



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



Challenges in APAC

2 February 2026

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Agenda

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Contingency response

02

Natural disaster response

03

LHD Hot Spot

04

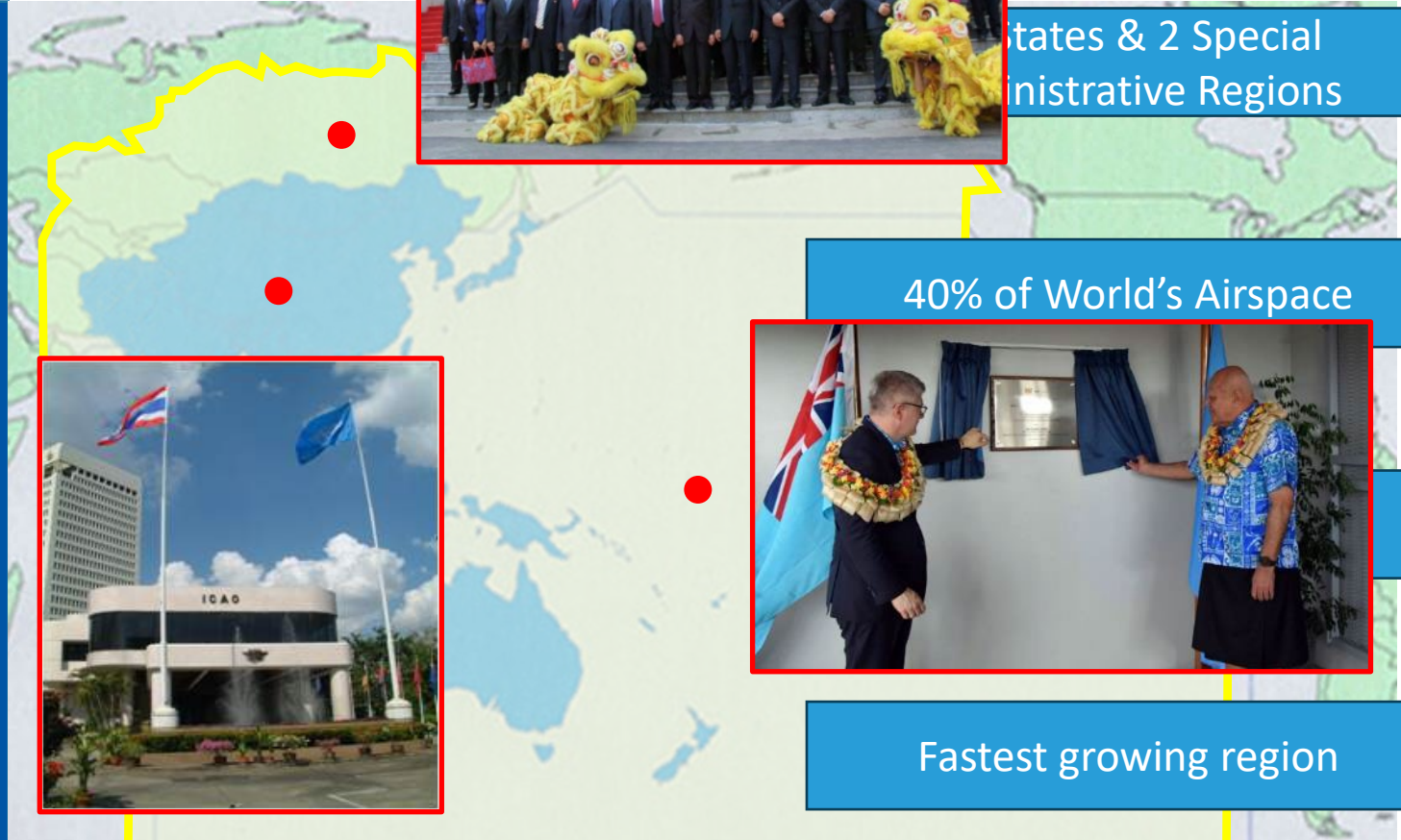
Non-harmonized separation
minimum

05

Interregional cooperation



The APAC Region Scope & Diversity



45 States & 2 Special Administrative Regions

40% of World's Airspace



Fastest growing region



Bangkok, THA
1989

Beijing, CHN
2013

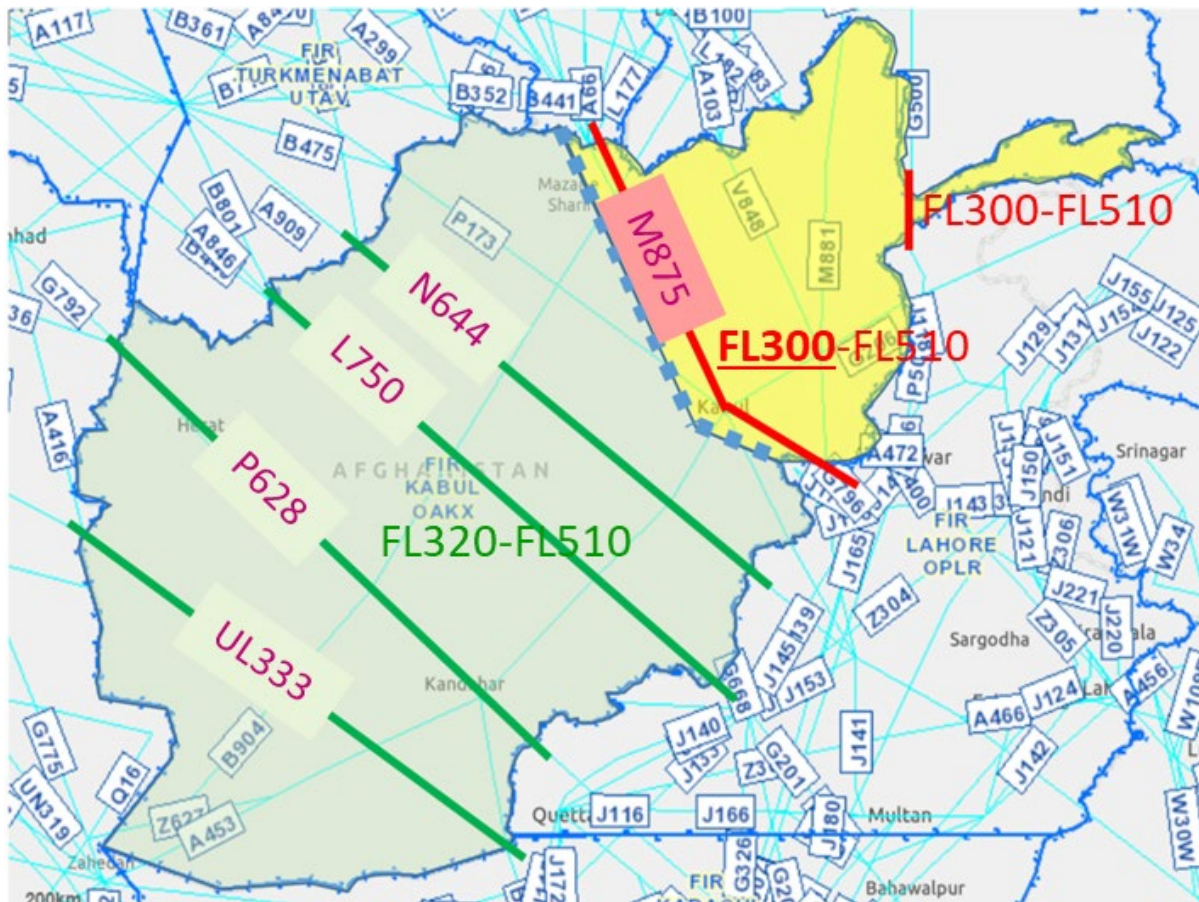
Nadi, FJI
2024

01

Contingency response

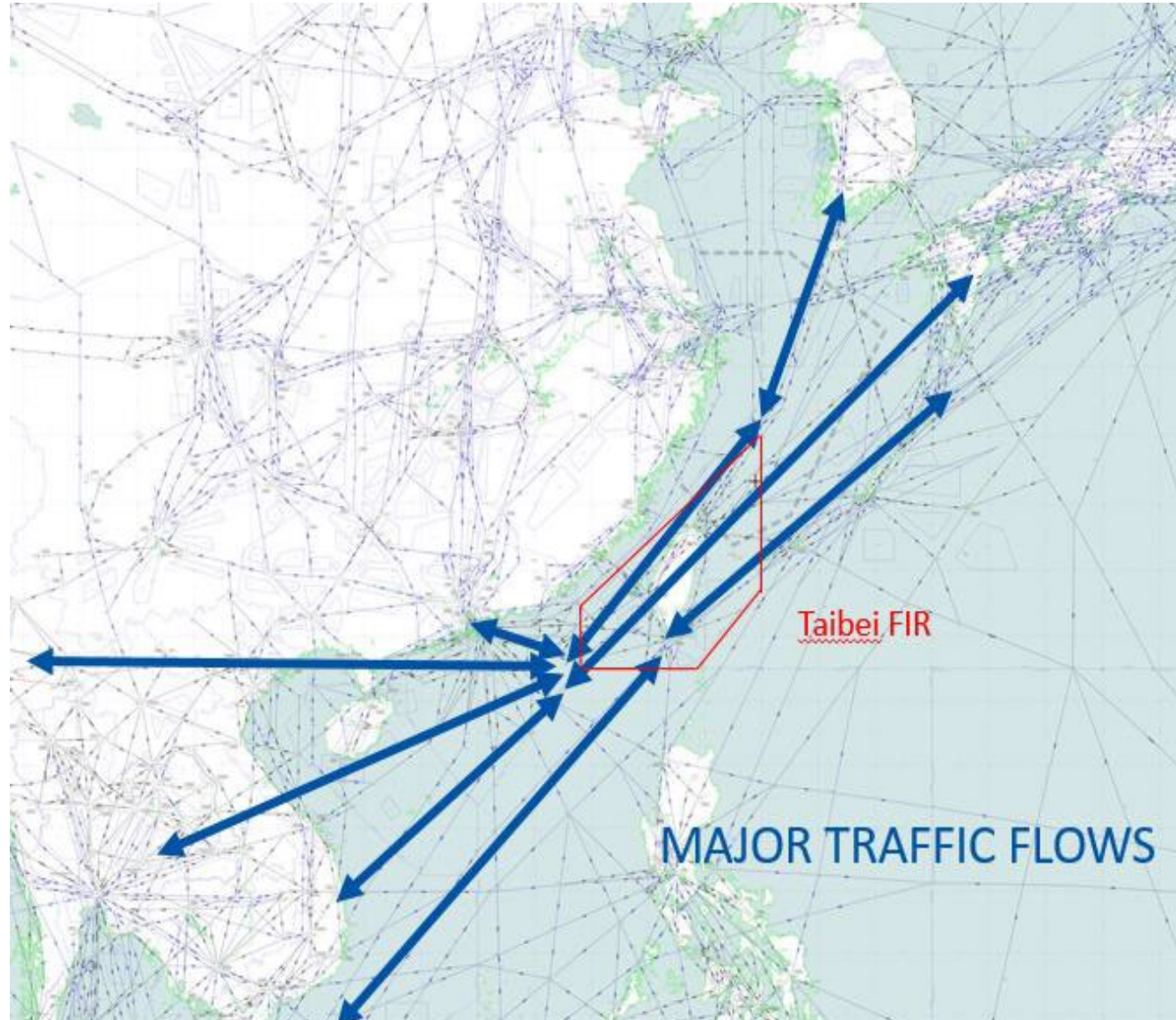
- Afghanistan ATM Contingency: ongoing since 2021
- India-Pakistan Airspace Contingency: 2025
- Taipei FIR Contingency: 2022

- Middle East region
- African region



(G0554/25 NOTAMR G0402/25
 Q) OAKX/QARXX/IV/NBO/E/300/510/
 A) OAKX B) 2512241033 C) 2603222359EST
 E) ALL OVERFLIGHTS SHALL USE THE FOLLOWING
 LATERALLY DE-CONFLICTED
 HIGH ROUTES (HIGH SECTOR) STARTING AT FL320-
 FL510 EXCEPT ON M875/L509
 ROUTES SHALL USE FL300-FL510 AND P500 SHALL
 USE FL300-FL510
 TRANSMISSION SHALL TAKE PLACE EVERY 5
 MINUTES ON TIBA FREQ 125.2MHZ
 FOR THE TEMPORARY PURPOSE ONLY.

1. FIRUZ-P500-MOTMO (FL300-FL510)
2. AMDAR-M875-TAPIS-L509-LAJAK (FL300-FL510)
3. LEMOD-N644-DOBAT (FL320-FL510)
4. RANAH-L750-BIROS (FL320-FL510)
5. PAMTU-P628-ASLUM (FL320-FL510)
6. SOKAM-UL333-SERKA (FL320-FL510).)



02

Natural disaster response

- **ICAO Asia and Pacific reaffirms its commitment to assisting States in ensuring the safe and orderly continuation of air operations during and after natural disasters** (such as earthquakes, tropical cyclones, volcanic eruptions, floods, and tsunamis).
- **Strong coordination and prompt information exchange** among States, ANSPs, airports, airlines, and regional partners are vital for effective disaster response.
- **Safety remains the foremost priority**, underpinned by resilient ATS and aerodrome operations as well as regularly updated contingency plans.
- States are urged to issue **NOTAMs and operational updates without delay** in the aftermath of disaster events.
- **ICAO APAC stands prepared to support coordination efforts and provide technical guidance** whenever appropriate and upon request.



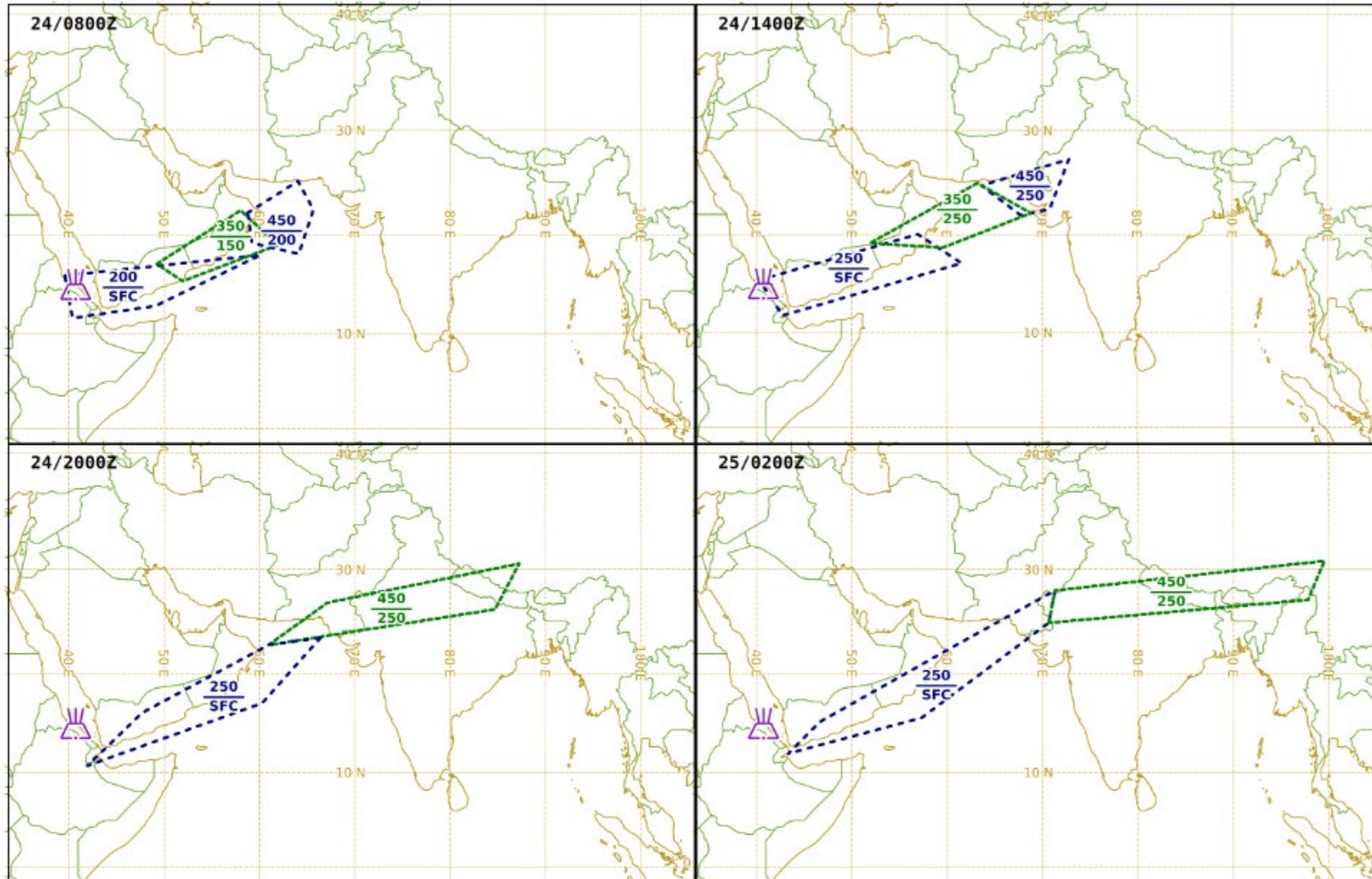
Hayli Gubbi

ERUPTION at 20251123/0830Z
located in the Afar Region of Ethiopia,
at approximately 13.51 N 40.72 E



The Hayli Gubbi volcano erupted for the first time in at least 12,000 years early
(source: ABC News)

Advisories



(source: Toulouse VAAC)

Volcanic Ash Advisory Centres

VAAC Anchorage

VAAC London

VAAC Toulouse

VAAC Buenos Aires

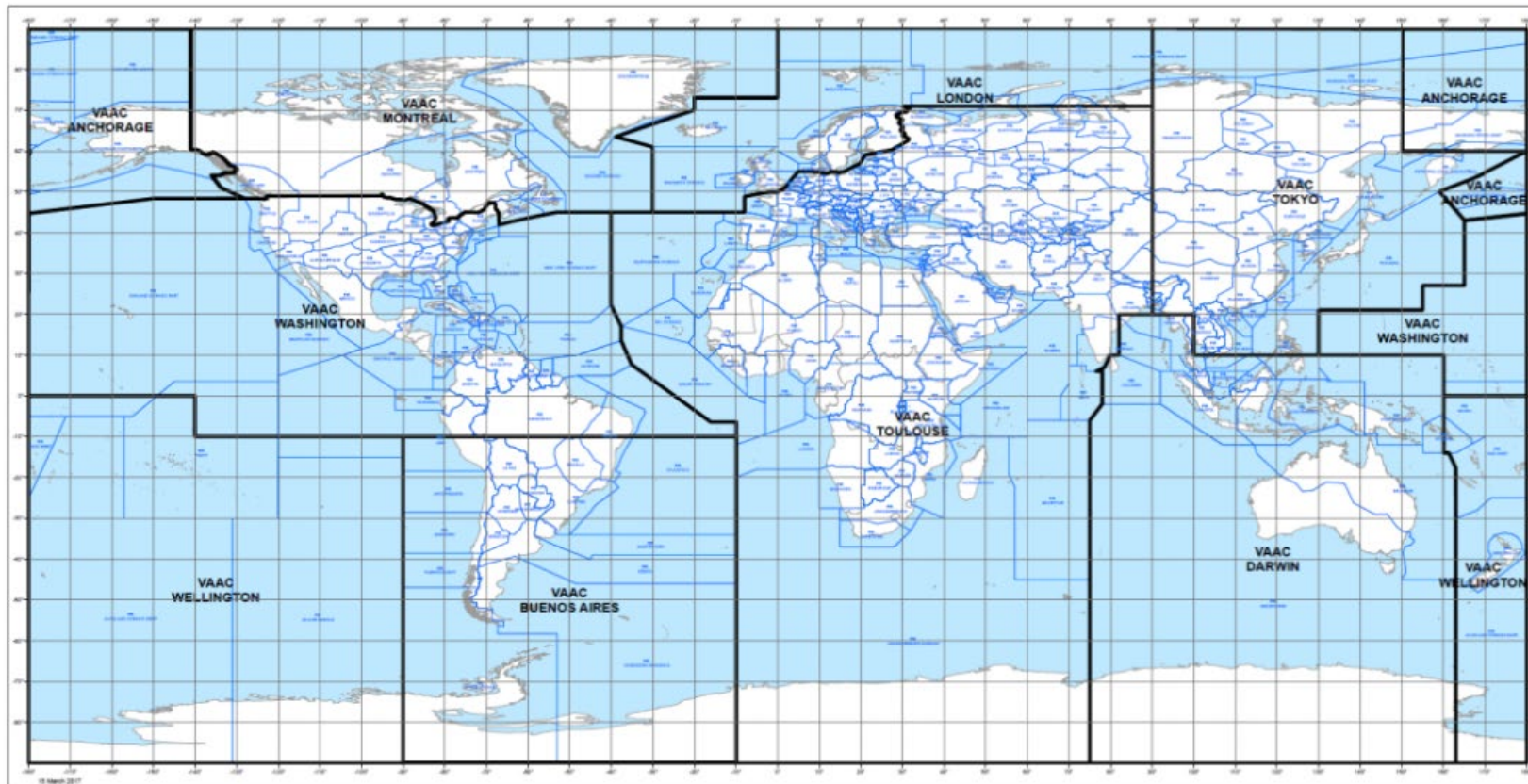
VAAC Montreal

VAAC Washington

VAAC Darwin

VAAC Tokyo

VAAC Wellington

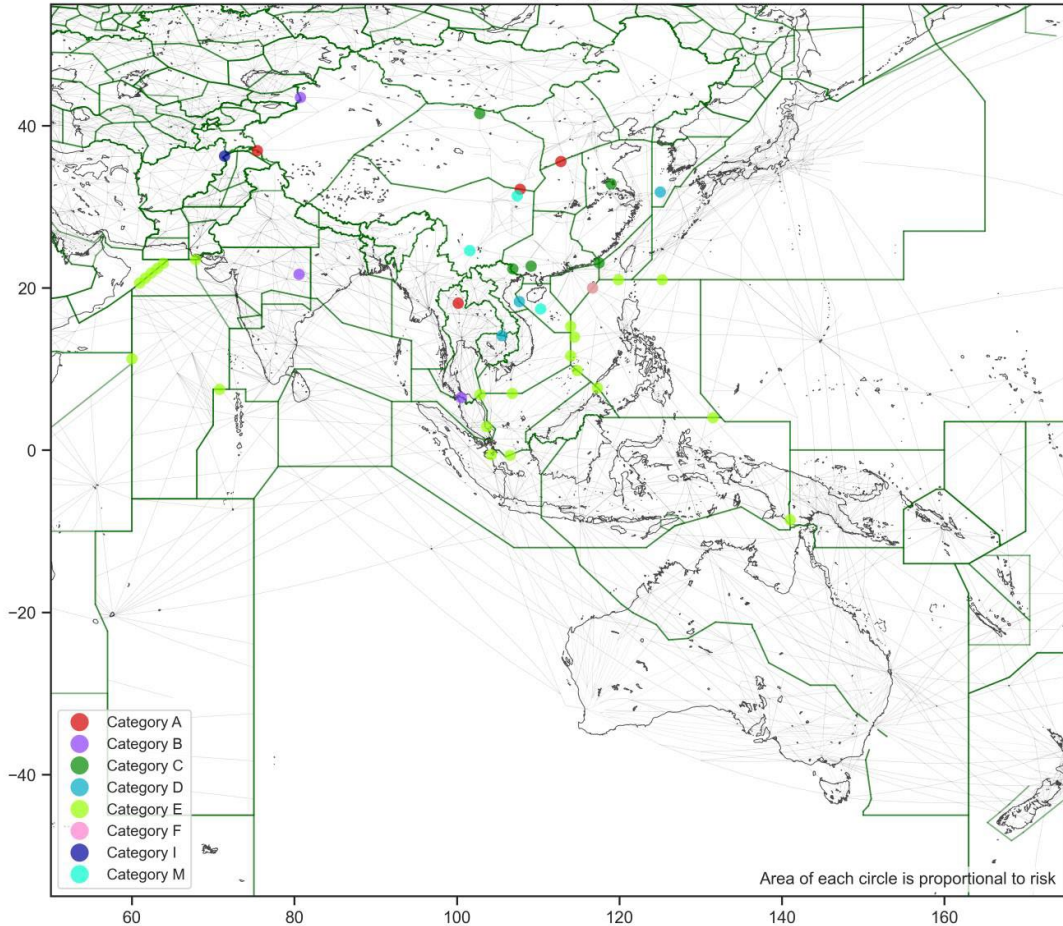


03 LHD Hot spot

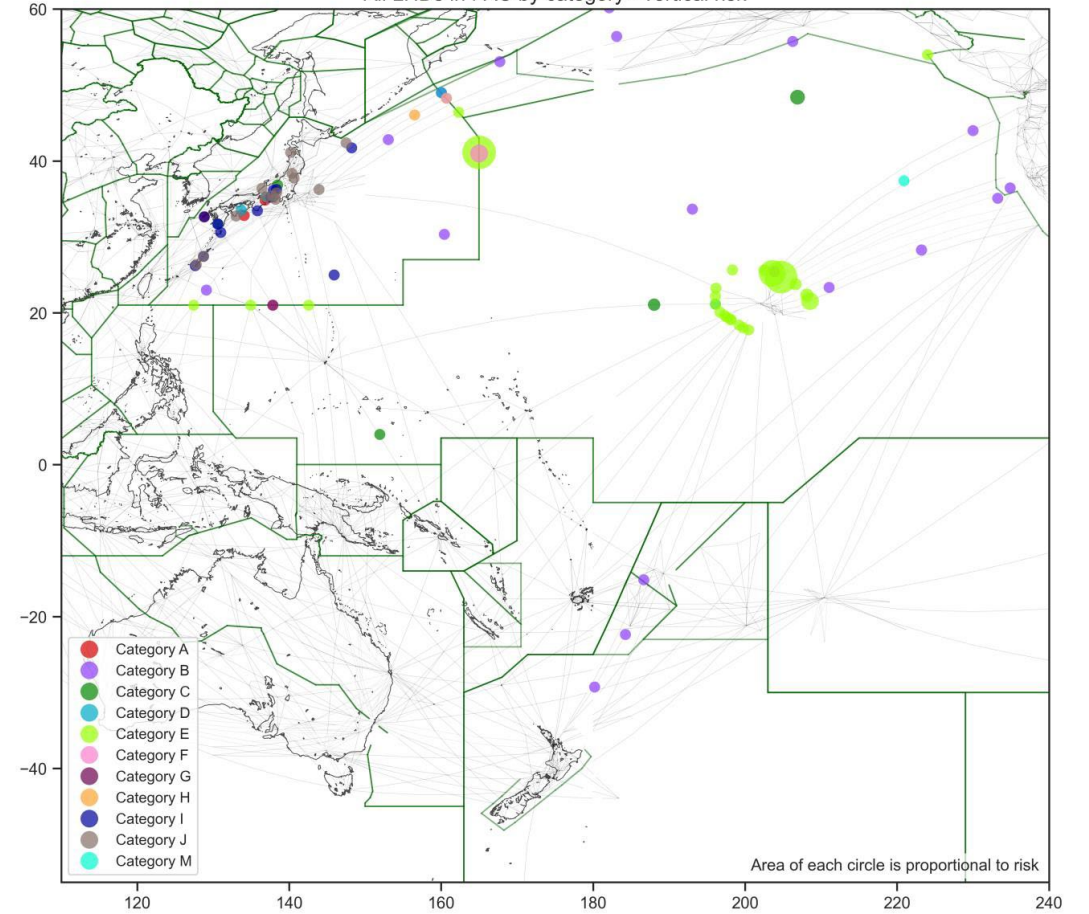
RASMAG reports a consolidated safety analysis for the Asia Pacific Region. The report integrates airspace risk estimates, the geographical distribution of Large Height Deviations (LHDs), Large Lateral Deviations (LLDs), and Large Longitudinal Errors (LLEs), hotspot analysis, and operational error reporting rates for the calendar year 2024.

The analysis is derived from data provided by Asia Pacific regional monitoring agencies and is based on Traffic Sample Data (TSD) for December 2024, together with LHD, LLD, and LLE events recorded throughout 2024 and associated hotspot analysis.

All LHDs in ASIA by category - vertical risk



All LHDs in PAC by category - vertical risk



RASMAG's Hot Spot List

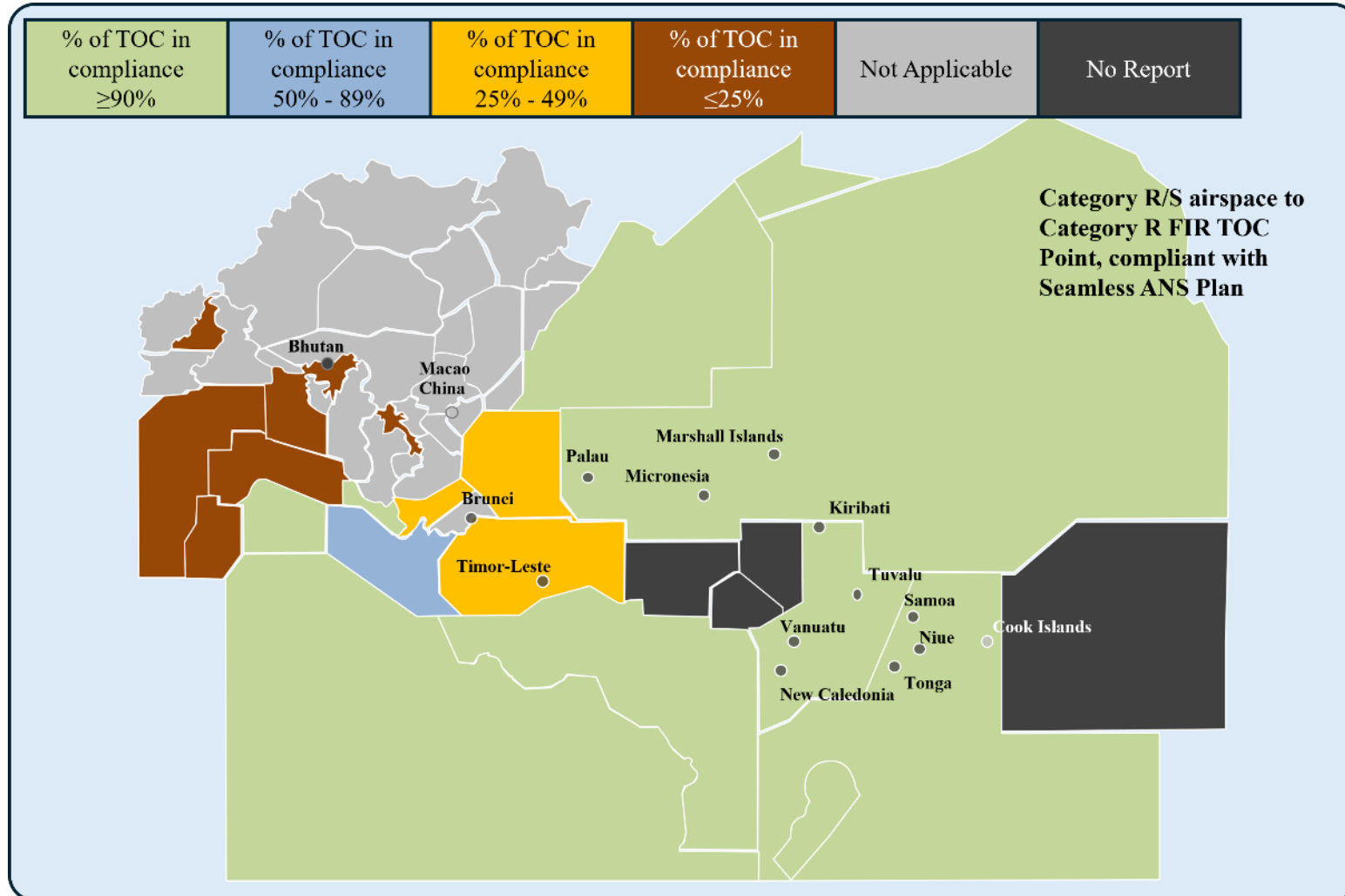
| Hot Spot | Involved FIRs | Identified | Remarks |
|----------|--|------------|---|
| A1 | Chennai/Dhaka/Kolkata/Yangon | 2015 | Cat. E LHDs and risk decreasing. |
| B1 | Incheon (Transfer-of-Control Point between Incheon ACC and Shanghai ACC) | 2015 | Cat. E LHDs increasing. Risk decreasing. |
| D1 | Fukuoka/Manila | 2015 | Cat. E steady; risk decreasing. Mitigation in place. Potential non-hotspot. |
| D5 | Ho Chi Minh/Manila | 2015 | Cat. E LHDs and risk slightly increasing. |
| D7 | Kota Kinabalu/Manila | 2015 | Cat. E LHDs slightly increasing. Risk slightly decreasing. |
| D8 | Manila/Ujung Pandang | 2015 | Cat. E LHDs and risk decreasing. Mitigation in place. Potential non-hotspot. |
| F | Mogadishu/Mumbai | 2015 | Cat. E LHDs decreasing. Risk slightly increasing |
| G1 | Mumbai/Muscat | 2015 | Cat. E LHDs slightly decreasing. Risk decreasing. |
| G2 | Mumbai/Sanaa | 2015 | Cat. E LHDs slightly increasing. Risk decreasing. |
| J | Jakarta/Kota Kinabalu/Singapore | 2018 | Cat. E LHDs and risk decreasing. Mitigation in place. Potential non-hotspot. |
| N | Hawaii CEP/Oakland USA | 2019 | Cat. E LHDs and risk slightly increasing. |
| O | Bangkok/Ho Chi Minh/Kuala Lumpur/ Singapore | 2023 | Cat. E LHDs and risk decreasing. |

04 Non- harmonized separation minimum

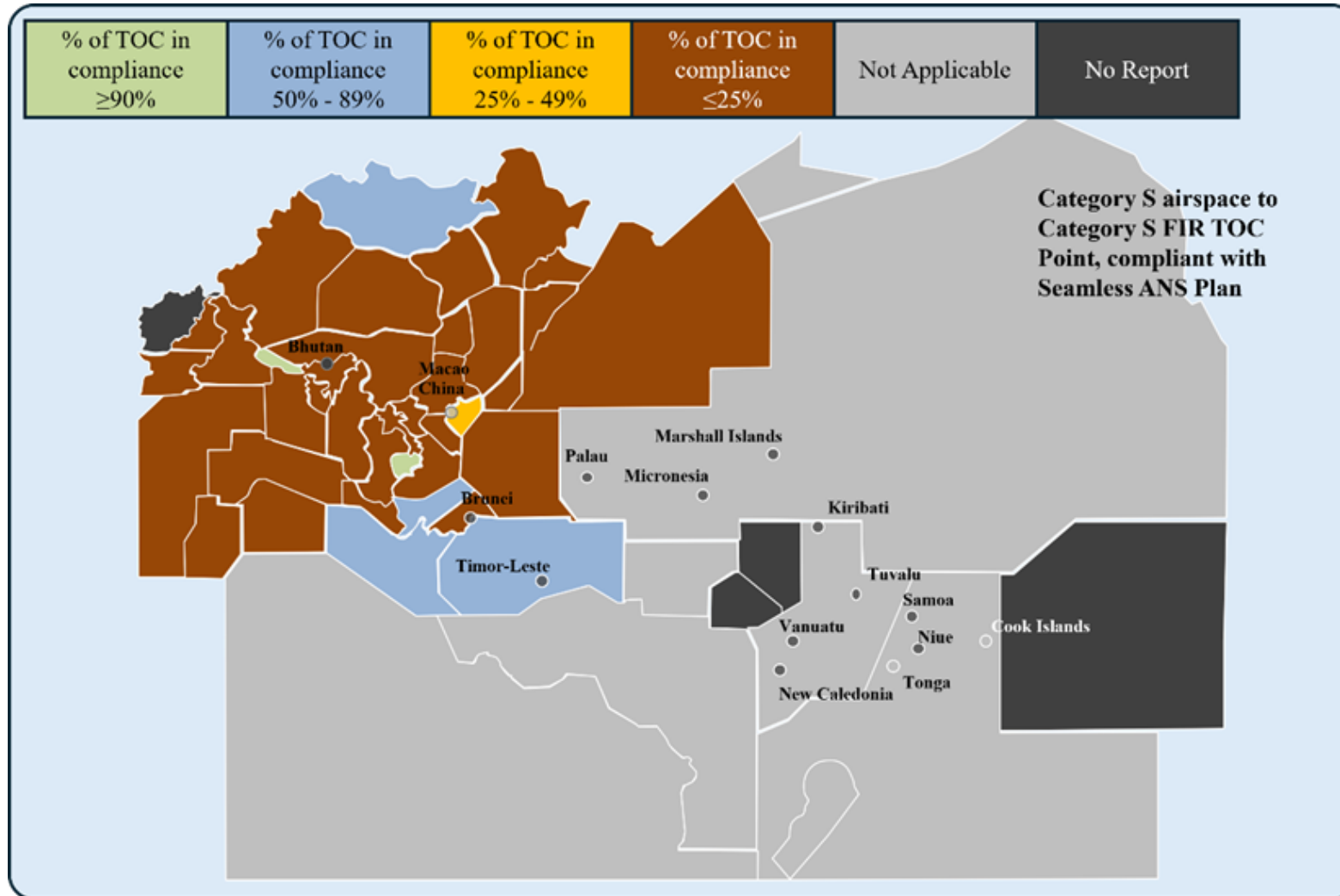
Since 2017, the ICAO Asia/Pacific Regional Office has issued a series of State Letters to monitor the effective implementation of the Seamless Air Navigation Services (ANS) element related to tactical (surveillance- and datalink-supported) ATC separation minima.

The survey requested information on the minimum horizontal separation authorized across Categories R, T, and S, as well as the minimum horizontal spacing at FIR transfer of control (TOC) points, to assist in identifying regional bottlenecks. Respondents were also asked whether a Flight Level Allocation Scheme is applied within FIRs near boundaries.

Category R/S → R TOC- Acceptable standard: ≤ 50 NM



Category S → S TOC - Acceptable standard: ≤ 10 NM



Recommendation 3.1/1: Project 30/10 – Optimized implementation of longitudinal separation minima

That States:

- a) *within the processes of the planning and implementation regional groups, actively collaborate with neighbouring States to implement Project 30/10 – 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;*

that ICAO:

- a) *through the planning and implementation regional groups, develop regional action plans for the implementation of Project 30/10;*
- b) *support inter-regional collaboration for a harmonized implementation of Project 30/10; and*
- c) *consider other minimum service level procedures, via a framework, for implementation in oceanic and remote airspace.*



Decision APANPIRG/36/7 – Establishment of APAC Project 30/10 Task Force

That, the APAC Project 30/10 Task Force be established to develop the Asia/Pacific regional roadmap that include, but not limited to, the following tasks:

- a) a further comprehensive analysis of the current separation minima applied within the Asia/Pacific Administrations and between adjacent FIRs;
- b) the conduct of Safety Risk Assessments (SRAs) for the implementation of Project 30/10, ensuring all safety requirements and mitigation measures are appropriately addressed;
- c) the identification of technical and operational enablers necessary for the successful implementation of Project 30/10, including reviewing and updating regional documents;
- d) collaboration with adjacent regions to achieve harmonized implementation of Project 30/10; and an assessment of training needs for controllers to effectively apply more efficient separation minima.

05

Interregional cooperation

For an ICAO Regional Office, interregional cooperation is essential to maintain safety, efficiency, and interoperability of the global air navigation system, while supporting States in meeting ICAO Standards and achieving seamless international operations.

- **Ensuring global harmonization of ATM and safety standards**
- **Managing cross-regional traffic flows and interfaces**
- **Strengthening regional and global safety oversight**
- **Supporting seamless ANS and implementation of global initiatives**
- **Improving crisis response and resilience**
- **Efficient use of resources and capacity development**



Thank You!

