



*International Civil Aviation Organization*

**MIDANPIRG Airspace Management Working Group**

**Third Meeting (ASM WG/3)**  
*(Virtual, 21 – 22 January 2026)*

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**Agenda Item 2:           ASM Developments**

**PROJECT 30/10 IMPLEMENTATION OF REDUCED LONGITUDINAL SEPARATION  
IN THE MID REGION**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the current status and progress of reduction Longitudinal separation between concerned FIR boundaries in the MID region in accordance with Project 30/10.

Action by the meeting is at paragraph 3.

**REFERENCES**

- AN-Conf/14 (26 August to 6 September 2024, Montréal, Canada)
- ASM WG/2 Meeting (Virtual, 27 January 2025)
- MIDANPIRG/22 (Doha, Qatar, 4-8 May 2025)
- ATM SG/11 Meeting (Abu Dhabi, UAE, 19-23 October 2025)

**1.       INTRODUCTION**

1.1           The AN-Conf/14 agreed that while uniform application of separation minima would reduce bottlenecks and improve air navigation safety and efficiency, akin to the goals of Project 30/10, modern ATM solutions should also be applied across large portions of airspace that have similar traffic flow characteristics. These included air traffic flow management (ATFM), flexible use of airspace (FUA), free route airspace (FRA) and civil-military cooperation (CMC). The Conference recognized that such initiatives should be based on the needs of a wide cross-section of the aviation community, which may entail sending out surveys, as necessary.

**2.       DISCUSSION**

2.1           The meeting may wish to note that regarding implementation of reduction longitudinal separation between FIRs, the MIDANPIRG/22 meeting endorsed the following Conclusion (superseded Conclusion 13/5):

*MIDANPIRG CONCLUSION 22/11:           IMPLEMENTATION    OF   REDUCED  
LONGITUDINAL SEPARATION IN THE MID  
REGION*

- a) *States, that have not yet done so:*
- i. *be urged to implement reduction of longitudinal separation where appropriate:*
- *reduce longitudinal separation down to 10 NM; where ATS surveillance service provided; and*
  - *reduce longitudinal separation down to 30 NM, where no ATS surveillance service provided.*
- ii. *be invited to agree with their adjacent FIRs/States on the date of implementation and updating of the LoAs.*
- b) *the ATM SG monitors the progress of implementation and undertakes necessary measures to promote its advancement.*

2.2 Accordingly, the Secretariat, based on available data provided by the MID States, developed **Appendix A** for reporting and monitoring the current status of longitudinal separation between the MID FIRs as well as adjacent regions based on common FIR boundary points.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the current status of longitudinal separation at FIR boundary points at **Appendix A**; and
- b) provide required updated to ICAO MID.

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