1. Introduction

- We will introduce the situation of the flow control based on the weather forecast given by the ATMetC.
- We will clarify subjects to work on forward.

Inclement weather was expected through 7th to 8th October 2009 because of the typhoon. A high wind was expected at Tokyo International Airport.
2. **Introduction of the flow control implemented at Tokyo International Airport**

**CDM conference**

- **0100** THE PEAK OF SOUTH WIND
- **~ 0300** STRONG WIND
- **0300 ~ 0500** LOWER STRONG WIND

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**<FORECAST>**

- **0100** THE PEAK OF SOUTH WIND
- **~ 0300** STRONG WIND
- **0300 ~ 0500** LOWER STRONG WIND

~ **0100** CAPA 10
~ **0100 ~ 0300** CAPA 11
~ **0300 ~ 0430** CAPA 13
~ **0430 ~** CAPA 15

changed the airport capacity based on the forecast
2. Introduction of the flow control implemented at Tokyo International Airport

We were smoothly able to implement Air Traffic Management as scheduled.

3. The study of the relation between weather forecast and ATM

3.1 INFLUENCE
3. The study of the relation between weather forecast and ATM

3.2 TIMING

IN-FLIGHT DELAY
- HIGH PRECISION, WASTE FUEL, LOW PERMISSIBLE

GROUND DELAY
- HIGH PERMISSIBLE, SAVE FUEL, DECIDE EARLIER

A FEW HOURS (FLIGHT TIME)

BEFORE THE PASSENGER BOARDING TIME

3.3 DEGREE OF INFLUENCE
4. Hurdles to clear

4.1 Take initiatives to challenge the following problems.

4.2 The meteorological organization should provide the information as precise as possible

- weather phenomena
- the range of affected area
- the time of occurrence & recovery

4.3 The ATM organization should analyze and study the degree of influence, and invent some formulaic patterns.
Air Traffic management Center

Thanks!