



ICAO

International Civil Aviation Organization

Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) of APANPIRG

Bangkok, Thailand, 3 – 7 August 2026

Agenda Item 6: ATM Coordination and Implementation

6.0: Reports on Relevant ATM Coordination and Ad Hoc Group Meetings

PROGRESS OF THE APAC PROJECT 30/10 TASK FORCE

(Presented by Secretariat)

SUMMARY

This paper presents outcomes of the Kick-off Meeting of the APAC Project 30/10 Task Force (AP30-10/TF) and the First Meeting of the APAC Project 30/10 Task Force (AP30-10/TF/1). The draft Terms of Reference is also presented for review and consideration by the meeting.

1. INTRODUCTION

1.1 Project 30/10 is a global campaign, discussed and endorsed at the Fourteenth Air Navigation Conference (AN-Conf/14) in 2024 vide *AN-Conf/14 Recommendation 3.1/1*, which called for the optimized 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.

1.2 ATM/SG may note the *Draft Decision ATM/SG/13-13* to establish the APAC Project 30/10 Task Force, which was subsequently endorsed by APANPIRG through *Decision APANPIRG/36/7: Establishment of APAC Project 30/10 Task Force*.

1.3 ICAO Asia and Pacific (APAC) Office requested APAC States/Administrations to nominate experts for the Task Force in January 2026.

1.4 The Kick-off Meeting of the APAC Project 30/10 Task Force (AP30-10/TF) was held via video teleconference (VTC) on 21 April 2026. There were 101 participants registered for the Kick-off Meeting from 15 States and two international organizations, including Australia, Bangladesh, Cambodia, India, Indonesia, Lao PDR, Malaysia, Maldives, Mongolia, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, IATA and ICAO.

1.5 The Meeting agreed to the election of Mr. Setio Anggoro, Director of Operations, AirNav Indonesia, as the Chairperson of AP30-10/TF.

1.6 The Meeting noted the expected deliverables of AP30-10/TF, which included a baseline analysis, technical and operational assessments, and implementation roadmap. The meeting was presented with supporting references and requirements from the *Procedures for Air Navigation Services – Air Traffic Management* (ICAO Doc 4444, PANS-ATM) and *Asia/Pacific Seamless ANS Plan*.

1.7 The First Meeting of the APAC Project 30/10 Task Force (AP30-10/TF/1) was graciously hosted by AirNav Indonesia, from 16 to 18 June 2026, in Tangerang, Indonesia. There were 46 in-person and 30 online participants registered for the Meeting from 18 States, one Coordination Group and three international organizations, including Australia, Bangladesh, China, Hong Kong China, India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, United States, IATA, IFATCA and ICAO. The Meeting information is available at [APAC Meetings | International Civil Aviation Organization](#).

1.8 AP30-10/TF/1 adopted the following Draft Decision:

Draft Decision AP30-10/TF/1-1: APAC Project 30/10 Task Force (AP30-10/TF) Terms of Reference (TOR)

*That, the AP30-10/TF TOR at **Appendix C** to the Report be adopted*

2. DISCUSSION

Status of ATC Separation Minima in APAC States

2.1 The Republic of Korea presented current horizontal separation minima applied at Incheon Flight Information Region (FIR) boundaries, highlighting gaps relative to Project 30/10 targets, and proposals for cooperative, phased actions for implementation.

2.2 Indonesia provided an update on its implementation of reduced separation minima [30 NM longitudinal in remote (Category R) airspace, 10 NM in surveillance (Category S) airspace] within Ujung Pandang FIR and proposed a structured implementation framework for regional adoption.

2.3 Pakistan informed the meeting about the current separation minima applied, infrastructure status, and challenges related to implementing the 30 NM (oceanic/remote) and 10 NM (surveillance) longitudinal separation minimum under APAC Project 30/10.

2.4 Hong Kong China presented achievements in reducing longitudinal separation minima and identified key challenges that required collaborative resolution to further advance Project 30/10 objective.

2.5 The meeting reviewed a presentation from the Japan on the NOPAC Route System Redesign project and the role of the Informal Pacific Air Traffic Control Coordinating Group (IPACG) in supporting airspace modernisation initiatives across the North Pacific region.

2.6 The meeting reviewed a presentation from the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG) on the implementation of 30 NM lateral and 30 NM longitudinal separation (30/30) in oceanic airspace. The presentation outlined the role of ISPACG in facilitating regional cooperation amongst States, ANSPs, and airspace users to support the safe and harmonised introduction of reduced separation standards across the South Pacific region.

2.7 Japan outlined the longitudinal separation minimum and coordination procedures between Japan's Fukuoka FIR and adjacent FIRs (i.e. Anchorage Oceanic, Incheon, Khabarovsk, Manila, Oakland Oceanic, Shanghai and Taipei). Harmonized standards, agreed via bilateral LOAs, were essential for safe and efficient international air traffic.

2.8 Malaysia presented the separation minimums currently implemented and ongoing improvements in Malaysia's two FIRs (i.e. Kota Kinabalu and Kuala Lumpur).

Airline Capabilities Supporting APAC Project 30/10

- 2.9 IATA presented IATA's survey results on airline fleet capabilities for RNP 2, RNP 4, and PBCS to support the implementation of reduced separation minima under APAC Project 30/10.
- 2.10 The following were the key findings relative to wide-body jets (13 airlines):
- a) almost all major carriers reported 100% fleet capability for RNP2, RNP4, and PBCS;
 - b) exceptions: one airline at 95% PBCS approval; one with no RNP 2 approval; and
 - c) second-tier airlines showed lower PBCS approvals.
- 2.11 The following were key findings relative to narrow-body jets (11 airlines):
- a) majority reported full fleet RNP2 and RNP4 capability; and
 - b) PBCS approval varies: four airlines at 100% and five airlines at 0%.
- 2.12 IATA concluded that IATA and member airlines supported Project 30/10 to apply the most efficient separation standards where not already in use.

Operational Perspectives on Network Capacity, Safety, and Human Performance

- 2.13 IFATCA presented their views on the implementation of Project 30/10 in the APAC region, which aimed at enhancing air traffic efficiency through reduced separation standards.
- 2.14 The following key points were highlighted in the paper:
- a) network approach needed: the project should be seen as a network performance initiative, not just a separation reduction;
 - b) controller workload and capacity: reduced separation increases theoretical capacity but also raise complexity, monitoring needs, and tactical interventions. Human performance limits may be reached before airspace capacity limits;
 - c) coordination across boundaries: benefits in one sector could be lost if adjacent sectors or FIRs were not harmonized. Updated agreements and traffic flow management were essential;
 - d) technology and automation: success dependent on reliable CNS/ATM systems, safety nets, data links, and contingency plans for system degradation;
 - e) training: controllers must train for peak demand, abnormal situations, and degraded operations, not just routine reduced ATC separation minima;
 - f) safety assessment: comprehensive safety assessments (per ICAO principles) must cover normal, abnormal, and emergency conditions, with attention to reduced operational margins; and
 - g) positive safety culture: open reporting of hazards and incidents without blame was critical for identifying risks and improving procedures.
- 2.15 The meeting noted that human performance limit is a crucial factor to be considered for successful implementation of Project 30/10. The meeting also took note of the challenges of mixed capability of aircraft operating during transition period of implementation.

Baseline Analysis of ATC Separation Standards within APAC States and between Adjacent FIRs

2.16 ICAO Secretariat conducted a 2026 baseline survey across 1,229 TOC points in 34 FIRs. The Meeting noted that the current criteria used at TOC points involving Category R airspace was 50 NM. Project 30/10 targeted ATC longitudinal separation at TOC points: ≤ 30 NM for remote/oceanic airspace and ≤ 10 NM elsewhere. The updated requirements were to be reflected in the APAC Air Navigation Plan (ANP) Volume III following migration from the APAC Seamless ANS Plan, scheduled by end of 2026.

2.17 The Secretariat presented an analysis of the ATC separation survey response to the Meeting. **Table 1** provided the current implementation status of ATC longitudinal separation minimum implemented across 34 FIRs against the Project 30/10 requirements.

Table 1. Current Implementation Status

Metric	Count	% of Total
TOC Points Meeting Project 30/10 Target (Ready)	341	27.7%
TOC Points Not Meeting Project 30/10 Target with Distance-based Separation Gap	455	37.0%
TOC Points Not Meeting Project 30/10 Target with Time-based Separation	423	34.4%

2.18 **Table 2** depicted the comparison of inbound TOC points. The highest non-compliant TOC points were observed for Category S $\rightarrow$ S TOC points. Even with surveillance coverage, the separation minimum of more than 10 NM was currently implemented at TOC points in the APAC region.

Table 2. Comparison of Inbound TOC Points

	Category R $\rightarrow$ S TOC	Category R/S $\rightarrow$ R TOC	Category S $\rightarrow$ S TOC	Total	%age
Acceptable Separation Standards	≤ 30 NM	≤ 30 NM	≤ 10 NM		
Compliant	44	249	48	341	27.7%
Not compliant	132	147	609	888	72.3%
Total	176	396	657	1229	100%

Project 30/10 Implementation Plan

2.19 It was envisaged that implementation of Project 30/10 across the APAC region would be completed by end of 2028. Therefore, the Meeting urged all States/Administrations to concentrate efforts to ensure adequate staffing, effective training, coordination with adjacent FIRs, and, where required, modernization of CNS/ATM capabilities. The year 2028 was identified as a regional target for progressing the implementation of Project 30/10, subject to operational readiness and the availability of the necessary enablers.

2.20 To facilitate tracking of Project 30/10 and streamline reporting of implementation status to APANPIRG and its contributory bodies, the meeting proposed all States/Administrations to complete the *Project 30/10 Implementation Plan Tracking template*.

2.21 The Secretariat informed the meeting of establishing an inter-regional interface for improvement of for the separation standards at the India-Oman FIR boundary. Since this was a coordination mechanism between two different regions, a joint coordination mechanism between ICAO APAC Office and ICAO Middle East (MID) Office has been established. Considering the traffic flow from the AFI region to APAC region, ICAO APAC Office would consider establishing a joint coordination mechanism with the ICAO Eastern and Southern African (ESAF) Office as well as the ICAO European and North Atlantic (EUR/NAT) Office for coordination mechanism in the North Asia for harmonization of the ATC separation minimum between APAC and the EUR region.

Breakout Session

2.22 A breakout session was conducted to discuss current ATC separation minima at the FIR boundaries. The Meeting agreed to formation of four geographically based working groups to focus on contiguous and adjacent airspace handling major traffic flows as follows;

- a) Group A: Bangladesh, China, India (Rapporteur), Indonesia, Malaysia, Maldives, Nepal, Pakistan, Sri Lanka and Thailand;
- b) Group B: Australia, Fiji, Indonesia (Rapporteur), New Zealand, Papua New Guinea, Sri Lanka and United States;
- c) Group C: Cambodia, China, Hong Kong China, Indonesia, Lao PDR, Malaysia (Rapporteur), Philippines, Singapore, Thailand and Viet Nam; and
- d) Group D: China, Hong Kong China, DPRK, Japan (Rapporteur), Mongolia, Philippines, Republic of Korea and United States.

2.23 The meeting agreed to use the populated data prepared by Indonesia as the basis for discussion during the breakout session. The working groups discussed the ATC separation standards currently implemented at FIR boundaries and the way forward to progress towards Project 30/10 requirements. The Rapporteur of each group presented brief overviews of the outcomes from their breakout session discussions to the Meeting.

2.24 The Meeting agreed to maintain the working groups' ATC separation minimum data spreadsheets as a living document and to continually update the data based on inputs from States/Administrations. The Rapporteur of each group would be responsible for keeping the data sheets up to date.

2.25 ICAO would explore the possibility of developing a mechanism to maintain a regional dashboard of ATC separation minimum data and progress of Project 30/10.

AP30-10/TF Terms of Reference (WP/10)

2.26 The Secretariat presented the draft Terms of Reference (TOR) and explained the objectives and proposed tasks of the AP30-10/TF. The Meeting agreed to the draft TOR.

2.27 The ATM/SG is invited to review the revised draft Terms of Reference as shown in **Appendix A** and consider the following draft Decision for endorsement:

Decision ATM SG/14-X: APAC Project 30/10 Task Force (AP30-10/TF) Terms of Reference (TOR)

That, the AP30-10/TF TOR at **Appendix X** to the Report be adopted

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper;
 - b) review the TOR in Appendix A and agree to the Draft Decision in para 2.26 ; and
 - c) discuss any relevant matters as appropriate.
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Decision ATM/SG/14-X: APAC Project 30/10 Task Force (AP30-10/TF) Terms of Reference (TOR)	
What: That, the AP30-10/TF TOR at Appendix X to the Report be adopted.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To support the Task Force in meeting its established objectives.	Follow-up: ☐ Required from States
When: 7-Aug-26	Status: Draft to be adopted by Subgroup
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other:	

APPENDIX A

Terms of Reference

APAC Project 30/10 Task Force (AP30-10/TF)

Objectives

1. The objectives of the Task Force are:
 - a) to develop the Asia/Pacific APAC regional action plans for the implementation of Project 30/10; and
 - b) to facilitate, monitor and support inter regional collaboration for a harmonized implementation of Project 30/10 within the APAC region and in coordination with adjacent regions, with a view to achieving seamless regional and inter-regional operations by 2028.

Tasks

2. To meet its objectives, the Task Force shall:
 - a) conduct comprehensive analysis of the current separation minima applied within the APAC States/Administrations and between adjacent FIRs;
 - b) identify technical and operational enablers necessary for the successful implementation of Project 30/10, including reviewing and updating regional documents;
 - c) collaborate with adjacent regions to achieve harmonized implementation of Project 30/10; and
 - d) assess training needs for controllers to effectively apply more efficient separation minima.

Reporting

3. The Task Force reports to the Air Traffic Management Sub-Group (ATM/SG) of APANPIRG.

Membership

4. The membership of the Task Force is all APAC States/Administrations and related international organizations.

— END —