



ICAO

International Civil Aviation Organization

Thirteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/13) of APANPIRG

Singapore, 25 – 29 August 2025

---

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

**IMPLEMENTATION OF PROJECT 30/10 IN ASIA/PACIFIC REGION**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the regional adaptation of Project 30/10 following the **Recommendation 3.1/1** of the Fourteenth Air Navigation Conference (AN-Conf/14), which calls for States and ICAO to take necessary actions in view of the implementation of more efficient lateral and longitudinal separations in regions to increase capacity, enhance efficiency and reduce the environmental impact of aviation activities.

**1. INTRODUCTION**

1.1 The Fourteenth Air Navigation Conference (AN-Conf/14) was held at Montreal, Canada, from 26 August to 06 September 2024.

1.2 The Conference discussed the challenges posed by the current practices of Air Traffic Services (ATS) in the regions. It appeared that while in many parts of the world the application of seamless or uniform separation minima is the existing doctrine, there remain pockets of airspace which would benefit from a review and improvement of the current separations used.

1.3 As a result of the discussion, the Conference approved the following recommendations:

***Recommendation 3.1/1: Project 30/10 – Optimized implementation of longitudinal separation minima***

*That States:*

- a) within the processes of the planning and implementation regional groups, actively collaborate with neighbouring States to implement Project 30/10 – implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere;*

*that ICAO:*

- b) through the planning and implementation regional groups, develop regional action plans for the implementation of Project 30/10;*
- c) support inter-regional collaboration for a harmonized implementation of Project 30/10; and*
- d) consider other minimum service level procedures, via a framework, for implementation in oceanic and remote airspace.*

1.4 The proposed Project 30/10 is an initiative to focus attention and encourage implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere. It is expected to be a regionally based, coordinated effort for seamless reduction of excessive separation minimum where this has not already been achieved.

## 2. DISCUSSION

### Analysis of ATC Longitudinal Spacing Applied in Asia/Pacific Region

2.1 The *Asia/Pacific Seamless Air Navigation Services (ANS) Plan* categorizes airspace by reference to its communications, navigation and surveillance (CNS) capability as:

- a) Category R: remote en-route airspace with ATS HF or CPDLC communications and outside the coverage of ground-based surveillance coverage; or
- b) Category S: serviced (or potentially serviced) en-route airspace – by both direct [not dependent on a Communication Service Provider (CSP)] ATS communications and surveillance; or
- c) Category T: terminal operations serviced by both direct ATS communications and surveillance.

2.2 Since 2017, ICAO Asia/Pacific (APAC) Regional Office issued several State Letters to track the effectiveness of the Seamless ANS element implementation related to the use of Air Traffic Control (ATC) separation minimums. This process was subsequently supported by ***Conclusion ATM/SG 6-1: ATC Separations Standards Survey*** and ***Conclusion ATM/SG/10-1: Revised Reporting Date for ATM Regional Plans' Implementation Status Monitoring*** and ***Conclusion ATM/SG/11-2 Revised Annual APAC Regional Survey of ATC Separation Standard***.

2.3 The latest analysis of the survey is presented in **ATM/SG/13 WP/06**. When comparing the latest survey results with Project 30/10:

- a) 11 Asia/Pacific Administrations apply longitudinal separation of 10 NM or more in Category S airspace, within their Flight Information Regions (FIRs);
- b) only three Asia/Pacific Administrations apply longitudinal separation of 10 NM or less in Category R/S → S, at inbound FIR TOC points;
- c) only ten Asia/Pacific Administrations (23%) apply longitudinal separation of 30 NM or less in Category R airspace, within their FIRs; and
- d) only four Asia/Pacific Administrations apply longitudinal separation of 30 NM or less in Category R/S → R, at inbound FIR TOC points.

*Note: several APAC Administrations have not responded to the survey since 2022 or earlier.*

2.4 The disparity in the application of separation minima by States/Administrations may be attributed to the following factors:

- a) the airspace structure, complexity and traffic density;
- b) the deployment of varying levels of ATM systems and CNS capabilities; and
- c) potential deficiencies in controllers' training, including simulator-based capability, regarding the application of tactical separation and the utilization of positive control techniques.

2.5 The application of varying separation minima across the Region introduces complexities and poses potential safety and efficiency concerns at FIR boundaries. The differences in separation minima give rise to several challenges, including:

- a) the systematic use of adjustments to flight paths or speeds as aircraft approach or cross FIR boundaries, which may result in less efficient routing and delays;
- b) a reduction in the overall capacity of the airspace;
- c) increased inefficiencies and unpredictability within the ATM system;
- d) disparities in traffic flow between FIRs, leading to bottlenecks and hotspots, and a lack of harmonization; and
- e) an increased workload for controllers and pilots, which elevates the risk of errors, particularly during peak traffic periods.

#### Collaboration with Neighbouring Regions

2.6 The 30/10 initiative is not limited to the Asia/Pacific Region but needs to be addressed seamlessly on a global basis. Accordingly, it is necessary to achieve harmonized implementation of Project 30/10 with adjacent regions, such as Africa and the Middle East, and to coordinate with similar Groups or equivalent mechanisms established in those regions.

2.7 The status of activities in other regions and the means of achieving collaboration should be included as one of the proposed tasks of the Task Force set out below. The timeline for such implementation should, to the extent possible, also be harmonized.

#### Regional Action Plans for the Implementation of Project 30/10

2.8 The *AN-Conf/14 Recommendation 3.1/1: Project 30/10, inter-alia*, necessitates the development of regional action plans for the implementation of Project 30/10.

2.9 In this regard, ICAO proposes the following Draft Conclusion for ATM/SG consideration:

#### **Draft Conclusion ATM/SG/13-X: Establishment of APAC Project 30/10 Task Force**

That, the APAC Project 30/10 Task Force be established to develop the Asia/Pacific regional roadmap that include, but not limited to, the following tasks:

- a) a further comprehensive analysis of the current separation minima applied within the Asia/Pacific Administrations and between adjacent FIRs;
- b) the conduct of Safety Risk Assessments (SRAs) for the implementation of Project 30/10, ensuring all safety requirements and mitigation measures are appropriately addressed;
- c) the identification of technical and operational enablers necessary for the successful implementation of Project 30/10, including reviewing and updating regional documents;
- d) collaboration with adjacent regions to achieve harmonized implementation of Project 30/10; and
- e) an assessment of training needs for controllers to effectively apply more efficient separation minima.

2.10 The draft Terms of Reference (TOR) of the proposed Task Force is provided in **Appendix A**, for review by the meeting.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss and agree to **Draft Conclusion ATM/SG/13-X: Establishment of APAC Project 30/10 Task Force**; and
- c) discuss any relevant matters as appropriate.

Draft Conclusion ATM/SG/13-X: Establishment of APAC Project 30/10 Task Force			
What:		That, the APAC Project 30/10 Task Force be established to develop the Asia/Pacific regional roadmap that include, but not limited to, the following tasks:	
a) a further comprehensive analysis of the current separation minima applied within the Asia/Pacific Administrations and between adjacent FIRs;		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical	
b) the conduct of Safety Risk Assessments (SRAs) for the implementation of Project 30/10, ensuring all safety requirements and mitigation measures are appropriately addressed;			
c) the identification of technical and operational enablers necessary for the successful implementation of Project 30/10, including reviewing and updating regional documents;			
d) collaboration with adjacent regions to achieve harmonized implementation of Project 30/10; and			
e) an assessment of training needs for controllers to effectively apply more efficient separation minima.			
Why:		To provide the regional roadmap for the implementation of more efficient separation minimum in the Asia/Pacific Region, in accordance with AN-Conf/14 Recommendation 3.1/1.	
When:		29-Aug-25	
Status:		Draft to be adopted by Subgroup	
Who:		<input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

## **Draft Terms of Reference**

### **APAC Project 30/10 Task Force**

#### Objective

1. In collaboration with affected stakeholders and adjacent regions, the objective of the APAC Project 30/10 Task Force is to develop a regional roadmap for the implementation of more efficient separation minimum in the Asia/Pacific Region, ensuring harmonization with adjacent regions.
2. The APAC Project 30/10 Task Force is responsible for coordinating the preparation and planning of the timely regional implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere, in accordance with:
  - a) ICAO Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444); and
  - b) the Fourteenth Air Navigation Conference (AN-Conf/14) Recommendation 3.1/1: Project 30/10.

#### Tasks

3. To meet its objectives, the APAC Project 30/10 Task Force will undertake the following tasks:
  - a) conduct a comprehensive analysis of the current separation minima applied within the Asia/Pacific Administrations and between adjacent FIRs;
  - b) conduct Safety Risk Assessments (SRAs) for the implementation of Project 30/10, ensuring all safety requirements and mitigation measures are appropriately addressed;
  - c) identify the technical and operational enablers necessary for the successful implementation of Project 30/10, including reviewing and updating regional documents;
  - d) collaborate with adjacent regions to achieve harmonized implementation of Project 30/10;
  - e) assess the training needs for controllers to ensure effective application of the more efficient separation minima; and
  - f) address any other tasks related to Project 30/10 that may arise in the future.

#### Reporting

4. The APAC Project 30/10 Task Force reports to the Air Traffic Management Sub-group (ATM/SG) of APANPIRG.

#### Membership

5. The APAC Project 30/10 Implementation Task Force should consist of experts from:
  - a) Civil Aviation Authorities (CAA);
  - b) Air Navigation Service Providers (ANSP); and
  - c) International organizations.