

# JAPAN

MINISTRY OF LAND, INFRASTRUCTURE,  
TRANSPORT AND TOURISM  
CIVIL AVIATION BUREAU

AERONAUTICAL INFORMATION SERVICE CENTER

## AIP SUP

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148/19

### 飛行制限区域の設定及び飛行計画経路の一時的変更等について

即位礼正殿の儀等に関連し、飛行制限区域の設定及び飛行計画経路の一時的変更などが行われる。

#### 1. 期間

令和元年 10 月 21 日から 10 月 25 日までの間で、航空機の飛行に関し危険を生ずるおそれを考慮して、別に定める期間  
\*具体的な期間は、ノータム RJTD により通知する。これを変更したときも、同様とする。

#### 2. 飛行制限区域の設定

航空法第 80 条に基づく飛行制限区域が以下のとおり設定される。

148/19

### Establishment of Restricted Area and Temporary Change of Flight Planned Routes etc.

In relation to the Ceremony of the Enthronement of His Majesty the Emperor at the Seiden, restricted area will be established and flight planned routes will be temporarily changed etc.

#### 1. Period

The separately assigned period with taking into account of a risk of the dangers to flight of aircrafts in the period from 21 OCT to 25 OCT 2019.  
\*The exact date/time and change of planning period will be notified by further NOTAM RJTD.

#### 2. Establishment of restricted area

Under the provisions of Article 80 of the Civil Aeronautics Law, a restricted area is established as follows.

名称 Identification	範囲 Area	下限/上限 Upper/lower limit	備考 Remarks
RJR4	北緯 35 度 41 分 01 秒、 東経 139 度 45 分 15 秒 (皇居) を中心とする半 径 25NM(46.3km) の円内 Within a radius of 25NM(46.3km) of 354101N1394515E (Imperial Palace)  (See ATTACHMENT)	SFC/UNL	規制が除外される飛行 Exempted flights:  1) 海上保安庁及び都道府県警察の使用する航空機による警備を任務とする飛行 1) Flights for patrol mission by Japan Coast Guard, the metropolitan police department and prefectural polices  2) 自衛隊の使用する航空機による警戒監視等を任務とする飛行 2) Flights for surveillance etc. by Japan Self Defense Forces  3) 気象状況、交通状況、離着陸を行う空港等を踏まえ、航空交通管制機関から飛行制限区域を飛行することを指示または承認された飛行 3) Flights under ATC instructions or approvals in consideration of WX conditions, traffic situations or airport for landing and take off  4) 航空法第 80 条ただし書きの許可を受けた飛行 4) Flights with permission under the provisions of Article 80 of the Civil Aeronautics Law

#### 3. 飛行計画経路

以下の経路を計画された航空機に対し、管制機関から飛行制限区域を回避するレーダー誘導が実施される。

[RNAV5 route Y588 (between KOSKA and JD)]

飛行制限区域の設定に伴い、飛行計画経路は以下の経路を計画されたい。  
以下の (1)-1、(2)-1、(3)-1、(4)、(5)-1、(6)-1、(7)-1 を飛行する航空機は、事前に 4. の報告が求められる。

#### 3. Flight planned routes

ATC will execute radar vector to aircraft that filed the following route to avoid restricted area.

[RNAV5 route Y588 (between KOSKA and JD)]

Because of the establishment of the restricted area, it is strongly requested that flight planned routes be filed as listed below.  
The aircraft flying on (1)-1, (2)-1, (3)-1, (4), (5)-1, (6)-1, (7)-1 listed below is required to report of 4. beforehand.

**(1) - 1 For RNAV5**

[RNAV5 route Y51 (between OLTAX and INUBO)]  
→ ... OLTAX Y51 INUBO ...  
[RNAV5 route Y16 (between INUBO and TEPEX)]  
→ ... INUBO Y16 TEPEX ...  
[RNAV5 route Y60 (via INUBO to ISAKY)]  
→ ... INUBO Y60 ISAKY Y60 ONIKU ...  
[RNAV5 route Y50 (between INUBO and LABEL)]  
→ ... INUBO Y50 LABEL ...

**(1) - 2 For RNAV5**

[RNAV5 route Y51 (between OLTAX and INUBO)]  
→ ... LANAT Y51 SAMON Y517 SYOEN Y31 GENJI Y10 DAIGO Y889 PUTER ...  
→ ... LANAT Y51 SAMON Y517 SYOEN Y31 GENJI Y10 DAIGO Y886 ADNAP ...  
→ ... LANAT Y51 SAMON Y517 SYOEN Y31 GENJI Y10 DAIGO Y108 INUBO ...  
[RNAV5 route Y16 (between INUBO and TEPEX)]  
→ ... INUBO Y108 DAIGO Y88 TEPEX ...  
[RNAV5 route Y60 (via INUBO to ISAKY)]  
→ ... INUBO Y108 DAIGO Y88 KCC Y28 ISAKY Y60 ONIKU ...  
[RNAV5 route Y50 (between INUBO and LABEL)]  
→ ... LIGNI Y821 UTIBO Y502 TOKIS ...

**(2) - 1 RJGG**

(From Hawaii)  
→ ... TOKIS Y50 OLTOM RJGG

**(2) - 2 RJGG**

(From Hawaii)  
→ ... LIGNI Y821 UTIBO Y502 TOKIS Y50 OLTOM RJGG

**(3) - 1 RJBB**

(From Pacific Ocean)  
→ ... INUBO Y50 ELNIS Y564 IBENO Y56 TOHME Y54 KOHWA Y12 KEC Y43 KISEI Y46 CANDY RJBB

**(3) - 2 RJBB**

(From Pacific Ocean)  
→ ... LIGNI Y821 UTIBO Y502 TOKIS Y50 ELNIS Y564 IBENO Y56 TOHME Y54 KOHWA Y12 KEC Y43 KISEI Y46  
CANDY RJBB

**(4) RJAA**

(via Y16 )  
→ RJAA ENPAR Y16 TEPEX/MADUL/SAPRA ...  
(via Y60 )  
→ RJAA REDEK Y60 TOKOM/HABAR/ONIKU ...  
(via Y50 )  
→ RJAA PIGOK Y50 ELNIS/OLTOM/IGMON ...

**(5) - 1 via Y697/G597**

(From China/Korea to NOPAC/Pacific Ocean)  
→ ... LANAT Y51 INUBO ...

**(5) - 2 via Y697/G597**

(From China/Korea to NOPAC/Pacific Ocean)  
→ ... LANAT Y51 SAMON Y517 SYOEN Y31 GENJI Y10 DAIGO Y889 PUTER ...  
→ ... LANAT Y51 SAMON Y517 SYOEN Y31 GENJI Y10 DAIGO Y886 ADNAP ...  
→ ... LANAT Y51 SAMON Y517 SYOEN Y31 GENJI Y10 DAIGO Y108 INUBO ...

**(6) - 1 via Y16/Y38/G585**

(From Pacific Ocean to China/Korea)  
→ ... INUBO Y16 SAPRA ...

**(6) - 2 via Y16/Y38/G585**

(From Pacific Ocean to China/Korea)  
→ ... INUBO Y108 DAIGO Y88 TEPEX Y16 SAPRA ...

**(7) - 1 via A593**

(From Pacific Ocean to China)

→ ... INUBO Y60 ONIKU ...

**(7) - 2 via A593**

(From Pacific Ocean to China)

→ ... INUBO Y108 DAIGO Y88 KCC Y28 ISAKY Y60 ONIKU ...

注:

CDR 経路の使用が可能である場合、RNAV 航行許可機は当該経路を飛行計画すること。

Note:

RNAV capable aircraft should flight plan CDR routes when CDR routes are available.

4. 飛行制限区域内の飛行を承認される航空機への要請事項

東京国際空港または調布飛行場を離着陸する定期便として承認される航空機及び飛行制限区域内25海里から10海里内の上空通過を承認される航空機は、以下の安全対策が措置されたものとする。また、これらの安全対策については国土交通省航空局から事前に報告することを求められる。

- (1) 飛行制限区域内を飛行中、操縦士と副操縦士のいずれも離席しないこと
- (2) ハイジャック等緊急事態においても決してコックピットドアを開扉しないこと
- (3) 「乗務員の心身の健全性」を確認すること
- (4) 加えて、貨物航空機については、コックピット内外にかかわらず、原則として航空会社の運航乗務員以外の者を搭乗させないこと

4. The requirements for the aircraft which will be approved flying within the restricted area.

The aircraft which will be approved as the scheduled flights that taking-off/landing at Tokyo International Airport or Chofu Aerodrome and the aircraft which will be approved flying over within 25NM to 10NM of the restricted area, shall have been taken the following safety measures. In addition, the safety measures will be requested to report by JCAB in advance.

- (1) Both pilot-in-command and co-pilot must keep staying their seats during the flight within the restricted area.
- (2) The cockpit door must not be opened even in case of the emergency such as hijacking.
- (3) The cockpit-crews are limited that they have been checked for soundness of body and mind by their company.
- (4) Additionally, as for the cargo aircrafts, no person may boarding, except the cockpit crew of their company.

**ATTACHMENT**

