



ICAO

International Civil Aviation Organization

**The Ninth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/9)**

Video Teleconference, 01 – 05 November 2021

Agenda Item 4: Air Navigation Service Deficiencies

SPECIAL USE AIRSPACE DESCRIPTION IN AIP JAPAN

(Presented by Japan)

SUMMARY

This paper presents Japan's coping to clarify that restricted areas in Fukuoka FIR are established precisely based on ICAO Annex 2 and Annex 11.

1. INTRODUCTION

1.1 The International Civil Aviation Organization (ICAO) noted at the Thirtieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) that restricted areas were being designated in international airspace by some States without the necessary 'Head of Power' to do so, despite restricted areas and prohibited areas being defined by Annex 2 as only being able to be designated 'above the land areas or territorial waters of a State'.

1.2 ICAO noted at the Eighth Meeting of the Air Traffic Management Sub-Group (ATM/SG/8) that there were apparently designated restricted areas within international airspace in Fukuoka Flight Information Region (FIR) and some other FIRs that could be subject of a Deficiency, unless the airspace was re-designated as a danger area or disestablished before APANPIRG/32.

1.3 ICAO also reminded above at the APANPIRG/31.

2. DISCUSSION

Background

2.1 **Figure 1** shows the areas, which ICAO indicated at ATM/SG/8 as one example of restricted areas within international airspace in Fukuoka FIR and the possibility of deficiency of Annex 2.

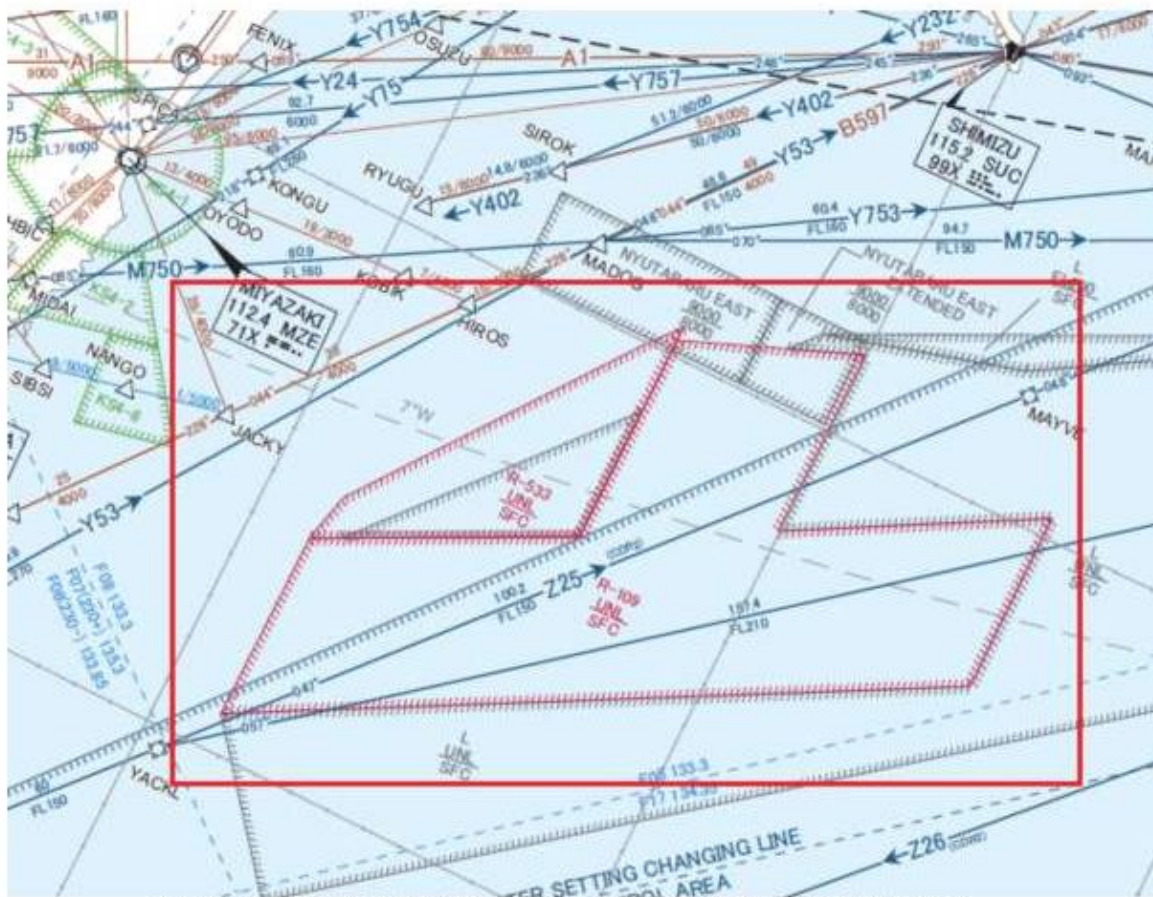


Figure 7: Japan Restricted Area Examples within International Airspace

Figure 1: Example as restricted area within the international airspace indicated by ICAO

2.2 However, as shown in **Figure 2**, restricted areas defined by Annex 2 have been named “RJ R x” based on Annex 11, not “R-x” in Japan. All restricted areas complying with Annex 2 and named “RJ R x” are established above the land areas or territorial waters of Japan.

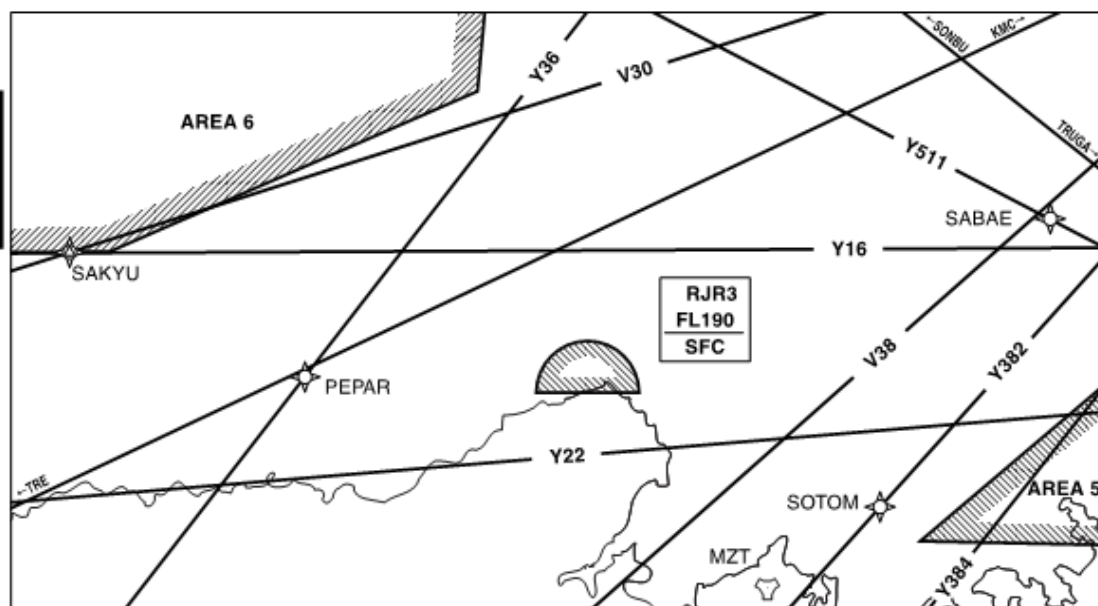


Figure 2: Example of restricted area in Japan

2.3 The area name “R-x” in Japan has been called “Range-x”, which is originally from the shooting range and does not mean restricted. “R-x” areas established within international airspace have characteristics as same as the Danger area which is not restricted so that Air Traffic Controllers coordinate with the airspace users promptly for aircraft which request to cross the areas due to reasons such as avoidance of bad weather areas.

2.4 Besides, Civil-military cooperation based on ICAO Circular 330 is conducted precisely among the Air Traffic Management Controllers, the Japan Air Self Defence Force liaisons and the United States Forces Japan liaisons at the Fukuoka Air Traffic Management Center in Japan.

2.5 The Japan Civil Aviation Bureau (JCAB) considered and discussed with stakeholders whether changing the area name of “R-x” to another name was acceptable, as a result, it was determined to remain using the name of “R-x” for avoiding operational confusion and risk by changing the name. The name of “R-x” has been used for over 50 years.

AIP Amendment

2.6 JCAB has been discussing with stakeholders for amendment of the Aeronautical Information Publication (AIP) to inform aircraft operators that the area name “R-x” established within international airspace does not mean the restricted area.

2.7 **Figure 3** shows a part of current AIP in Japan, which represents differences from ICAO standards, recommended practices and procedures. **Figure 4** shows the proposal for amendment.

<p>11. 第 11 附属書 航空交通業務 航空交通業務に係る規定は、下記の相違点を除いて ICAO 第 11 附属書第 15 版第 52 改訂に規定された標準に準拠している。</p>	<p>11. ANNEX 11 Air Traffic Services Regulations concerning Air Traffic Services of Japan are implemented in accordance with the standards in ICAO Annex 11 Fifteenth-edition Amendment 52 with the exception noted hereunder.</p>
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Reference	相違点	Difference
	Nil	Nil

Figure 3: Current description in AIP Japan

Reference	(Difference wording in Japanese)	Difference
Chapter 2 2.33	(Contents wording in Japanese)	The letter R is not only used for restricted area.

Figure 4: Proposal for amendment in AIP Japan

2.8 On the basis of the 2.2 to 2.7, JCAB proposes ICAO to remove Japan from the tentative Deficiency list regarding restricted area.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate.

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