



First Meeting of the APAC PROJECT 30/10 TASK FORCE 16-18 June 2026



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



Minimum longitudinal separation standards between Fukuoka FIR and neighboring FIRs

Agenda Item 2: States Challenges and Implementation Plan

Japan

1. INTRODUCTION

1.1 The purpose of this paper is to provide information on the minimum longitudinal separation standards applied between aircraft operating within Fukuoka Flight Information Region (FIR) and those in neighboring FIRs. The coordination of separation standards between adjacent FIRs is essential to ensure the safety, efficiency, and orderly flow of international air traffic.

1.2 Fukuoka FIR is geographically surrounded by several foreign FIRs, including Incheon FIR, Taipei FIR, and Manila FIR, among others. Due to high traffic density in these regions, harmonized separation standards and coordination procedures are implemented through Letters of Agreement (LOAs) between air navigation service provider (ANSP) in Japan and ANSP in each country and regions.

1.3 This paper summarizes the currently applied minimum longitudinal separation standards agreed upon between Fukuoka FIR and the neighboring FIRs and provides an overview of coordination practices at FIR boundaries.

2. DISCUSSION

2.1 The minimum longitudinal separation standards applied between Fukuoka FIR and adjacent FIRs are determined based on factors such as surveillance capability, navigation performance, traffic volume, and route structure. These standards are established through bilateral agreements and are consistent with ICAO provisions where applicable.

2. DISCUSSION

2.2 Specific separation values between Fukuoka FIR and neighboring FIRs are detailed in the respective LOAs. These may include:

Fukuoka FIR – Incheon FIR (Daegu ACC & Incheon ACC)

Fukuoka FIR — Shanghai FIR

Fukuoka FIR – Taipei FIR

FUKUOKA FIR-Manila FIR

FUKUOKA FIR-Oakland & Anchorage FIR

FUKUOKA FIR-KHABAROVSK FIR

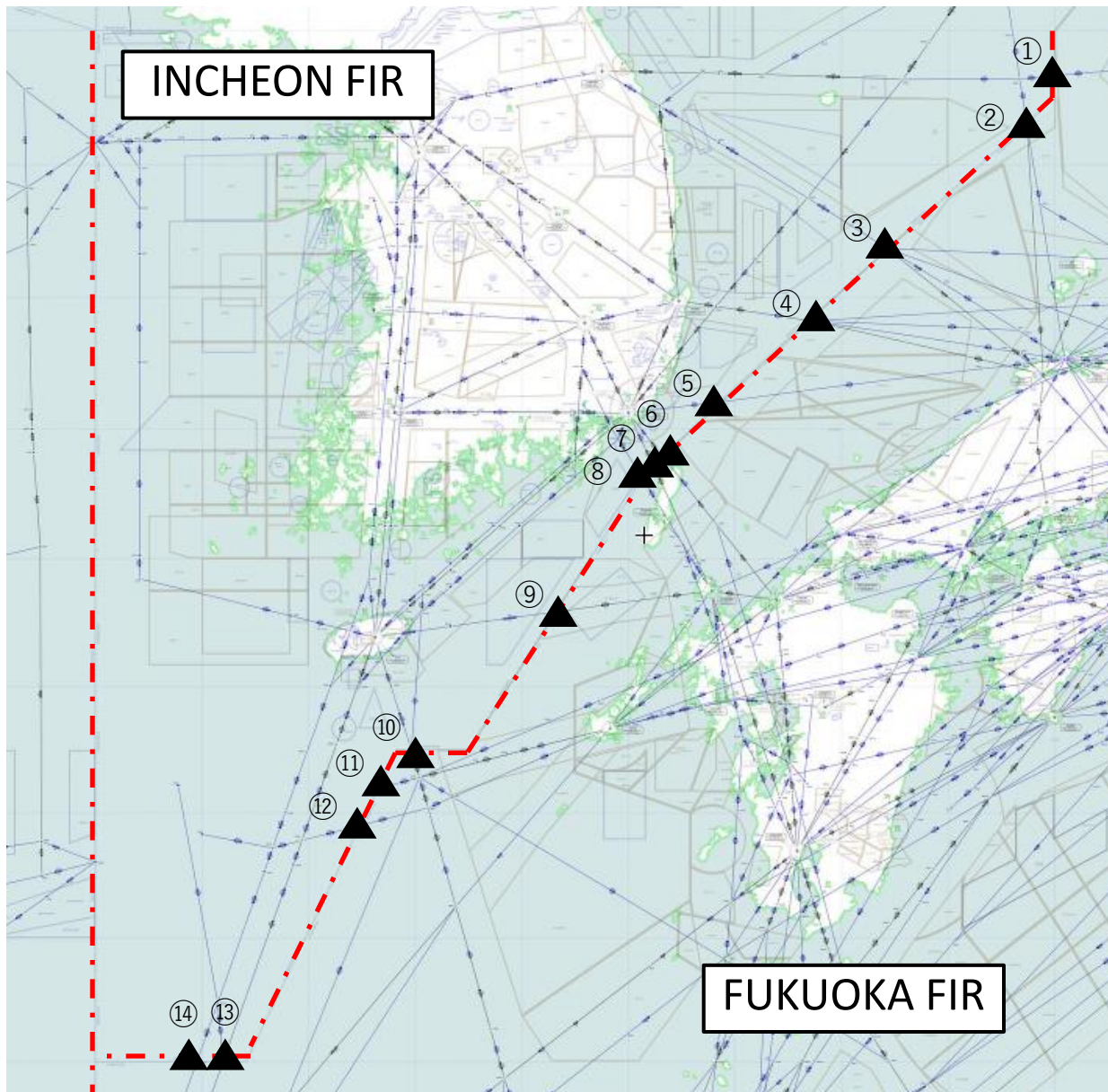
2.3 Factors that prevent meeting the 30/10 criteria

2.4 A roadmap to the solution

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.



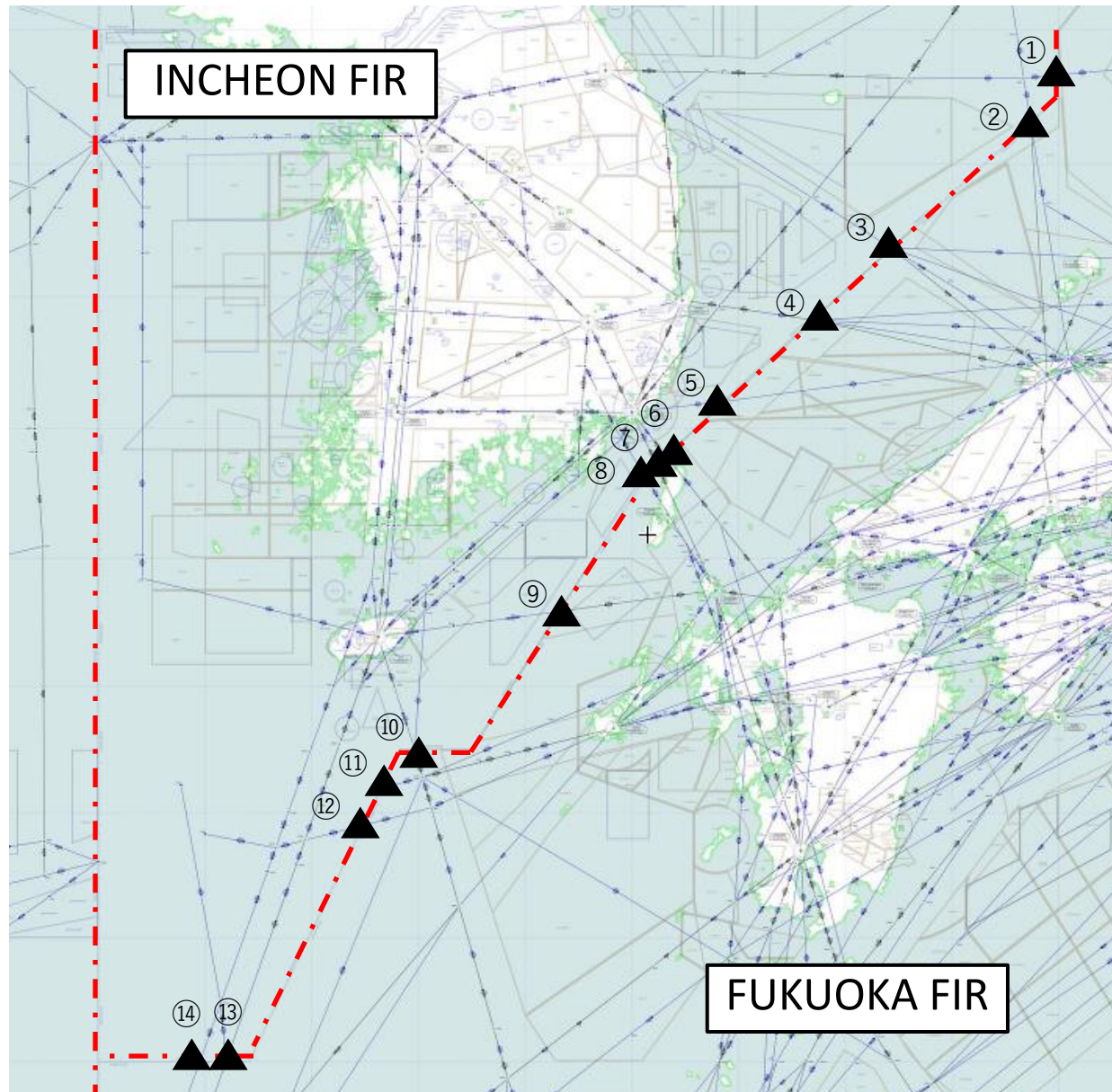
FUKUOKA FIR→INCHEON FIR (DAEGU ACC)

- ① ANDOL (L512): 20NM
- ② IGRAS (B332, Y332): 20NM
- ③ LANAT (G597): 20NM
- ④ SAPRA (Y16, Y38): 20NM
- ⑤ KALEK (Y206): 20NM
- ⑥ INVOK (G339, Y208): 20NM
- ⑦ APELA (A582): 20NM
- ⑧ BESNA (Y209):
20NM INCHEON→FUKUOKA only

✕15NM may be applied to aircraft crossing common FIR boundary between 1400UTC on Friday and 2000UTC on Sunday every week.

Category S → S TOC

AIDC Yes



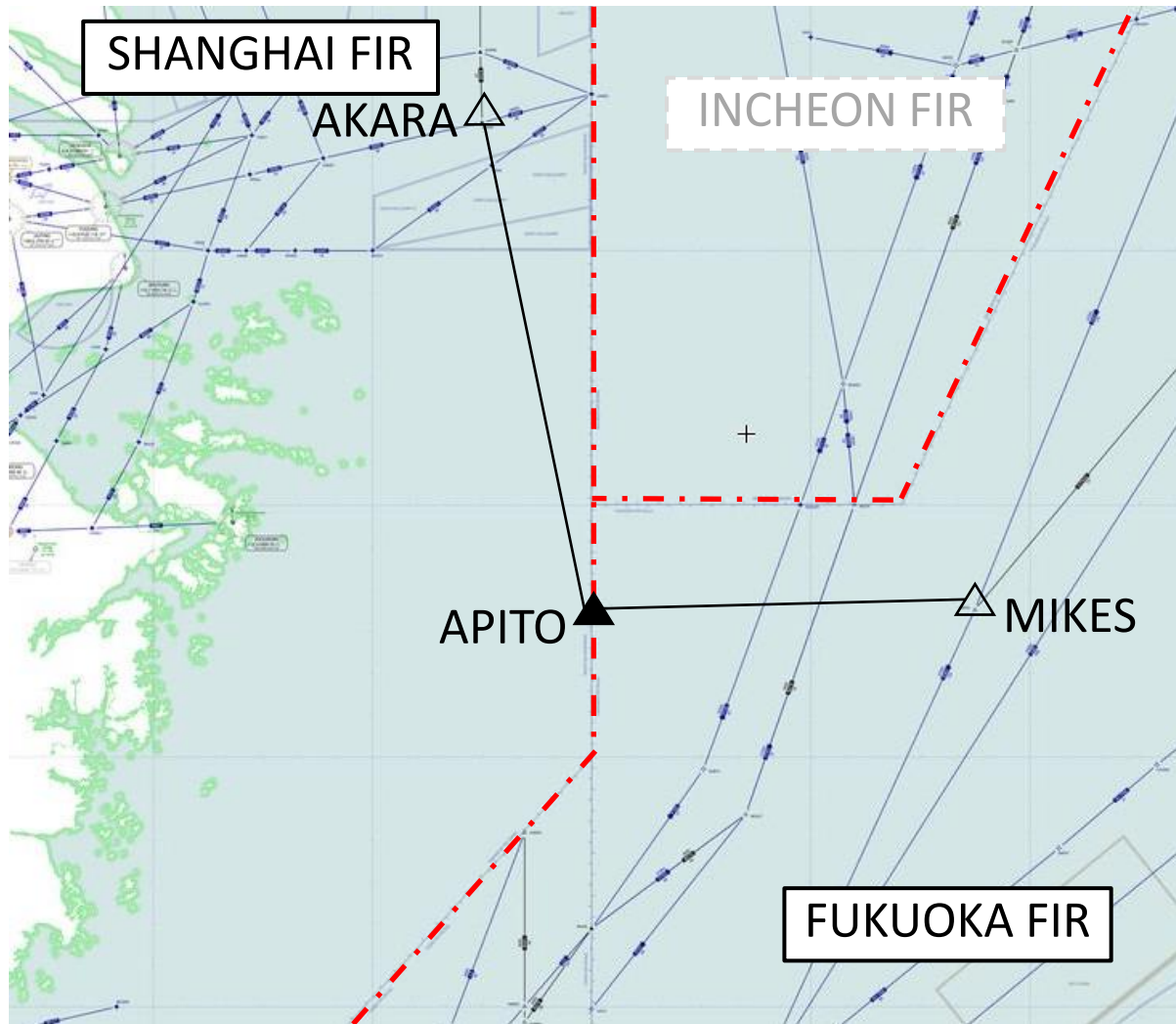
FUKUOKA FIR→INCHEON FIR (INCHEON ACC)

- ⑨ SAMDO (A595): 20NM
- ⑩ RUGMA (A586, Y579): 20NM
- ⑪ ONIKU (A593, Y592): 20NM
- ⑫ BEDAR (Y591):
20NM INCHEON→FUKUOKA only
- ⑬ ATOTI (B576, Y741): 20NM
- ⑭ MUGUS (Y743): 20NM

✂ 15NM may be applied to aircraft crossing common FIR boundary between 1400UTC on Friday and 2000UTC on Sunday every week

Category S → S TOC

AIDC Yes



FUKUOKA FIR→SHANGHAI FIR

- APITO (AKARA-APITO-MIKES): 15min

Category R/S → R TOC

AIDC No

SHANGHAI FIR

TAIBEI FIR

FUKUOKA FIR

↓⑧ is outside of this map

FUKUOKA FIR→TAIBEI FIR

- ① SALMI (Y742): 30NM※₁/40NM※₂/60NM※₃※₄/70NM※₅※₆
- ② LIPLO: TAIBEI→FUKUOKA only
- ③ BULAN (A1): 20NM※₁/30NM※₂/60NM※₃※₄/70NM※₅※₆
- ④ MOLKA (M750): 20NM※₁/30NM※₂ TAIBEI→FUKUOKA only
- ⑤ BORDO (Y74, Z29, Z31): 20NM※₁/30NM※₂/60NM※₃/70NM※₅
- ⑥ SEDKU (R595, Y573, Y322): 20NM※₁/30NM※₂/60NM※₃/70NM※₅
- ⑦ IGURU (G581, Y26, Y52, Y342):
10NM※₀/20NM※₁/30NM※₂/60NM※₃/70NM※₅
- ⑧ GUMBO (SADEK-GUMBO): 60NM※₃/70NM※₅

※₀: Both aircraft proceed beyond Taibei FIR entering Manila FIR.

※₁: Proceed aircraft is maintaining the same speed or greater.

※₂: Succeeding aircraft is faster.

※₃: Proceed aircraft is maintaining the same speed or greater and both aircraft proceed beyond Hong Kong FIR.

※₄: Proceed aircraft is maintaining the same speed or greater and both aircraft proceed beyond Taibei FIR entering Manila FIR.

※₅: Succeeding aircraft is faster and both aircraft proceed beyond Hong Kong FIR.

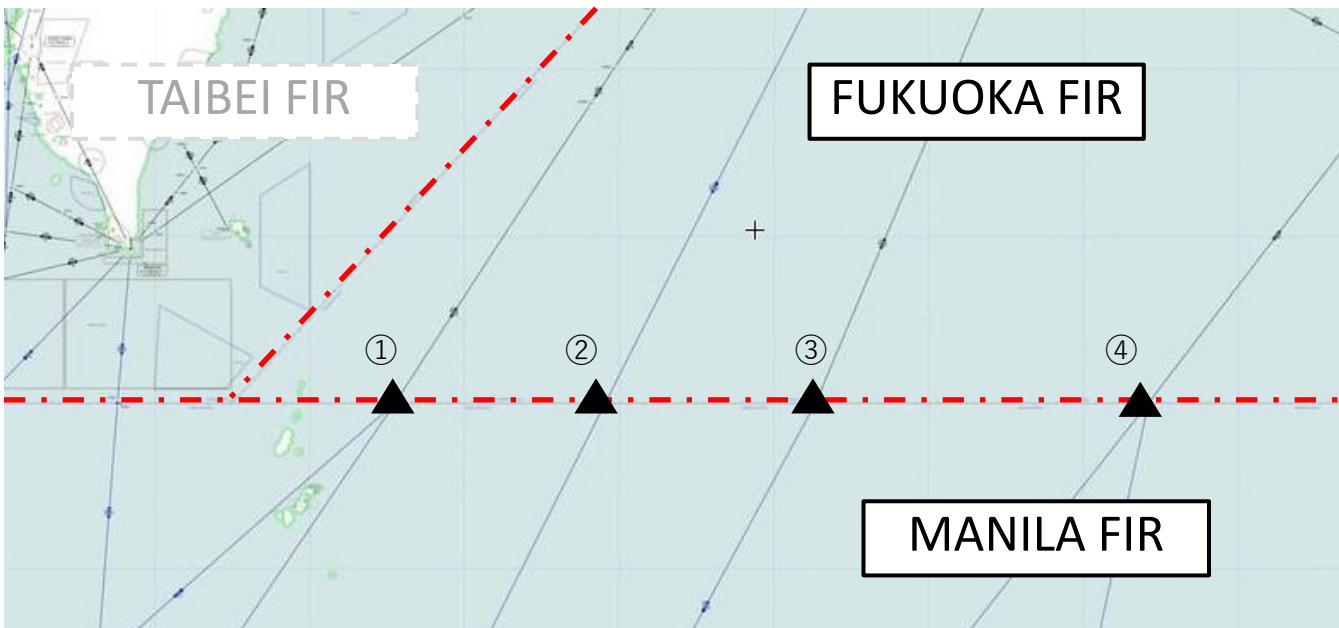
※₆: Succeeding aircraft is faster and both aircraft proceed beyond Taibei FIR entering Manila FIR.

Category S → S TOC

AIDC Yes



ICAO



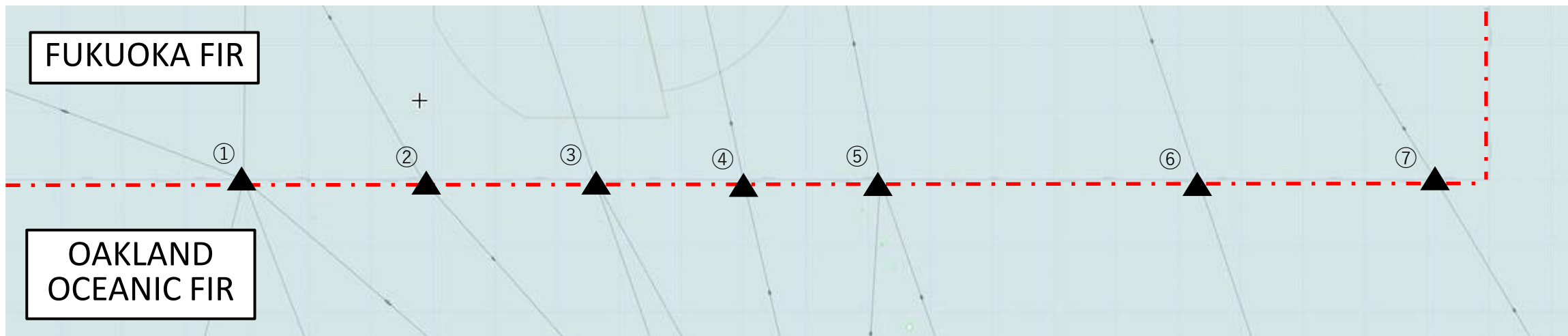
FUKUOKA FIR→MANILA FIR

- ① MEVIN (B462): 15min
- ② LEVIX (N884): 15min MANILA→FUKUOKA only
- ③ BISIG (A582): 15min
- ④ GURAG (A590): 15min

10min may be applied between aircraft on the same track or continuously diverging tracks with the application of Mach Number Technique

Category R/S → R TOC

AIDC No



FUKUOKA FIR → OAKLAND OCEANIC FIR

- | | |
|----------------------------|-----------------|
| ① KEITH (A339, R584, R595) | ⑤ TEGOD (A337): |
| ② RAKDO (G339) | ⑥ ATIGO (B452) |
| ③ MOMPI (A597) | ⑦ RISBA (G223) |
| ④ OMLET (B586) | |

ALL: 30 NM longitudinal and 23NM lateral

Longitudinal separation:

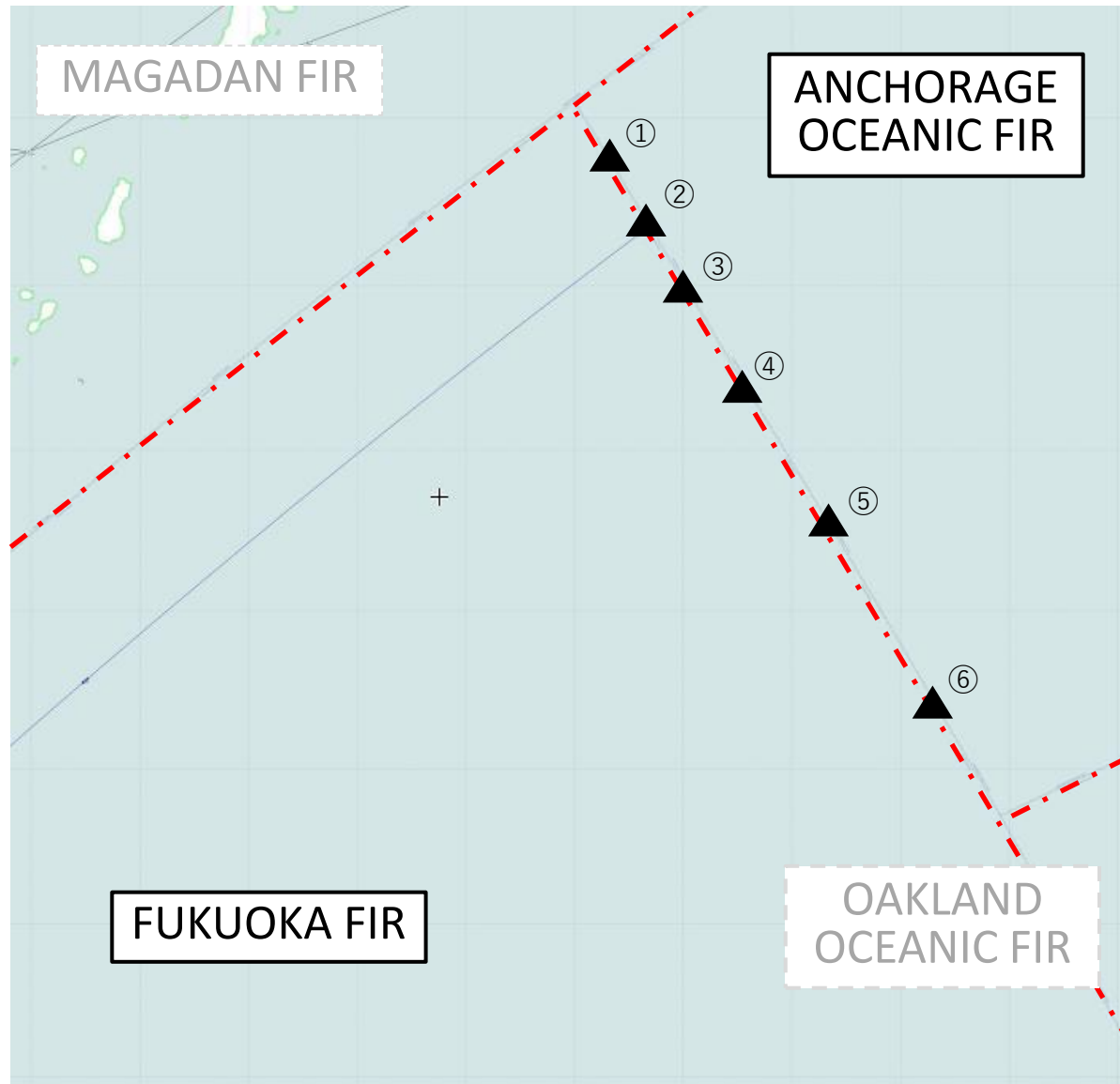
Minimum: 15min, 10min with Mach number technique and more minimized by ADS-C Distance-based separation

Lateral separation:

Minimum: 100NM, 50NM with RNP10 and 30NM with RNP4 + RCP240/RSP180

Category R/S → R TOC

AIDC Yes



FUKUOKA FIR

→ANCHORAGE OCEANIC FIR

- ① NIPPI (R220): ANCHORAGE→FUKUOKA only
- ② HARKI (M523): ANCHORAGE→FUKUOKA only
- ③ OMOTO (R580): FUKUOKA→ANCHORAGE only
- ④ PASRO (A590): FUKUOKA→ANCHORAGE only
- ⑤ AKISU (UPRs, ex R591)
- ⑥ CUTE (UPRs, ex G344)

ALL: 30 NM longitudinal and 23NM lateral

Longitudinal separation:

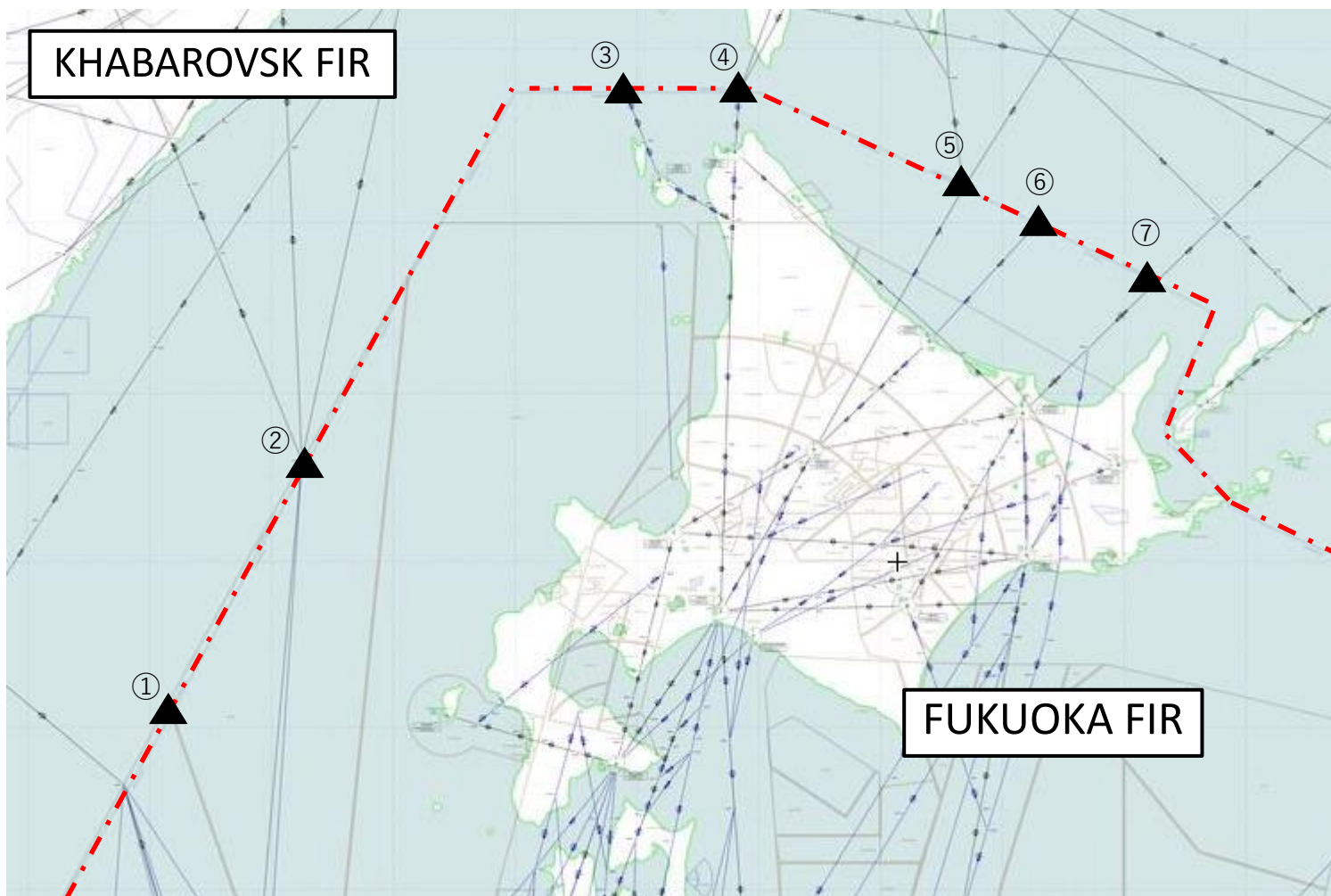
Minimum: 15min, 10min with Mach number technique and more minimized by ADS-C Distance-based separation

Lateral separation:

Minimum: 100NM, 50NM with RNP10 and 30NM with RNP4 + RCP240/RSP180

Category R/S → R TOC

AIDC Yes



FUKUOKA FIR

→ Khabarovsk FIR

- ① IGROD (B451, Y375, Y377): 20NM
- ② AVGOK (R211, Y37): 20NM
- ③ AKSUN (A204, Y104): 10min
- ④ LUMIN (B233, Y10): 10min
- ⑤ ANIMO (B337, Y114): 20NM
- ⑥ BISIV (G583, Y116): 20NM
- ⑦ ODERI (B932, Y109): 10min

RADAR HAND OFF:
via IGROD, ANGOK, ANIMO and BISIV

①②⑤⑥

Category S → S TOC

AIDC No

③④⑦

Category R/S → R TOC

AIDC No

Thank You

