



INTERNATIONAL CIVIL AVIATION ORGANIZATION  
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
FIFTEENTH MEETING (APIRG/15)

(Nairobi, Kenya, 26 – 30 September 2005)

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**Agenda Item 4 Air Navigation and Aviation Security (AVSEC) issues**  
**4.3: Air Traffic Management (ATS, AIS & SAR)**

**10-MINUTE LONGITUDINAL SEPARATION MINIMUM**

(Presented by Kenya)

**Summary**

This paper highlights the difficulties experienced by both pilots and air traffic controllers due to non Implementation of 10 Minutes longitudinal separation minimum by some states as agreed during APIRG/14 meeting. Action by the meeting is at paragraph 4

**1. Introduction**

1.1 APIRG /14, conclusion 14/24 states inter-alia:

**Implementation of 10-minutes longitudinal separation minimum**

**That :**

- a. States that have not already done so, urgently implement the 10 minute longitudinal separation minimum taking into cognisance the relevant requirements in APIRG Conclusion 13/43 and the provisions of ICAO PANS ATM Doc 4444/(501) and AFI CNS /ATM system plan Doc 003.
- b. ICAO amen doc 7030 to harmonise with the provision in the PANS ATM Doc 4444/(501) and
- c. ICAO through its regional offices ensures adequate coordination with the neighbouring regions that have not implemented the 10-minutes longitudinal separation minimum and in particular the Asia Region.

**2. Discussion**

2.1. Kenya implemented APIRG Conclusion 13/43 on 1<sup>st</sup> October 2000 and has been providing 10-minuteslongitudinal separation minimums. This has translated into reduction of delays on flights requiring the same route and also increased capacity in the airspace concerned. The operators have also reduced cost on their operations.

2.2. The full potential benefits of this Conclusion have not been realised in Kenya due to the fact that some of our neighbouring states have not implemented this conclusion. Aircraft leaving Nairobi FIR and entering the FIR where the 10-minute longitudinal separation minimum has been

implemented are subject to delays. Over-flying traffic have to be held in the Nairobi FIR to loose time or change flight levels to achieve the longer horizontal separation minimum of 15 minutes. This also increases the workload of the air traffic controller.

2.3. Aircraft entering Nairobi FIR from the neighbouring FIR where the 10-minutes longitudinal Separation Minimum has not been implemented are occasionally separated by 10 minutes. This inconsistency raises questions as to why these state have not implemented the requirement.

### **3. Conclusion**

3.1 The uniform implementation of the conclusion should be enhanced. This will ensure that the AFI Region moves as a block in addressing safety the related issues for benefit of the airspace users.

### **4. Action by the meeting**

4.1 The meeting is invited to:

- a. Urge the states that have not implemented the 10-minute Longitudinal Separation Minimum to do so as soon as possible and in case not later than 30<sup>th</sup> November 2005.
- b. Request ICAO to identify any obstacle, if any, hindering the implementation of this conclusion and recommend possible solutions.

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