International Civil Aviation Organization

First Meeting of the APAC Project 30/10 Task Force

Tangerang, Indonesia, 16 – 18 June 2026

Agenda Item 2: States Challenges and Implementation Plan

HONG KONG CHINA'S ACHIEVEMENTS IN LONGITUDINAL SEPARATION REDUCTION AT FIR BOUNDARIES AND CALL FOR COLLABORATION FOR FURTHER REDUCTION

(Presented by Hong Kong, China)

SUMMARY

This paper presents the achievements of Hong Kong, China in reducing longitudinal separation minima at FIR boundaries, and underscores its commitment to the Asia/Pacific Seamless ANS Plan, Project 30/10 and its technical readiness. It further highlights that subsequent reductions are currently subject to various factors that require close collaboration among States/Administrations.

1. INTRODUCTION

1.1 Hong Kong, China remains fully committed to enhancing ATS route capacity and efficiency within the Hong Kong FIR and the broader APAC region through the progressive reduction of longitudinal separation minima, with a particular focus on high-density trunk routes.

1.2 Over the past several years, Hong Kong, China has achieved substantial milestones through close, effective and collaborative engagements with adjacent Administrations. Notable operational achievements include the successful implementation of:

a) 30 NM longitudinal separation on A461/M501 (NOMAN) since 2021;

b) 30 NM longitudinal separation on A583 (SABNO) since 2024; and

c) 20 NM longitudinal separation on L642 and M771 since 2024.

1.3 Hong Kong, China has consistently promoted the operational benefits of reduced longitudinal separation in various ICAO regional meetings, and has actively contributed to regional initiative dedicated to enhancing longitudinal separation on routes L642 and M771.

1.4 From a technical perspective, the Hong Kong FIR is well positioned to support further reduction in longitudinal separation at FIR boundaries. The FIR is under full surveillance coverage, supported by mature automation systems and well-established AIDC transfer arrangements with majority of adjacent ACCs.

2. DISCUSSION

2.1 Despite the technical readiness of Hong Kong, China, several operational and strategic challenges must be addressed in a collaborative manner to achieve further reductions in a safely, sustainable and seamless manner:

a) Capacity Enhancement Project: Hong Kong, China is currently dedicating significant focus and resources toward enhancing airspace capacity within the Hong Kong FIR to support further reductions in longitudinal separation at FIR boundaries. Consequently, implementation works for additional separation reductions are planned to be prioritised following the successful completion of this internal capacity enhancement project.

b) Readiness of Downstream and Adjacent ACCs: The readiness of adjacent ACCs to implement reduced longitudinal separation at FIR boundaries is a critical factor for the successful implementation of this regional initiative. As evidenced by past implementation experiences, the application of reduced longitudinal separation must be harmonised between upstream and downstream sectors. Disparate separation requirements along a single route inevitably increase air traffic controller workload and could induce potential safety risks.

c) Controller Coordination at TOC Points without Auto Hand-off: At specific Transfer of Control (TOC) points where automated hand-off capabilities have not yet been established, the application of 10 NM separation minima would significantly increase R/T workload due to the increased demand for aircraft identification and coordination, particularly when aircraft are operating in close proximity. Equipment and procedural upgrades, such as full AIDC implementation with automated hand-off capability and enhanced CPDLC usage, serve as key enablers to achieve the target 10 NM separation. In this regard, adopting 20 NM as an interim standard at TOC points without automated hand-off capability, as provisioned in the Asia/Pacific Seamless ANS Plan, represents a pragmatic approach to expedite the regional implementation of Project 30/10.

d) PBN Capability and Aircraft Equipage: The successful implementation of 30 NM longitudinal spacing in oceanic airspace relies significantly on the equipage and operational approvals of the aircraft fleet, particularly regarding RNP4 capability and CPDLC where required. Therefore, the success of this initiative will depend on the readiness and proactive involvement of airline operators, ensuring that aircraft fleets and flight crews are appropriately trained, certified, and capable of maintaining RNP4/CPDLC procedures to the required standards.

2.2 Hong Kong, China reaffirms its full commitment to the objectives of Project 30/10 and the Asia/Pacific Seamless ANS Plan, and stands ready to collaborate closely with all concerned States/Administrations to progressively reduce longitudinal separation minima at FIR boundaries.

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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