



International Civil Aviation Organization

MIDANPIRG/22 & RASG-MID/12 Meetings

(Doha, Qatar, 4 – 8 May 2025)

Agenda Item 5.3: ANS (AIM, PBN, AGA-AOP, ATM-SAR, CNS and MET

REDUCED LONGITUDINAL SEPARATION IN THE MID REGION

(Presented by Secretariat)

SUMMARY
<p>This paper presents the progress of reduction of longitudinal separation in the MID Region.</p> <p>Action by the meeting is at paragraph 3</p>
REFERENCE
<ul style="list-style-type: none">- AN-Conf/14 (26 August to 6 September 2024, Montréal, Canada)- MIDANPIRG/21 & RASG-MID/11 (Abu Dhabi, UAE, 4 – 8 March 2024) meeting report- ATM SG/10 (20-23 October 2024, Jeddah, Saudi Arabia)- ASM WG/1 (1 – 2 October 2024, Doha, Qatar)

1. INTRODUCTION

1.1 The MIDANPIRG/13 meeting, through Conclusion 13/5, encouraged MID States to implement 20 NM longitudinal separation and develop plans for further reduction of longitudinal separation to 10 NM:

MIDANPIRG CONCLUSION 13/5: IMPLEMENTATION OF REDUCED RADAR LONGITUDINAL SEPARATION IN THE MID REGION

That,

a) States, that have not yet done so:

- i. be urged to implement the 20 NM radar longitudinal separation;*
- ii. be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM, where appropriate; and*
- iii. be invited to agree with their neighboring FIRs/States on the date of implementation and updating of the LoAs.*

b) the ATM SG monitor the status of implementation and take appropriate actions to foster the implementation.

1.2 The MIDANPIRG/16 meeting noted that several States in the MID Region have been still implementing procedural separation in a surveillance environment or 20NM or higher Radar Longitudinal Separation, due mainly to restrictions imposed by the adjacent States.

1.3 The meeting may wish to note that the fourteenth Air Navigation Conference (AN-Conf/14) has approved the following recommendation on this subject.

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;

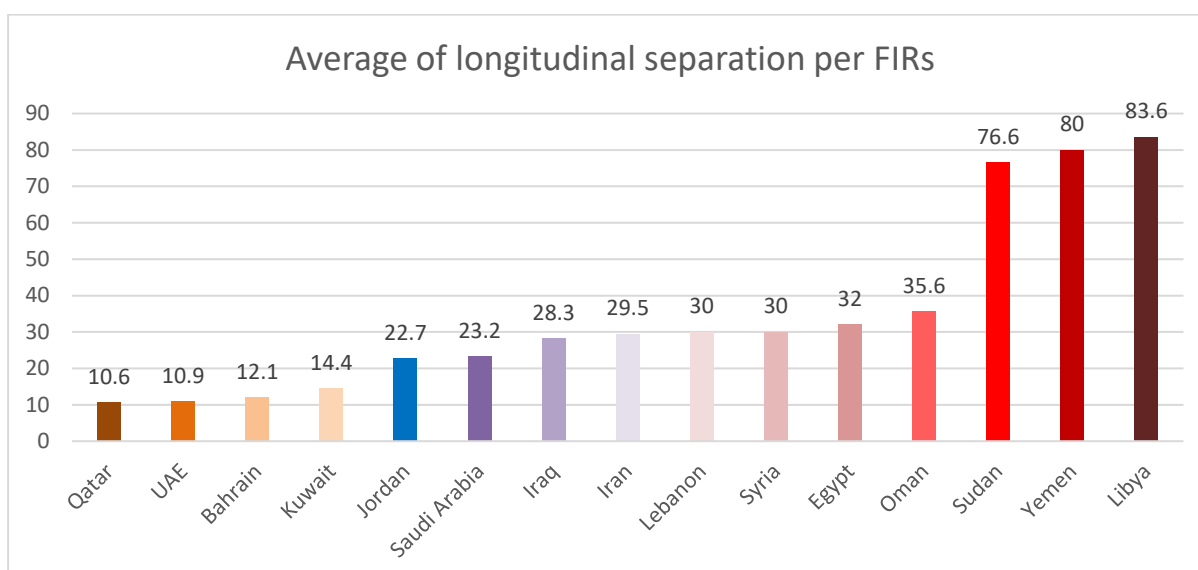
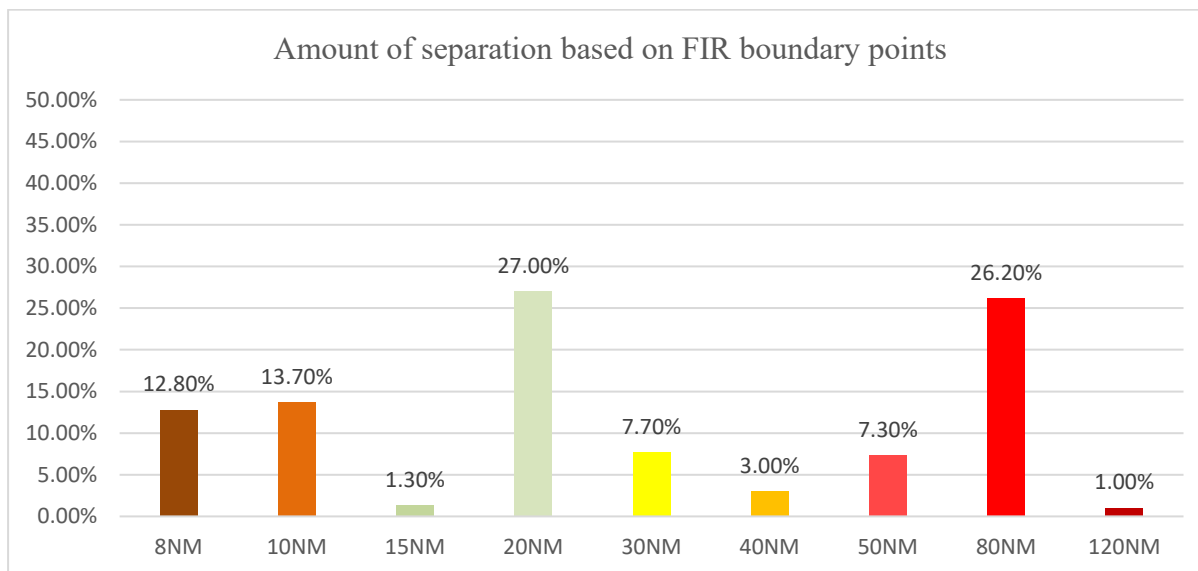
c) monitor and support inter-regional collaboration for a harmonized implementation of Project 30/10; and

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

2. DISCUSSION

2.1 The meeting may wish to note that, in response to the longstanding MIDANPIRG Conclusion 13/5, MID States submitted the required information to ICAO MID. Consequently, the Secretariat performed an analysis, which is outlined in the table below.

State	Inside FIR	Reference	At interface (range)	Average separation at FIR boundaries	Remark
Bahrain	5 NM	AIP, ENR 1.6	8-20 NM	12.1 NM	20 transfer points
Egypt	10 NM	AIP, ENR 1.6	15-120 NM	32 NM	22 transfer points
Iran	20 NM	AIP, ENR 1.6	10-50 NM	29.5 NM	55 transfer points
Iraq	5 NM	AIP, ENR 1.6	10-80 NM	28.3 NM	12 transfer points
Jordan	10 NM		10-80 NM	22.7 NM	15 transfer points
Kuwait	5 NM	AIP, ENR 1.6	10-20 NM	14.4 NM	16 transfer points
Lebanon	-	-	30 NM	30 NM	2 transfer points
Libya	-	-	80-120 NM	83.6 NM	22 transfer points
Oman	5 NM	AIP, ENR 1.6	8-80 NM	35.6 NM	43 transfer points
Qatar	10 NM	AIP, ENR 1.6	8-20 NM	10.6 NM	21 transfer points
Saudi Arabia	10 NM	AIP, ENR 1.6	10-80 NM	23.2 NM	44 transfer points
Sudan	10 NM	AIP, ENR 1.6	30-120 NM	76.6 NM	29 transfer points
Syria	20 NM	AIP, ENR 1.6	30 NM	30 NM	13 transfer points
UAE	5 NM	AIP, ENR 1.6	8-20 NM	10.9 NM	37 transfer points
Yemen	80 NM	-	80 NM	80 NM	33 transfer points
Average regional longitudinal Separation				35.07 NM	



2.2 The calculations derived from the data illustrated in the charts and table will differ based on the accuracy of the information and the factors taken into account. For instance, if the data provided in the States AIP serves as the sole reference for these calculations, the average regional longitudinal separation will be **20.3 NM**, whereas the average based on separation at the transfer point will be **35.07 NM**. Incorporating the traffic volume over the FIR boundary into this calculation will enhance the accuracy of monitoring the progress in reducing longitudinal separation in the MID region.

2.3 In light of the above, ATM SG/10 proposed the Draft Conclusion below to introduce a new regional Key Performance Indicator (KPI) aimed at monitoring the progress of reducing longitudinal separation in the MID region.

**DRAFT MIDANPING CONCLUSION 22/XX: MID REGION KPI TO MONITOR
PROGRESS OF REDUCTION
LONGITUDINAL SEPARATION**

That,

a) MID States submit statistical data to the ICAO MID office on the respective FIR Entry/Exit points;

- b) ICAO MID Office measure the longitudinal separation applied in the MID Region, taking into account Letters of Agreement (LOAs) and the operational weight of traffic at FIR boundaries; and*
- c) MID Office present the results and progress to ATM SG and ASM WG to be included in the Annual Air Navigation Report.*

2.4 The meeting may wish to note that MIDANPIRG Conclusion 13/5 was exclusively concerned with the reduction of longitudinal separation in radar environments. In this respect, ATM SG/10 proposed the following Conclusion to supersede Conclusion 13/5 to expand its applicability area to include procedural environments as well.

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

That,

- 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 is provided; and*
 - reduce longitudinal separation down to 30 NM, where ATS surveillance service is not applicable.*
 - ii. be invited to agree with their adjacent FIRs/States on the date of implementation and updating of the LoAs.*
- b) the ASM Working Group monitors the progress of implementation and undertakes necessary measures to promote its advancement.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the progress of implementation of MIDANPIRG Conclusion 13/5;
- b) agree on the proposed KPI to monitor progress of Reduction of Longitudinal separation and Draft Conclusion in para 2.3; and
- c) agree to supersede Conclusion 13/5 with Draft Conclusion in para 2.4.