



ICAO

International Civil Aviation Organization

Eleventh Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/11)

Video Teleconference, 02 – 06 August 2021

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

SUPPORTING OPERATORS UNDER COVID-19 PANDEMIC

(Presented by JCAB)

SUMMARY

This paper presents supports for operators facing massive financial difficulties due to the COVID-19 pandemic in Japan.

1. INTRODUCTION

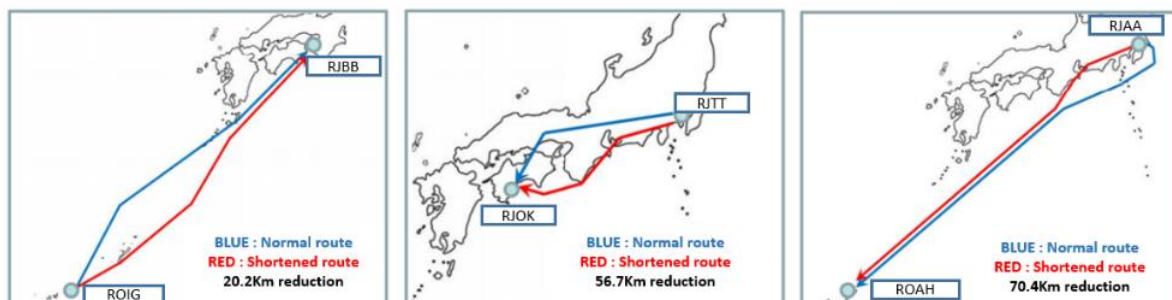
1.1 Due to the impact of the COVID-19 pandemic, the demand for aviation is significantly declining in unprecedented scale. Aviation and airport-related companies are facing massive financial difficulties.

1.2 JCAB has implemented measures to assist airlines and others to increase profitability and reduce costs. These are temporary measures during the COVID-19 pandemic. This paper presents on the support for operations and the measures taken by ATFM.

2. DISCUSSION

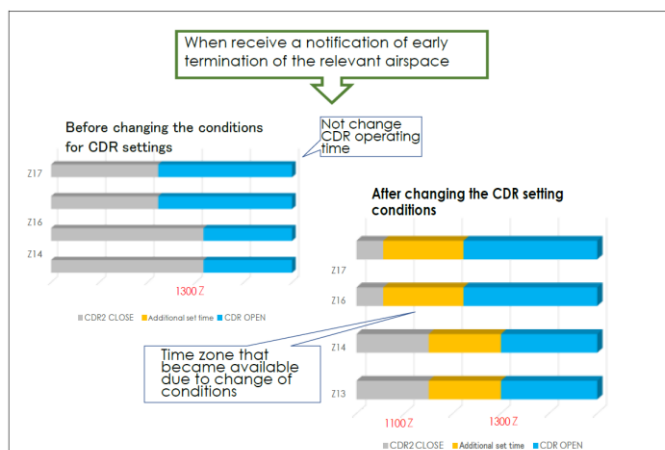
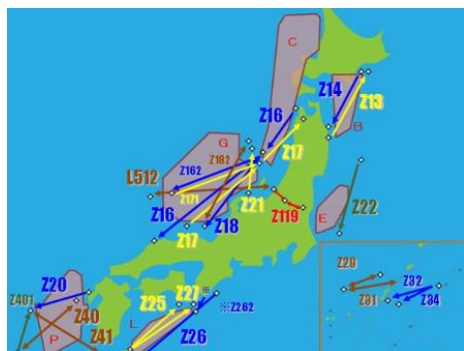
Shorten the flight planned route

2.1 In Japan, for the orderly implementation of air traffic control, it is required to plan the flight route defined by AIC in advance. In the current situation where the traffic flow is reduced due to the COVID-19 pandemic, JCAB has offered pre-arranged routes to be planned to reduce flight distances, regardless of the routes defined by AIC. These are available during periods of significant traffic downturn.



Flexibility in ConDitional Route (CDR) operations

2.2 CDRs are ATS routes that can be planned for instrument flights during a certain time period which are publicly announced. CDRs are set by ATM center the day before when JASDF training/testing airspace is not in use. To make the use of CDRs even more effectively, we have decided to be flexible. For the time slots that have once been publicly announced, the time available using CDRs is extended by re-publishing the announcement when the training and testing airspace is no longer in use on that day.



Relaxation of User Preferred Route(UPR) restrictions

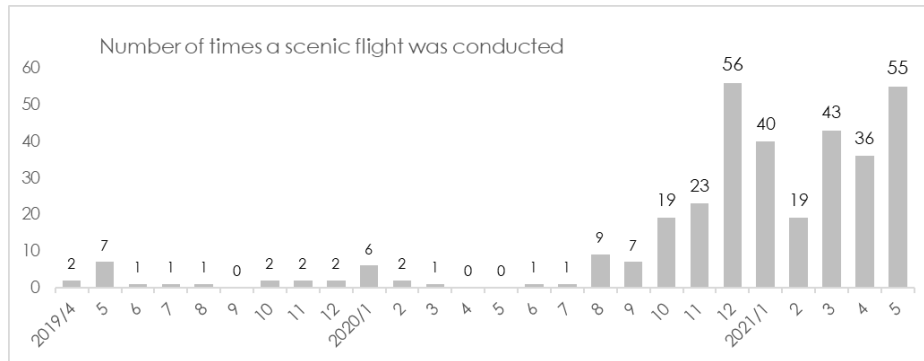
2.3 UPR is a method of flight planning which in the Pacific airspace the operator creates a flight plan at his/her discretion, taking into account the aircraft, flight time, weather forecast, etc. Under normal circumstances, it is necessary to plan a route that is separate from PACOTS, an ATS route, but during the period of reduced traffic due to the COVID-19 pandemic, some restrictions have been relaxed to allow planning of a route that overlaps PACOTS. We are looking into the possibility of further relaxing UPR restrictions to assist operators.

※PACOTS: ATS routes configured daily over the Pacific Ocean; PACOTS has priority over UPR.



Conducting sightseeing flights

2.4 Under the circumstances that the regular flights have no choices but to be cancelled, many sightseeing flights are planned using airplanes that are not in use due to suspension of operations. In these flights, the airlines are able to set flexible flight routes, which made it easier to carry out sightseeing flights. JCAB is supporting the efforts of airlines to capture new demand. Since October 2020, the number of sightseeing flights has increased significantly



Further Support for Operators

2.5 JCAB is also implementing various other measures in addition to these. During the COVID-19 pandemic, the government and related parties need to work together to provide strong support for aviation and airport related companies. We continue to pay attention to the requests of the industries concerned and we are considering additional support measures.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper

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