



*International Civil Aviation Organization*

**SECOND MEETING OF SPECTRUM REVIEW WORKING GROUP (SRWG/2)**

Bangkok, Thailand 12 – 14 May 2015

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**Agenda Item 3: Review of new Operational needs in VHF communications from Stats**

**INTRODUCTION OF THE BASIC ALLOCATION PRACTICE OF  
VHF FREQUENCY IN JAPAN**

(Presented by Japan)

**SUMMARY**

This paper introduces the basic allocation of VHF Frequency in Japan.

**1. Introduction**

**1.1. The detailed allocation of frequency**

The detailed allocation of frequency is decided by MIC (Ministry of Internal Affairs and Communication) finally.

JCAB requests the number of frequencies to MIC, after then MIC decides and provides to JCAB with the number of frequencies and decided frequencies.

**1.2. The basic allocation of detail frequency**

**1.2.1. Case of EN-Route**

**1.2.1.1. Divide of Sectors**

The sectors are divided by that it makes air traffics smoothly and to avoid one sector has not heavy traffic.

**1.2.1.2. The frequency allocation on one sector**

One sector operates one main frequency basically.

**1.2.1.3. Allocation of a spare frequency**

The 2 to 5 sectors share one spare frequency besides one main frequency in JCAB, JCAB calls it **shared spare frequency**.

**1.2.1.4. Method for utilization of a spare frequency**

Mostly, utilization of a spare frequency is that it is operated when the main frequency has a microphone stack or harmful interference.

In other case, it is operated supplementary when the sector has high traffic. In this case, a spare frequency is allocated to the multi support console.

As another case, when there is an emergency aircraft, JCAB communicates emergency aircraft with a main frequency, and other normal operated aircrafts are communicated by a spare frequency.

And in the normal operations, the spare frequency is not operated.

- 1.2.1.5. Backup frequency and spare frequency  
JCAB allocates a shared spare frequency, not to allocate backup frequency.

## **1.2.2. Case of Airdrome(Heavy traffic Airport)**

- 1.2.2.1. Services Segmentation of ATC  
JCAB has divided some services for Flight phases as DEP, GND, APP, TWR, RADAR, DELIVERY, TCA, RADIO, REMORT, INFORMATION, RAMP CONTROL, etc.
- 1.2.2.2. Frequency allocation for ATC services  
The numbers of Frequency is decided by that there are ATC services relevant the Shape of Air space, the number of runways, the volume of Air traffic and others.
- 1.2.2.3. Spare Frequency  
The main Frequency is allocated each ATC services, and it is allocated one Frequency as Airdrome **Common spare Frequency**.  
Special utilization  
The Airdrome common Frequency is operated mainly at the some Airports that are administrated by Ministry of Defense.
- 1.2.2.4. Utilization of Airdrome common spare Frequency  
It is only utilized when the main Frequency cannot be operated by Microphone stack.  
In normal condition, it is not operated
- 1.2.2.5. Relation of Backup Frequency and Spare Frequency  
JCAB has understood this frequency Airdrome common spare Frequency for some ATC services, not as backup Frequency.

## **2. Action by the meeting**

- 2.1 The meeting is invited:
- a) to note the introduction of basic allocation practice of VHF Frequency in Japan
  - b) to refer the Japanese basic allocation for considering APAC regional allocation.

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