



ICAO

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

AIRLINE CAPABILITIES SUPPORTING AP30-10 PROJECT

(Presented by IATA)

SUMMARY

This paper presents indication of airline fleet capabilities to operate with RNP2, RNP4 and/or PBCS approvals that support broad implementation of reduction of separation standards under the AP30-10 Project.

1. INTRODUCTION

1.1 The AP30-10 Project seeks to reduce existing separation standards in APAC region according to the CNS infrastructure, capabilities of the Airspace Users and ANSP ATM automation systems.

1.2 To support the project efforts, IATA has conducted a survey of the capabilities of airlines' fleets, specifically with respect to RNP2, RNP4 and PBCS.

2. DISCUSSION

2.1 ICAO APAC Project 30/10 is an initiative to focus attention on and encourage implementation of longitudinal separations of 30 NM or less in oceanic and remote airspace, and 10 NM or less elsewhere (this will not change where smaller surveillance standards are already in place). It is expected to be a regionally based, coordinated effort for seamless reduction of excessive separation minimum where this has not already been achieved.

2.2 ICAO APAC has asked IATA for latest data on member airline capabilities for RNP2, RNP4 and PBCS in the APAC region to support implementation of the reduced separation standards. Airlines were provided with a spreadsheet template asking for their percentage fleet capabilities for wide-body jets, narrow-body jets, and turboprops if applicable.

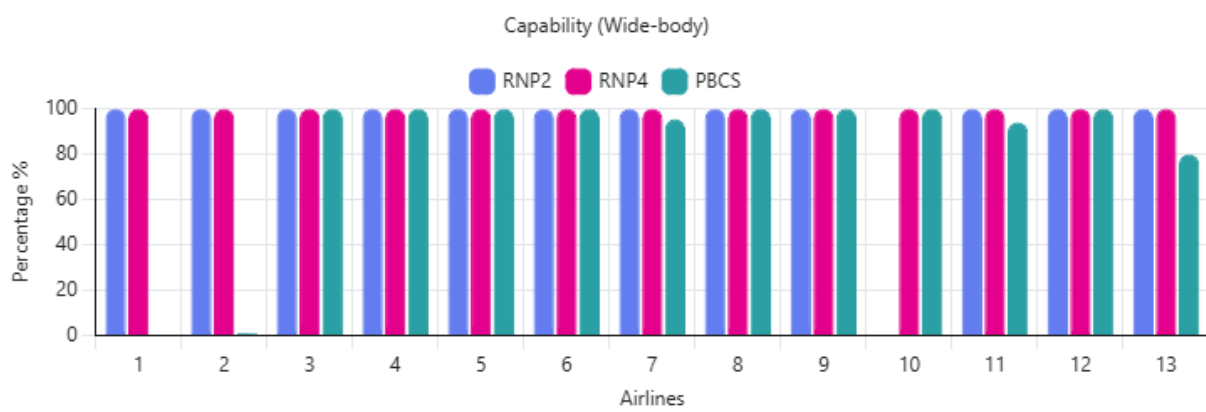
2.3 For the context of this paper, definitions of airline categories are based loosely on those from the United States Department of Transportation (DOT) and are applied as follows:

- a) Major Airlines: those that operate global or transcontinental networks with large aircraft (e.g. Singapore Airlines); and
- b) Other International and National Airlines: those that operate smaller global hubs, and/or across domestic and regional routes including those that focus on short-haul flights between smaller cities, often serving as feeder services for major airlines (e.g. Scoot Airlines, Virgin Australia).

2.4 14 airlines responded, of which 8 are major airlines from APAC region, 3 are second tier carriers from APAC region, and 3 are major airlines from other regions operating regularly in APAC. Given the number and mix of airline respondents, the data is expected to be reasonably indicative of total fleet capabilities (except for Low-Cost Carriers (LCCs)).

2.5 For wide-body jets, of the 13 airlines that responded, almost all major airlines indicated full fleet capabilities for RNP2, RNP4 and PBCS. The exception was one with only 95% fleet approval for PBCS, and another with no fleet approval for RNP2. The lowest approvals for PBCS were from the other international, national and regional airlines with lesser network coverage and/or more restrictive budgets.

2.6 One airline reported that of their three wide-body fleets, all are RNP capable, however for their 26 A330s, only half are PBCS.



2.7 For narrow-body jets, of the 11 airlines that responded, the majority indicated full fleet capabilities for RNP2 and RNP4. Only one airline had no approval for RNP2, and two reported less than 50% of fleet RNP4 approved, however those two have 100% RNP2 capability. Four of the eleven respondents have 100% PBCS approval and five have 0%.

2.8 A gap in the narrow-body jet data is from non-IATA member LCCs, however like the similar aircraft types of the respondent airlines, much of their networks are short- to medium-haul and often remain within full or partial surveillance coverage where 5NM separation is permitted under ICAO rules.



2.9 Applying the most applicable and efficient separation standards results in greater capacity on air routes and in ATFM planning. It permits aircraft to have access to their preferred flight level with little or no delay and can also accommodate more Continuous Descent Operations (CDO), all supporting maximum potential fuel efficiencies.

2.10 Being held below planned or preferred cruising altitude increases fuel consumption. For some airlines, flight planning includes comparisons of the additional fuel required when operating at lower cruise levels. This varies by fleet, sector, weight, and other factors. Based on analysis of multiple flights across 15 city pairs, the following average values for one airline were obtained:

Level buffer	Narrow-body	Wide-body B787	Wide-body B777
4000' below	5% fuel increase	5% fuel increase	6% fuel increase
4000' below	Avg +110 kg/h	Avg +220 kg/h	Avg +370 kg/h
2000' below	3% fuel increase	2% fuel increase	3% fuel increase
2000' below	Avg +60 kg/h	Avg +100 kg/h	Avg +170 kg/h

2.11 Smaller separation standards also permit increased capacity when planning ATFM programs. As well as reducing the need for ground and airborne delays, when aircraft can be left untouched during the descent, avoiding level-offs and speed changes to manage with conflicting traffic, descents may be flown more often with potential maximum efficiency, resulting in significant fuel savings and CO₂ emissions reduction.

2.12 Data obtained from airlines shows that levels maintained on arrival, including holding, result in significant inefficiencies:

Altitude Range	Narrow-body	Wide-body (2 engine)
FL200-10,000'	~20kg/min increase	~40kg/min increase
10,000'-5000'	~30kg/min increase	~60kg/min increase
BLW 5000'	~40kg/min increase	~85kg/min increase

2.13 IATA and member airlines support the efforts of the AP30-10 project to reduce separation standards where the most applicable standards according to capabilities and ICAO standards are not already being used. This is reflective of previous advocacy papers and efforts in ICAO forums for improving the capacity and efficiency of air routes and airspace in the APAC region.

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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