International Civil Aviation Organization

The Ninth Meeting of the APANPIRG ATM Sub-Group (ATM/SG/9)

Video Teleconference, 01 – 05 November 2021

Agenda Item 5: ATM Systems (Modernization, Seamless, ATM, CNS, ATFM)

RESOLUTION EFFORT FOR FIR BOUNDARY DIFFERENCE IN JAPAN

(Presented by Japan)

SUMMARY

This paper presents Japan's effort for long years to resolve the difference of the Flight Information Region (FIR) boundary between Japan and the Russian Federation.

1. INTRODUCTION

1.1 The International Civil Aviation Organization (ICAO) noted at the Eighth Meeting of the Air Traffic Management Sub-Group (ATM/SG/8) that a previously unknown inconsistency with regard to the boundary coordinates of Flight Information Region (FIR) had been discovered between the Fukuoka FIR (Japan) and the Khabarovsk FIR (Russian Federation), as a result of the global review.

1.2 ICAO noted at the Thirtieth-first Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31) that the inconsistency was the difference of one single coordinate between Fukuoka and Khabarovsk FIR. ICAO also proposed the process to resolve the issue that conducting bilateral discussions between Japan and the Russian Federation, with the two Regional Offices, the EUR/NAT and APAC offices, supporting as required.

2. DISCUSSION

Background

2.1 In 1996, the boundary between the Pyongyang FIR and Vladivostok (current Khabarovsk) FIR was changed. One of the points was N40°30' E135°56'. However, at that time, Japan did not amend its Aeronautical Information Publication (AIP).

2.2 In 2002, Japan also found that the boundary between Tokyo/ Vladivostok FIR was different. Then, ICAO (Headquarters) found that the coordinates were different in ANPs of ASIA/PAC and EUR and concluded that the coordinates in ASIA/PAC ANP were correct and in EUR ANP were wrong. In response to the conclusions of ICAO, Japan amended the AIP.

2.3 Japan and the Russian Federation found that the coordinate N40°33' E136°00' as FIR boundary between Fukuoka and Khabarovsk was in Russian AIP, but not in Japanese AIP at the prior coordination of the Japan-Russia ATC Operation Working Group Meeting held in Khabarovsk from 16 to 18 June 2014. Then, Japan requested ICAO an investigation of the FIR boundary coordinate formally in order to clarify when and why the difference was caused on 24 June 2014.

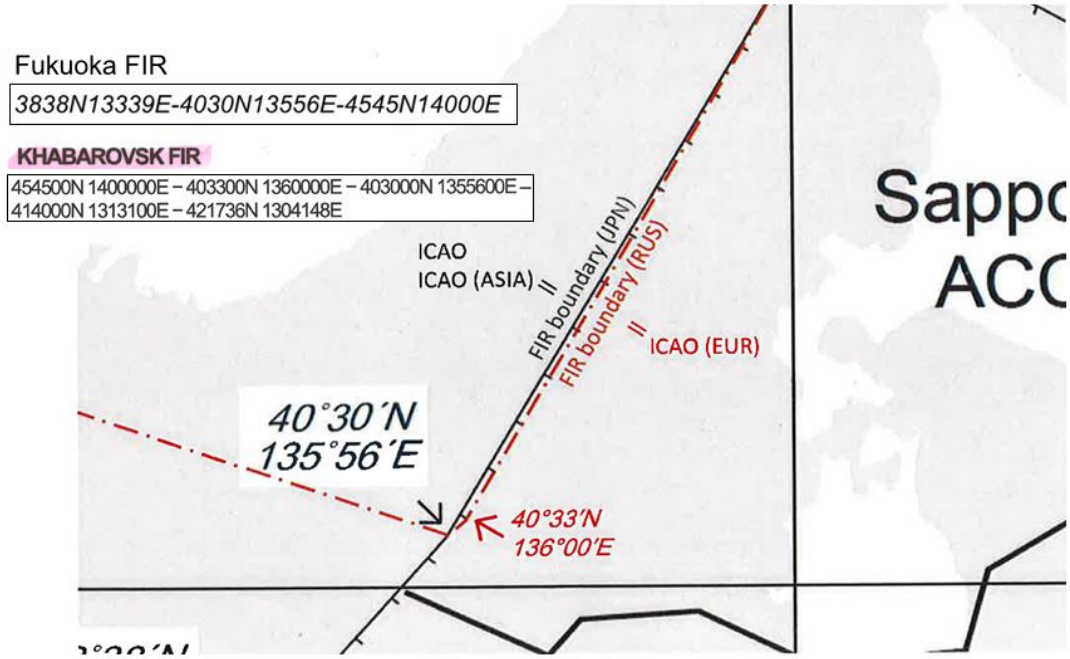

Figure 2: FIR boundary difference between Fukuoka and Khabarovsk FIRs

Japan's action and view

2.4 Japan has been continuing to consider and discuss internally to resolve this issue, including ICAO's proposals at the APANPIRG/31 meeting. However, no conclusion has been reached yet.

2.5 Basically, Japan supports the ICAO's conclusion in 2002 that the coordinates in ASIA/PAC ANP were correct and in EUR ANP were wrong, which means current Japanese coordinates.

2.6 Japan would like to express our appreciation for ICAO Headquarters and two Regional Offices' support regarding this matter, asking for continued support.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper; and

b) discuss any relevant matters as appropriate.

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