



Agenda Item 2: Global and regional context. Global Air Navigation Plan (GANP) seventh edition. CAR/SAM Regional Plan (RANP). GREPECAS programs

**FOURTEENTH AIR NAVIGATION CONFERENCE
PROJECT 30/10**

(Prepared by Secretariat)

SUMMARY

This information note presents the Invitation circulated by the ICAO Council to attend the Fourteenth Air Navigation Conference (AN-Conf/14) to be held in Montreal (Canada) from August 26 to September 6, 2024.

References:

References:

- Communication ST 15/1-24/12 from ICAO to States

1. Background

1.1 At the 41st Session of the ICAO Assembly, emphasis was placed on the need for ICAO to focus its efforts on priority areas, which would include the recovery and sustainability of air transport, the reduction of CO2 emissions and the resilience of the aviation system. The Assembly also endorsed ICAO's strategy for safety and air navigation through the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), which incorporate an approach to maintain the Organization focused on risks and priorities based on data analysis.

1.2 AN-Conf/14 is a necessary link between the 41st and 42nd sessions of the Assembly. Provides a forum to describe the work that has already been prioritized and is being carried out as part of the ICAO Business Plan 2023-2025; understand new priorities in the future work of ICAO; and provide timely guidance to the Organization to present a business plan for 2026-2028 to the 42nd Session of the Assembly in 2025 that includes a work program with new priorities and the associated necessary resources.

2. Analysis

2.1 Although the Air Navigation Conference is an important resource for monitoring and reviewing the level of progress in the defined objectives in general and, in particular in the SAM Region, it is the opportunity available to rethink those aspects, which, although already have been presented and defined at the time, they have not yet been fully implemented.

2.2 In this particular case we refer to Project 30/10 for the optimization of longitudinal separation through FIR limits, referring to the implementation of longitudinal separation of 55.5 km (30NM) in oceanic and remote airspace, and in other airspaces of 19 km (10NM), with the year 2030 as the implementation goal.

2.3 See link to WP/10 (WP/10) PROJECT 30/10 – OPTIMIZATION OF LONGITUDINAL SEPARATION ACROSS FIR BOUNDARIES, of the Fourteenth Air Navigation Conference, in English (future publication in Spanish is planned):

https://www.icao.int/Meetings/anconf14/Documents/WP/wp_010_en.pdf

2.4 When implementing these separations is to consider the airspaces adjacent to other FIRs, where the implementation of the separations mentioned and implemented in a FIR “A” flow and the same conditions are maintained in the other FIRs “B” and “C” etc.

2.5 In addition to implementing something already established, this would achieve, by applying airspace management, contributing to the reduction of CO2 in the atmosphere and a significant increase in the capacities of the airspace in question.

3. **Suggested actions**

3.1 All those present are requested to:

- a) Take note of the information presented in this note; and
- b) In coordination with the Secretariat, plan future actions to implement Project 30/10, as promoted in the Assembly in 2025.

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