

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

## Eighth Meeting of the AASPG Airspace and Aerodrome Operation Subgroup (AAO/SG8)

Dakar, 14-18 July 2025

**Agenda Item 4: AFI AIR NAVIGATION PLAN****Implementation of project 30/10 in the AFI region***(Presented by the Secretariat)*

SUMMARY
<p>This working paper presents an analysis of the regional adaptation of project 30/10 following the recommendation 3.1/1 of the fourteen Air Navigation Conference (AN-Conf/14) which calls for States and ICAO to take necessary actions in view of the implementation of reduced lateral and longitudinal separations in regions to increase capacity, enhance efficiency and reduce the environmental impact of aviation activities.</p> <p><b>Action by the meeting is in paragraph 3.</b></p>
<p><b>REFERENCE(S):</b> - AN-Conf/14 report</p>
<p><b>Related ICAO Strategic Objective(s):</b> (B)-Air Navigation Capacity and Efficiency; (E)-Environmental protection</p>

**1. INTRODUCTION**

1.1 Air traffic management performance improvement is hampered by the application of different separation minima across flight information region (FIR) boundaries, or separation minima that are inconsistent with those typically applied across a region or sub-region. Many States in the AFI region make every effort to improve the efficiency of their service delivery and minimize the adverse environmental impacts of civil aviation activities. Nonetheless, these same States also often contend with downstream bottlenecks due to the absence of seamless operations.

1.2 The fourteen Air Navigation Conference (AN-Conf/14) discussed the challenges posed by the current practices of air traffic services in the regions. It appeared that while in many parts of the world the application of seamless or uniform separation minima is the existing doctrine, there remain pockets of airspace which would benefit from a review and improvement of the current separations used.

1.3 As a result of the discussion, the Conference approved the following recommendations:

***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:*

*b) through the planning and implementation regional groups, develop regional action plans for the implementation of Project 30/10;*

*c) monitor and support inter-regional collaboration for a harmonized implementation of Project 30/10; and*

*d) consider other minimum service level procedures, via a framework, for implementation in oceanic and remote airspace.*

## **2. DISCUSSION**

### ***Purpose of the project 30/10***

2.1 The proposed Project 30/10 is an initiative to focus attention and encourage 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. It is expected to be a regionally based, coordinated effort for seamless reduction of excessive separation minimum where this has not already been achieved.

### ***Current separation practices in the AFI region***

2.2 The AFI region is mapped through thirty-one (31) Flight information regions (FIR) including nine (09) in WACAF and (22) in ESAF. Each FIR has implemented a set of horizontal separation derived from the PANS-ATM Doc4444-Procedures for Air Navigation Services-Air Traffic Management and based on operational constraints and needs as well as national regulations.

2.3 The separations applied in the majority of AFI FIRs are time-based for oceanic and remote airspaces namely 15min longitudinal separation or 10 minutes longitudinal separation with application of Mach Number Technique (MNT) as appropriate. In the Control Area (CTA) distance-based separation is commonly applied with varied minima values (20NM, 10NM, 8NM, 5NM etc.) depending on operations constraints and opportunities and needs as well as national regulations.

2.4 It is observed that the implementation of separations in the AFI FIRs, though coordinated through bilateral letter of agreements are not regionally or sub-regionally harmonized. Furthermore, the performance of current separations has not been assessed for the whole region to ensure effective airspace operations optimization.

### ***Adapting project 30/10 for the AFI Region***

2.5 Although a performance assessment of current ATC separation practices has not been conducted for the FIRs in the AFI regions, it is anticipated that the proposed project 30/10 may provide opportunity for airspace optimization improvement if properly implemented through a regional approach in the framework of the AFI Aviation System Planning and Implementation Group (AASPG).

2.6 The adaptation of the project 30/10 to the AFI ATM operations is feasible and should be conducted through a regional project in a phased approach following a timeline proposed in Appendix B to this paper.

2.7 States in the AFI region are expected to fully collaborate and engage in the initiative through sharing of information and resources to enable collaborative decision-making on the implementation of separation 30NM/10NM in the AFI FIRs.

2.8 ICAO should support the project by providing the framework for regional and inter-regional collaborative work and provide secretariat support for the development of a regional action plan for the

timely implementation of project 30/10.

2.9 A regional coordination of the implementation of the project 30/10 is essential through the establishment of a multidisciplinary AASPG project team named “AFI 30/10 Project Management Team (AFI 30/10 PMT). The Terms of Reference and Project Documents are presented in Appendices A and B.

### 3. ACTION BY THE MEETING

The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Support the proposed draft conclusion on the establishment of the AFI30/10 PMT; and
- c) Provide further guidance as deemed necessary.

#### *AASPG 1 Draft Conclusion 01/XX: Establishment of the AFI30/10 Project Management Team*

*That to improve and optimize air traffic management in the AFI continental and Oceanic airspaces and to ensure the timely and effective implementation of reduced longitudinal separation*

- a) *The AFI 30/10 project management team is established and its terms of reference endorsed;*
- b) *Secretariat and States to coordinate the selection of qualified project members by 31 December 2025.*

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**END**

**APPENDIX-**

- A. Project 30/10 Terms of Reference
- B. Project 30/10 Document