 JCAB has started international ATFM on January 2007, based on bilateral agreement between Japan and South Korea (Republic of Korea), Japan and Taiwan (Republic of China).

Both facilities had introduced procedures according to the policy of LOA.

- (a) to maximize ATC capacity to the full extent
- (b) to minimize restrictions as far as possible
- (c) not to allow applying easy and frequent traffic adjustment

Both facilities implement flow control when

- (a) excessive airborne holdings arise or are predicted
- (b) necessary to ensure the safety of aircraft operations

In the event of

- (a) Capacity falls at defined international airports
- (b) Malfunction of ATC systems

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(c) Flow control restrictions from other foreign ATC or ATFM facility

(d) Other adverse effects on international traffic flow

2.2 As the fundamental principles of ATM, every state has a responsibility on a substantial increase in the capacity of airport and airspace towards the traffic growth, and moreover, ATFM should be implemented to manage the dynamic balance between the capacity and demand. In the Asia Pacific region, it required ensuring a better alignment of the ATM capacity towards the traffic demand increasing rapidly, and then the common challenge is that implementation of ATFM will enable the fulfillment of safe, orderly and expeditious international traffic flow throughout the Asia in cooperation with related states.

2.3 JCAB will proceed with plans which aim to satisfy airspace users' needs, that we promote effective and high-density utilization of airspace resources by the introduction of strategic capacity enhancement of airspace and tactical measures and technique of ATFM. These plans guarantee more beneficial effects on ATFM operations by harmonizing domestic and international flights in the same airspace. The improvement of international ATFM is the top priority issue for JCAB.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper.

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