



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Tenth Meeting (ATM SG/10)
(Jeddah, Saudi Arabia, 20 – 23 October 2024)

Agenda Item 3: Planning and Implementation issues related to ATM/SAR

REDUCTION OF LONGITUDINAL SEPARATION BETWEEN FIRs

(Presented by the Secretariat)

SUMMARY

This paper presents the progress of the reduction of longitudinal separation in the MID region.

Action by the meeting is at paragraph 3.

REFERENCES

- ATM SG/8 (Amman, Jordan, 7-10 November 2022)
- ATM SG/9 (Sharm El Sheikh, Egypt, 14 – 16 November 2023)
- ICAO Doc 4444: PANS-ATM
- ICAO Doc 014: MID Region High Level Airspace Concept (Edition June 2015)
- MIDANPIRG/16 Meeting Report (Kuwait, 13 - 16 February 2017)
- MIDANPIRG/21 & RASG-MID/11 (Abu Dhabi, UAE, 4 – 8 March 2024)

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,

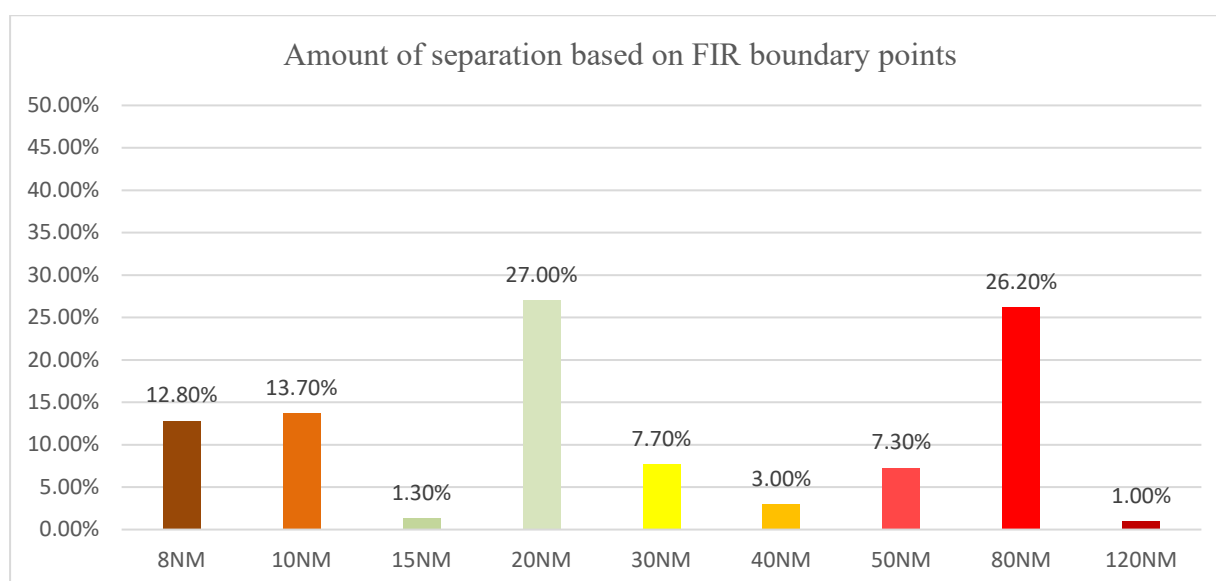
- a) *States, that have not yet done so:*
 - i. *be urged to implement the 20 NM radar longitudinal separation;*
 - ii. *be encouraged to further reduce the radar longitudinal separation within the MID Region to 10 NM, where appropriate; and*
 - iii. *be invited to agree with their neighboring FIRs/States 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.*

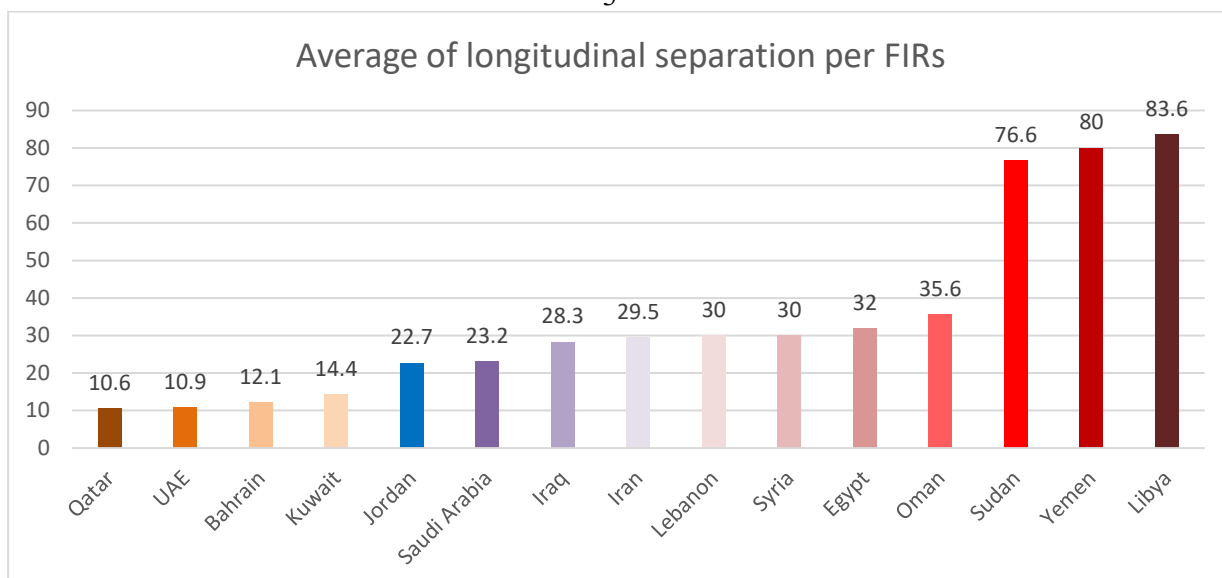
1.2 The MIDANPIRG/16 meeting noted that several States in the MID Region have been still implementing procedural separation in a surveillance environment or 20NM or higher Radar Longitudinal Separation, due mainly to restrictions imposed by the adjacent States.

2. DISCUSSION

2.1 The meeting may wish to note that in response to the long lasting MIDANPIRG Conclusion 13/5, the ATM SG/8 requested MID States to provide necessary information for evaluating the status of longitudinal separation reduction in the MID Region. Consequently, MID States supplied the needed information, the Secretariat carried out an analysis as outlined in the table below.

State	Inside FIR	Reference	At interface (range)	Remark
Bahrain	5 NM	AIP, ENR 1.6	8-20 NM	20 transfer points
Egypt	10 NM	AIP, ENR 1.6	15-120 NM	22 transfer points
Iran	20 NM	AIP, ENR 1.6	10-50 NM	55 transfer points
Iraq	5 NM	AIP, ENR 1.6	10-80 NM	12 transfer points
Jordan	-		10-80 NM	15 transfer points
Kuwait	5 NM	AIP, ENR 1.6	10-20 NM	16 transfer points
Lebanon	-	-	30 NM	No procedure in ENR 1.6 for separation 2 transfer points
Libya	-	-	80-120 NM	Procedural service 22 transfer points
Oman	5 NM	AIP, ENR 1.6	8-80 NM	43 transfer points
Qatar	10 NM	AIP, ENR 1.6	8-20 NM	21 transfer points
Saudi Arabia	10 NM	AIP, ENR 1.6	10-80 NM	44 transfer points
Sudan	10 NM	AIP, ENR 1.6	30-120 NM	29 transfer points
Syria	20 NM	AIP, ENR 1.6	30 NM	Procedural service 13 transfer points
UAE	5 NM	AIP, ENR 1.6	8-20 NM	37 transfer points
Yemen	80 NM	-	80 NM	Procedural service 33 transfer points





2.2 In light of the aforementioned information, the meeting may consider the following observations:

- a) if the reduction of longitudinal separation is calculated based on State AIPs, 9 out of 15 States representing 60% of States have implemented longitudinal separation of 10 NM or lower.
- b) if the reduction of longitudinal separation is calculated based on LoAs, 4 out of 15 States representing 27% of States have implemented longitudinal separation of 20 NM or lower. Consequently, the present average longitudinal separation at the regional level stands at 35.07 nautical miles.
- c) if the reduction of longitudinal separation is calculated based on LoA and takes into account the operational weight, the outcome will be more accurate.

2.3 Based on the above, the meeting is invited to review and agree on the following Draft Conclusion:

DRAFT CONCLUSION 10/X: MID REGION KPI TO MONITOR PROGRESS OF REDUCTION LONGITUDINAL SEPARATION

That,

- a) *the MID States are required to submit data to the ICAO MID office that is consistent with the information provided to MIDRMA (Traffic Data Sample (TDS)), while also encompassing both RVSM and non-RVSM levels;*
- b) *the ICAO MID Office is tasked to measure the longitudinal separation applied in the MID region, taking into account Letters of Agreement (LOAs) and the operational weight of traffic; and*
- c) *the MID Office also present the results to the ATM SG and ASM WG for subsequent action and will include the progress in the reduction of longitudinal separation in the MID Air Navigation Report for review and endorsement by MIDANPIRG.*

2.4 Considering that MIDANPIRG Conclusion 13/5 is exclusively concerned with the reduction of longitudinal separation in a radar environment, ICAO MID Office proposes the adoption of the following Conclusion to replace the current one, thus expanding its applicability area to include procedural environments as well.

DRAFT CONCLUSION 10/X: 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 monitor 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 MIDANPIRG 13/5 Conclusion in para 2.1 and 2.2;
- 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.

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