



June 17, 2016

Air Navigation Services Department, Civil Aviation Bureau

Operation of “Divert Support System” will start

～To ensure safe and efficient landing even in case of a large-scale disaster～

On June 22, 2016, MLIT will start operating “Divert Support System”, which enables an immediate selection of the optimum alternative airport for landing, taking into consideration of remaining fuel of each aircraft even in case that both airports in Haneda and Narita are closed due to a large-scale disaster such as Tokyo Inland Earthquake.

In the event that both airports in Haneda and Narita are closed or damaged due to Nankai Trough Earthquake or Tokyo Inland Earthquake, it will be required to divert(*) more than 100 aircraft to other airports at the highest peak time.

Upon the occurrence of the Great East Japan Earthquake and Tsunami, 86 aircraft flying to Haneda Airport and Narita Airport were forced to divert. Coping with similar situation, the emergency response manual corresponding to a large-scale disaster has already developed in April 2014, which includes the scheme that allows the MLIT to assign diversion airports to all flights more quickly than it did before the Earthquake. However, it still takes time to manually gather information on remaining fuel and damage of airports etc. and then select alternative airports for landing.

The introduction of the system will shorten such processing time and enable Air Traffic Controllers to make divert instructions more quickly, thereby realize much safer and more efficient landing.

(*) divert: to land at an airport different from the scheduled destination airport

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