



Ministry of Land Infrastructure, Transport and Tourism  
**CIVIL AVATION BUREAU OF JAPAN**



# ***Collaboration between ATM and MET in Japan***

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国土交通省

ICAO APAC MET/ATM Seminar 2015 Tokyo, Japan, 29<sup>th</sup> June 2015

# JCAB ATM History

**~ 1994**  
***Tactical ATC***

- Flow control restrictions as occasion demands were taken by ACCs to cope with air traffic congestion.
- No computer system to support proper judgment.
- Unnecessary delay and concentration of traffic in major airports.

**1994 ~**  
***ATFM Center***

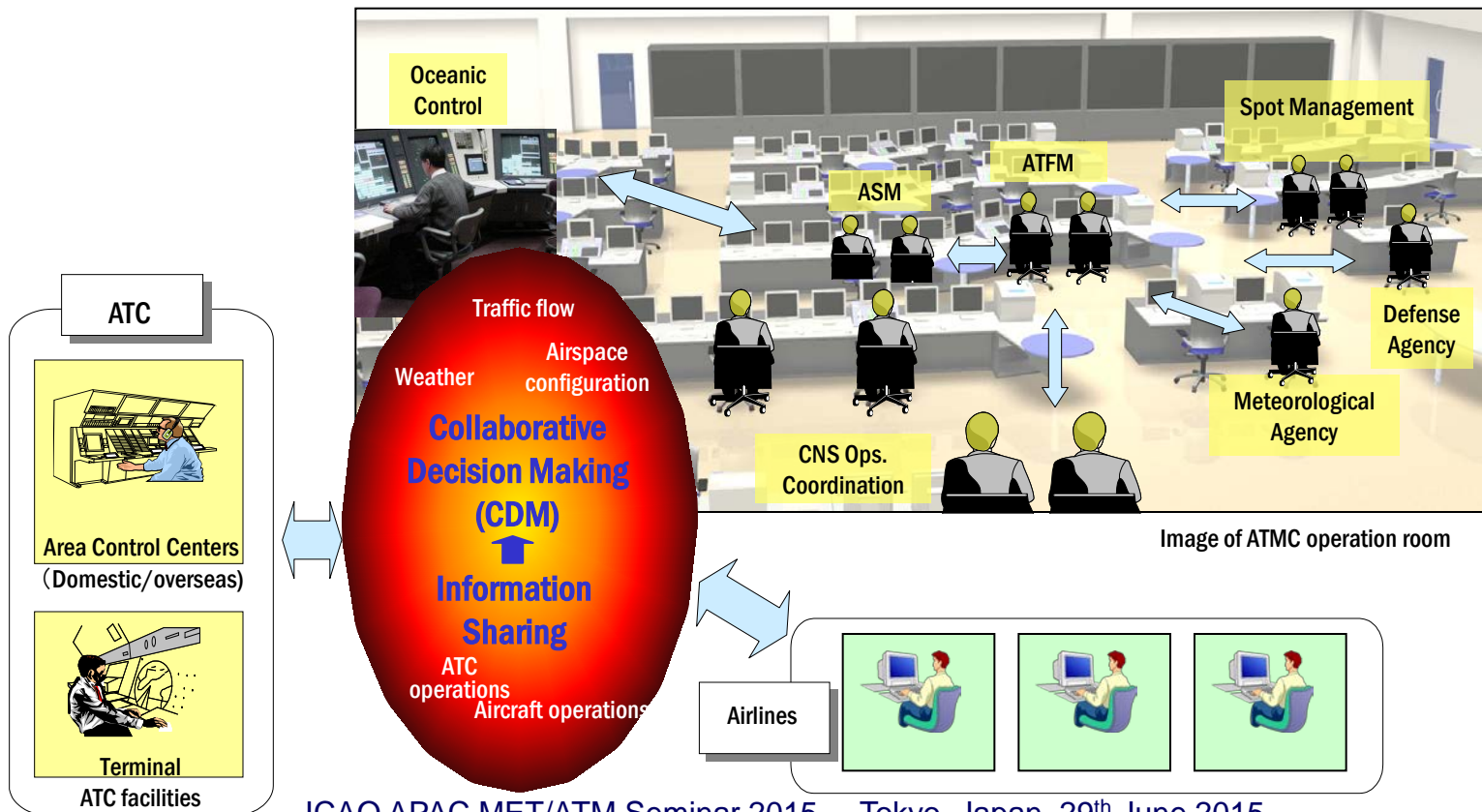
- The ATFM Center was established and began modern operation by introducing computer system. However, those function was quite limited. It was only providing air traffic flow management services.

**2005 ~**  
***ATM Center***

- In order to respond to a further increase in air traffic volume, the ATFM Center was upgraded to the ATM Center by adding a full-scale ASM function and the oceanic ATM function. By tightly linking these three functions based on the concept of CDM, the ATM center developed a comprehensive ATM service.
- Tokyo and Naha FIR were integrated into Fukuoka FIR.

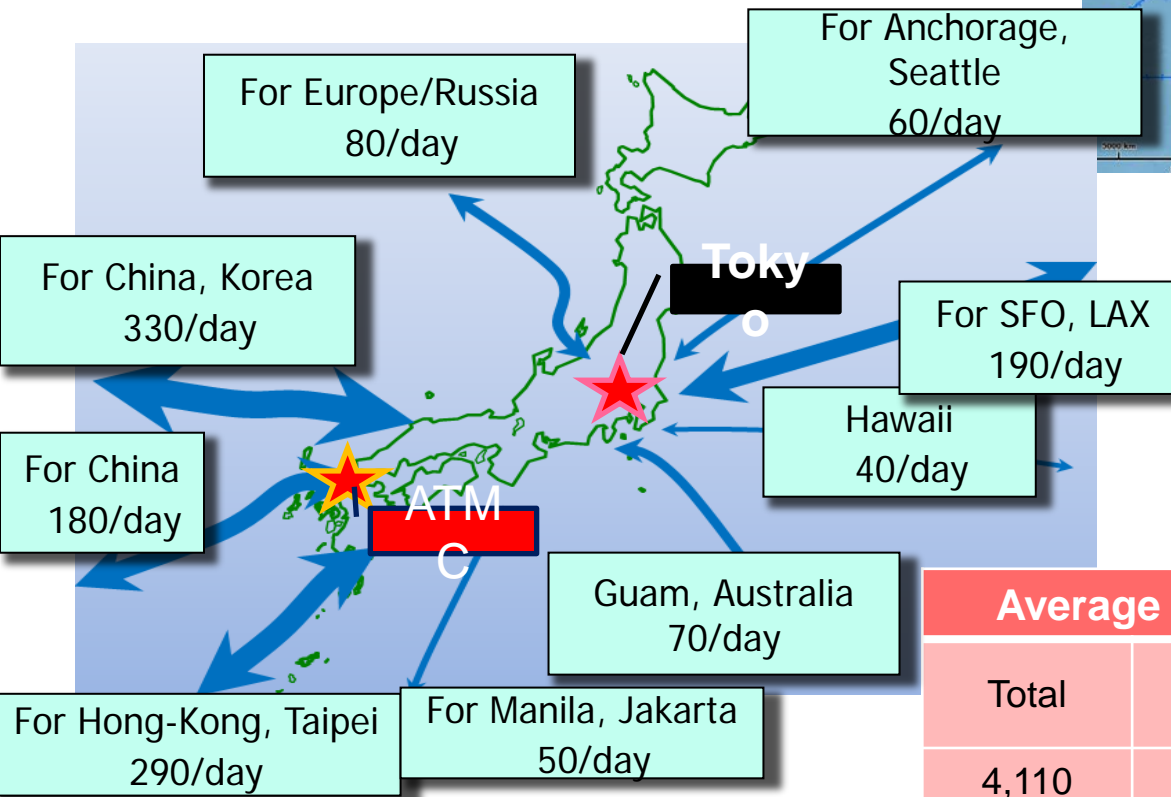
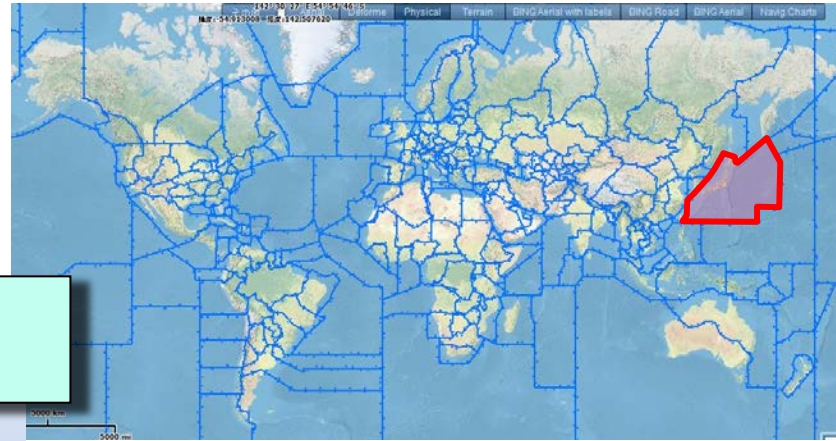


“**CDM**” is the framework which enables ATM participants to make better decisions based on sharing the same information in order to derive successful achievement. ATM Center builds up and develops CDM as effective operational procedures to manage airspace resources.



# ATM and Traffic volume in Japan

- ➔ Location and Traffic Flow
- ➔ 1 FIR, 1 ATMC, 4 ACCs,



Average Flight counts per day	
RJTT (Haneda) airport	1060 (ARR & DEP)
RJAA (Narita) airport	570 (ARR & DEP)

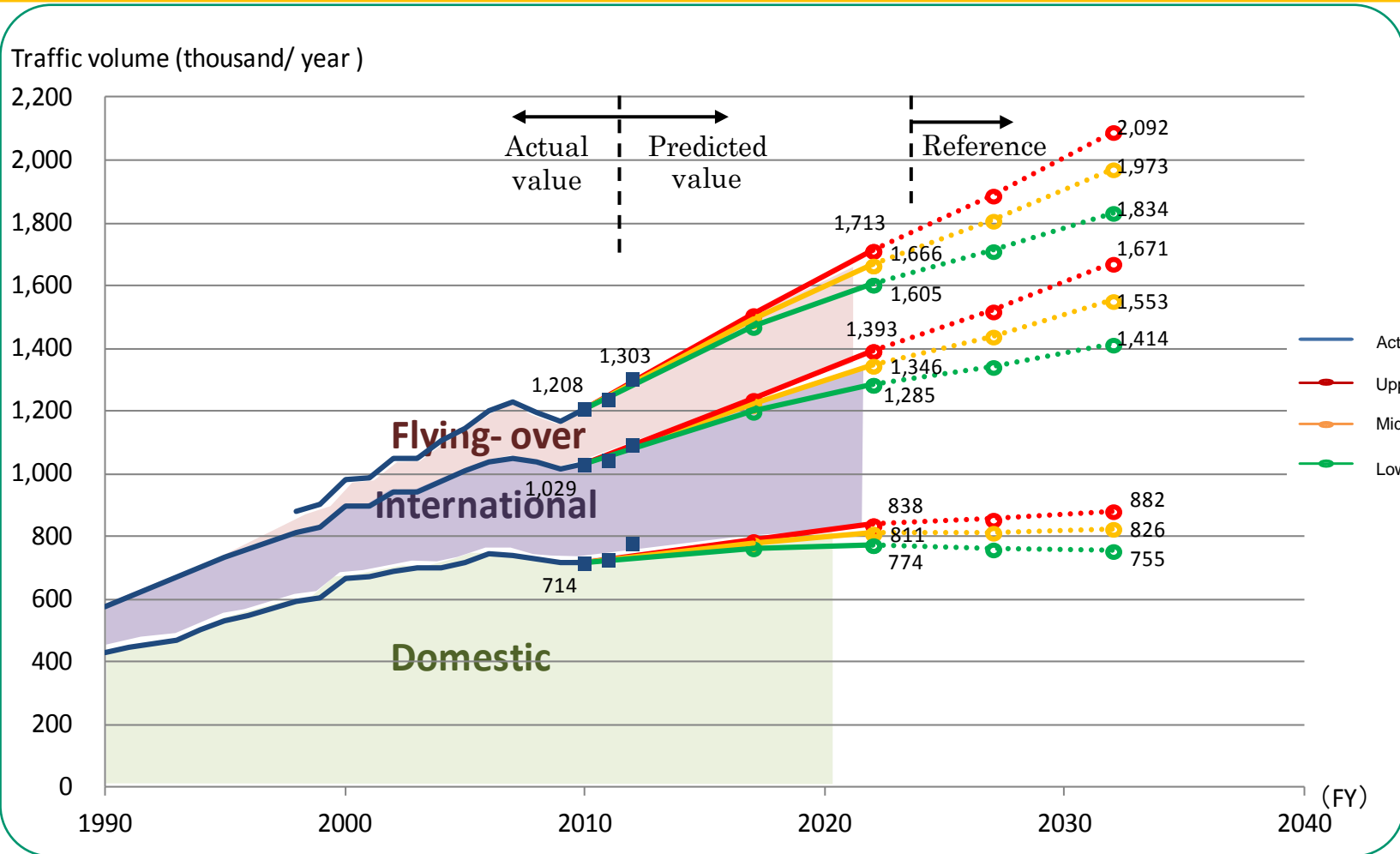
Average Flight counts per day ( IFR only )			
Total	Domestic flight	International flight	Over flight
4,110	2,300	1,290	520





# Traffic growth in Japan

- International flight and flying-over are increased. Domestic flight is dependent on the case of GDP.
- Even if GDP is estimated low, the number of aircrafts will exceed the limit of air traffic control capacity around 2025.
- The demand may go up rather than this forecast by further promotion of inbound tourism and the growth of LCC.



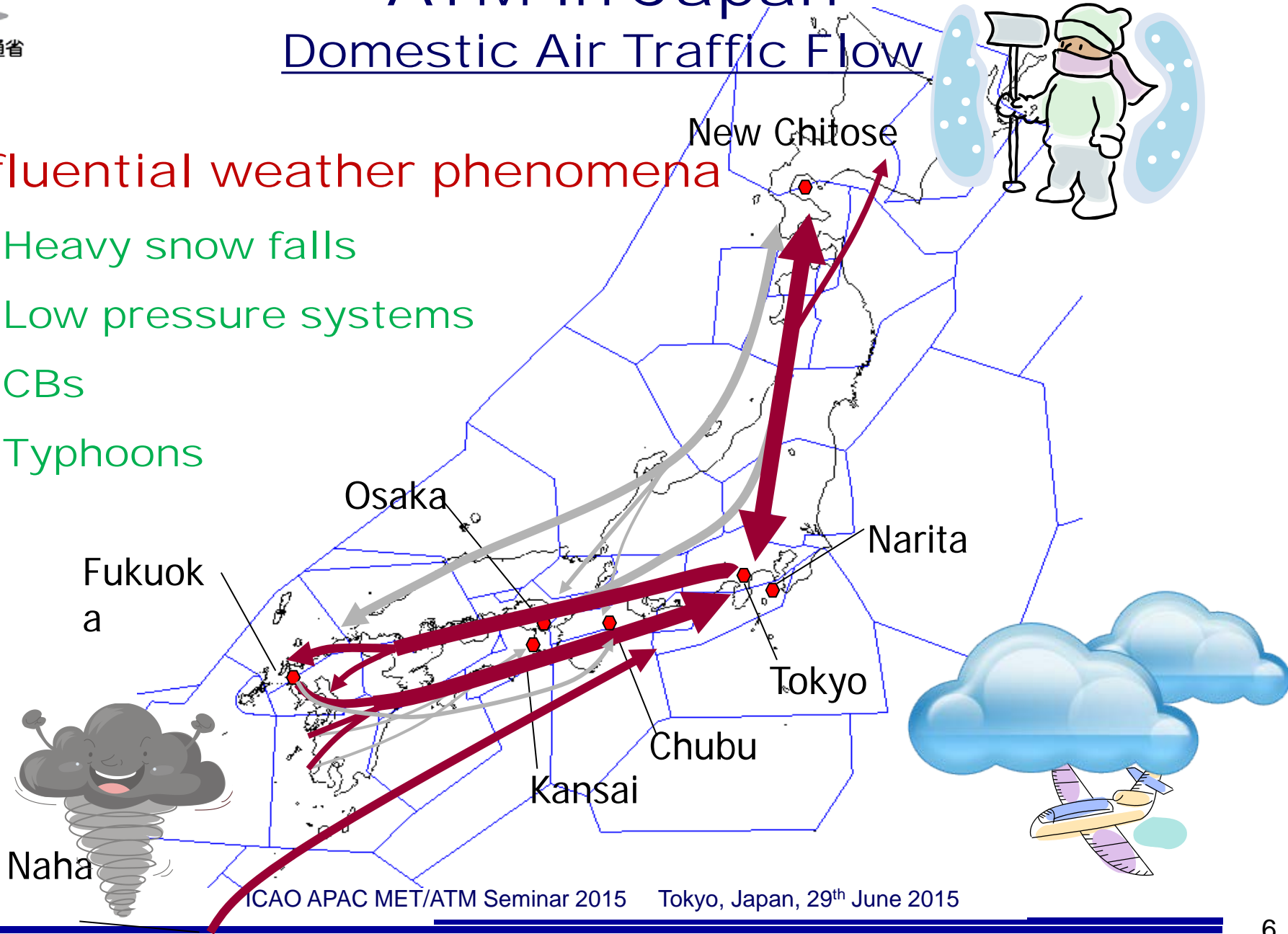


# ATM in Japan

## Domestic Air Traffic Flow

### Influential weather phenomena

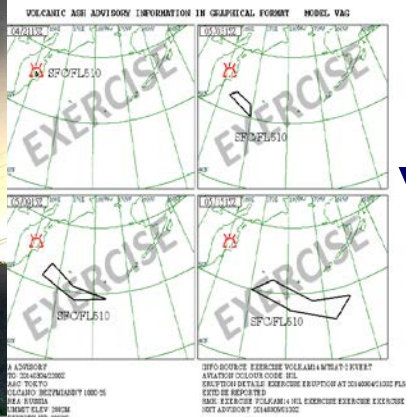
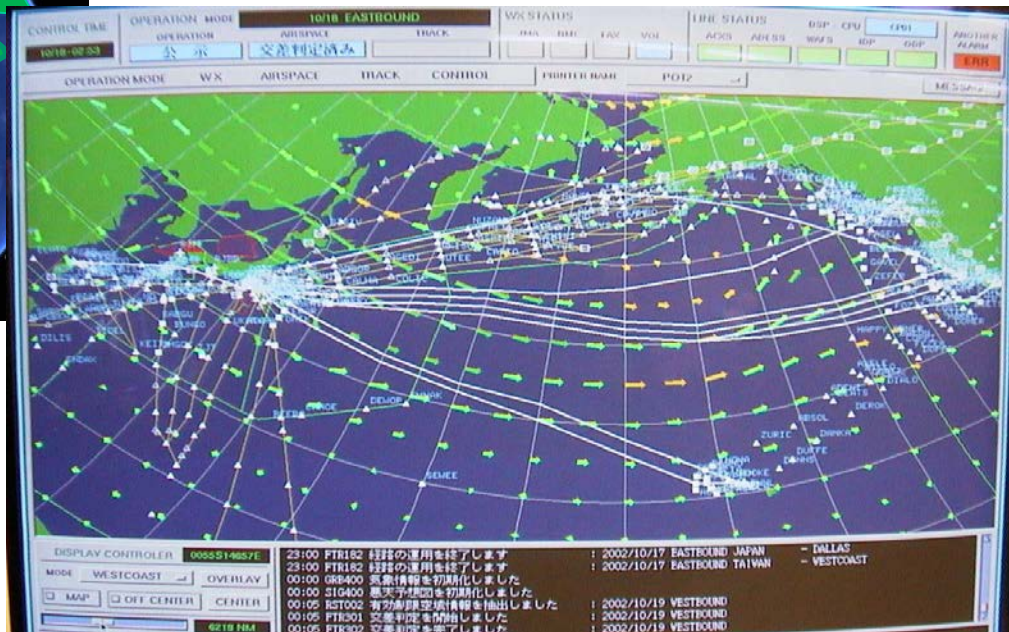
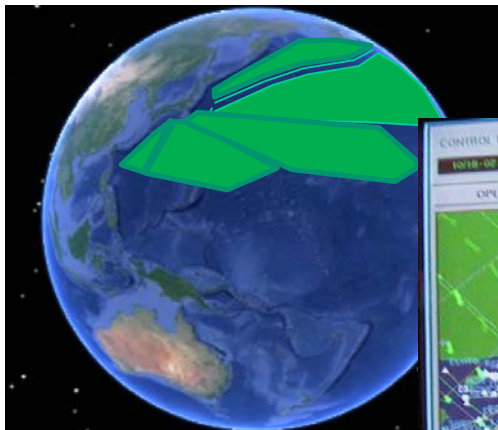
- Heavy snow falls
- Low pressure systems
- CBs
- Typhoons





国土交通省

# DARP PACOTS



# VOLCANIC ASH EXERCISE







# CDM web conference



【OP】

### \*\*\*ATM OPERATIONS PLAN\*\*\*

VALID 2009/0701/2345 THRU 0545

#### -CAPACITY(CAPA) & CONSTRAINTS-

RJCC : 2100-0300 CAPA=04-06Δ LOW VIS

RJTT : 0200-0300 CAPA=10

RWY 34L/16R CLSD (0200-0245 CONST)

0300-//// CAPA=14 FLTK (ILS RWY22)

T01 : 0130-//// CAPA=92-97 DEV (CB)

#### -INITIATIVE-

RJCC : 0010-0150 5MINIT DEP FM RJTT

RJTT : 2330-0140 EDCT

T12 : 2300-0005 3MINIT DEP FM RJAA/RJTT

G585 : 0130-UFN 8MINIT @ SAPRA RGDLS OF ALT  
WB FOR MONGOLIA, RUSSIA, EUROPE

#### <POSSIBLE>

RJAA : 0330-0500 15MIT, 250KT @ MELON, MAMAS

RJTT : 0300-//// EDCT

#### -OTHER-



Participants: ATMC, ATC facilities, Airlines, Meteorological agency

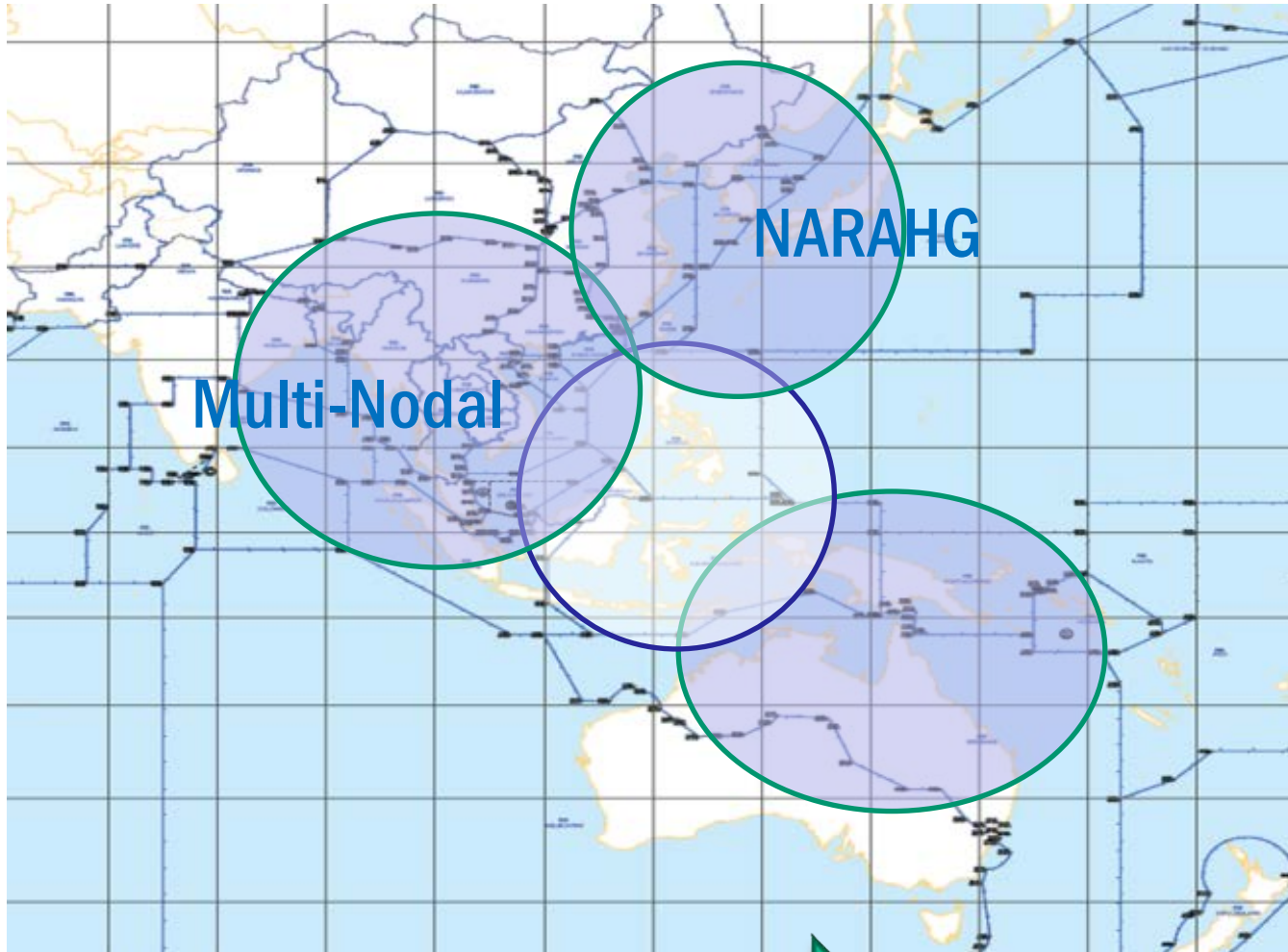
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# Sub-Regional ATFM Coordination in APAC



**Sub-Regional ATFM**



**Regional ATFM**





**Thank you**