



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 8: Any Other Business

ENHANCEMENT OF INTER-REGIONAL COORDINATION

(Presented by the Secretariat)

SUMMARY

This paper outlines recent developments relating to Project 30/10 implementation at the interface between the Asia/Pacific (APAC) and Middle East (MID) regions. It notes the outcomes of recent APAC–MID Special Coordination Meetings, including the proposal, supported by MIDANPIRG, to establish an APAC–MID Interface Task Force. While recognising the importance of enhanced inter-regional coordination, the paper considers possible approaches for achieving the objectives of the proposal. The Meeting is invited to discuss the proposal and determine whether any recommendation should be made to APANPIRG regarding future APAC–MID coordination arrangements.

1. INTRODUCTION

1.1 The Fourteenth Air Navigation Conference (AN-Conf/14), held in Montréal, Canada, from 26 August to 6 September 2024, approved *AN-Conf/14 Recommendation 3.1/1 – Project 30/10: Optimized Implementation of Longitudinal Separation Minima*.

1.2 The recommendation called for States, within the processes of the planning and implementation regional groups, to actively collaborate with neighbouring States in implementing longitudinal separation minima of 55.5 km (30 NM) or less in oceanic and remote airspace and 19 km (10 NM) or less elsewhere. It also called for ICAO to develop regional action plans and support inter-regional collaboration for the harmonised implementation of Project 30/10.

1.3 Following AN-Conf/14, implementation activities have commenced in the ICAO regions. In the APAC region, ATM/SG/13 agreed to establish the APAC Project 30/10 Task Force, which was subsequently endorsed by APANPIRG.

1.4 The First Meeting of the APAC Project 30/10 Task Force was held in Tangerang, Indonesia, from 16 to 18 June 2026. The Task Force is expected to continue its work through regular meetings, including quarterly virtual meetings, as appropriate.

1.5 The terms of reference of the APAC Project 30/10 Task Force recognise the need for coordination with neighbouring States and adjacent ICAO regions. Accordingly, inter-regional matters are already within the broad scope of the existing APAC regional implementation mechanism.

2. DISCUSSION

Inter-regional Nature of Project 30/10

2.1 The successful implementation of Project 30/10 cannot be achieved solely through the application of reduced longitudinal separation minima within individual States or ICAO regions. Harmonised implementation also requires coordination between adjacent FIRs located in different ICAO regions.

2.2 Such coordination may include, inter alia:

- a) agreement on the longitudinal separation minima to be applied at Transfer of Control (TOC) points;
- b) alignment of implementation timelines between adjacent FIRs;
- c) confirmation of the communications, navigation and surveillance capabilities supporting the applicable separation minima;
- d) implementation and operational use of AIDC or other automated coordination capabilities;
- e) harmonisation of TOC procedures, letters of agreement and contingency arrangements;
- f) coordination of safety assessments and safety-monitoring arrangements; and
- g) monitoring of implementation progress and outstanding actions.

2.3 The APAC region interfaces with the Eastern and Southern African (ESAF), European (EUR), Middle East (MID), North American, Central American and Caribbean (NACC), and South American (SAM) regions. Project 30/10 implementation in the APAC region therefore requires appropriate coordination arrangements with adjacent ICAO regions.

2.4 The form of coordination may differ depending on the nature of the interface. Some matters may require structured inter-regional consideration, while others may be addressed more efficiently through bilateral or multilateral coordination involving only the States and ATS authorities directly concerned.

APAC–MID Coordination

2.5 The interface between the APAC and MID regions accommodates significant traffic flows and includes a number of FIR boundaries where further optimisation of separation minima, ATS routes, coordination procedures and supporting systems may be beneficial.

2.6 A Special Air Traffic Management Coordination Meeting involving States from the APAC and MID regions was convened in Oman in January 2026. The meeting discussed matters including:

- a) the application of appropriate separation minima at inter-regional FIR boundaries;
- b) the implementation and operational use of AIDC;
- c) coordination procedures between adjacent ATS units;
- d) operational and technical issues affecting major traffic flows; and
- e) opportunities for further optimisation of interfaces between the two regions.

2.7 The discussions included matters relating to the interfaces between Pakistan and the Islamic Republic of Iran and between India and Oman.

2.8 As a follow-up, a Special Air Traffic Management Coordination Meeting dedicated to the interface between India and Oman was convened at the ICAO APAC Regional Office from 3 to 4 June 2026. The meeting addressed matters relating to the Mumbai and Muscat FIRs interface, including airspace optimisation, the application of appropriate separation minima and AIDC implementation.

2.9 India and Oman have continued bilateral coordination through online meetings, as necessary, to progress agreed actions and address specific operational and technical matters.

2.10 MIDANPIRG/23 noted the outcomes of the India–Oman Special Air Traffic Management Coordination Meeting, including the proposed establishment of an APAC–MID Interface Task Force and the development of an associated action plan.

2.11 The proposal reflects the importance attached by MIDANPIRG to strengthening inter-regional coordination, improving transparency and maintaining progress on operational and technical matters affecting the APAC–MID interface.

2.12 The APAC region fully shares the objective of ensuring effective, transparent and timely coordination with the MID region. The principal matter for consideration is therefore not the need for inter-regional coordination itself, but the most efficient and proportionate mechanism through which that coordination should be undertaken.

Consideration of the APAC–MID Interface Task Force Proposal

2.13 As an outcome of the APAC–MID coordination activities, the establishment of an APAC–MID Interface Task Force has been proposed to facilitate the coordination of Project 30/10 implementation and other ATM matters affecting the interface between the two regions.

2.14 The proposal reflects the importance attached by MIDANPIRG to strengthening inter-regional coordination, enhancing transparency and monitoring the implementation of agreed actions.

2.15 The proposal has been noted by the APAC region and is recognised as a constructive initiative to further strengthen inter-regional coordination. The APAC region welcomes continued collaboration with the MID region in examining the most appropriate coordination arrangements.

2.16 The Meeting is therefore invited to consider the most appropriate coordination mechanism for the APAC–MID interface, taking into account operational effectiveness, resource implications and the respective roles of the existing regional coordination arrangements.

Considerations

2.17 In considering the proposal, the Meeting may wish to take into account:

- a) the importance attached by MIDANPIRG to strengthening inter-regional coordination and facilitating the implementation of Project 30/10 and related ATM matters at the APAC–MID interface;
- b) the potential benefits of different coordination mechanisms in enhancing transparency, monitoring implementation progress and facilitating the resolution of issues affecting the interface between the two regions;
- c) the role of the APAC Project 30/10 Task Force and relevant MID regional mechanisms in supporting the implementation of Project 30/10 within their respective regions;

- d) the effectiveness of Special Air Traffic Management Coordination Meetings (SCMs) and bilateral or multilateral coordination in addressing interface-specific operational and technical issues;
- e) the need to ensure clear responsibilities, efficient use of resources and complementarity among regional coordination mechanisms; and
- f) the most appropriate mechanism for achieving the objectives of inter-regional coordination.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the proposal for an APAC–MID Interface Task Force; and
- c) determine whether any recommendation should be made to APANPIRG regarding future inter-regional coordination arrangements; and
- d) discuss any relevant matters appropriate.

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