

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Fourth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO/SG4), Virtual Meeting, 16 to 18 August 2021****Agenda Item 3 Planning and Implementation****Agenda Item 3.3 Other Air Navigation Initiatives.****FLEXIBLE USE OF AIRSPACE (FUA) IN AFI – IMPLEMENTATION OF AN
EFFECTIVE CIVIL/ MILITARY COOPERATION***(Presented by IATA)***SUMMARY**

This Working paper (WP) provides an overview on the benefits of an effective Civil-Military Cooperation and the introduction of the Flexible Use of Airspace (FUA) as an enabler to increased flight economy offered through a reduction in distance, time, and fuel.

Action for the meeting is as per paragraph 3

REFERENCE(S):

ICAO Doc 10088

Related ICAO Strategic Objective(s)

A- Safety, B- Air Navigation Capacity and Efficiency, D- Economic Development of Air Transport and E- Environmental Protection

1. INTRODUCTION

1.1. The aviation sector is a significant contributor to the economy for many AFI States, therefore the growth of civil aviation activities needs to be protected and encouraged.

1.2 Airlines need access to the optimum route, and the most efficient flight level, in order to reduce fuel, time, as well as CO2 emissions. The Availability of alternative routings for better response to changing operational conditions (e.g. weather conditions..etc.) is also critical for efficient flight operations.

1.3 The recent Flight Plannable Directs (DCTs) post-implementation data indicate that in many instances airlines have been refused access to their preferred trajectories due to an ineffective Civil-Military Cooperation, which resulted in airlines to fly longer distance,

inefficient flights levels.

1.4 AFI States are encouraged to implement an effective Civil–Military Cooperation and Coordination in order to meet their obligations under the Chicago Convention and its annexes (i.e. Article 37, Article 3, Article 3 d) , Annex 2, Annex 11..etc).

2. DISCUSSION

2.1 While an integrated Civil – Military Flexible Use of Airspace (FUA) is regarded as the ultimate goal, AFI States can identify and prioritize areas where cooperation would deliver a level of plannable flexibility to best make use of the available airspace capacity. -

2.2 AFI States are invited to consider improving the implementation of FUA in two phases, the short and long terms. In the short term and in order to support flight operations efficiencies the AFI states should consider the introduction of a set of changes such as:

2.2.1 the development of coordination procedures between ATS and Military units;

2.2.2 the review of existing Letter of Agreements (LOAs) between civil and military units to focus more on airlines needs in terms of flight efficiencies, and

2.2.3 the review of the existing Special Use Airspaces (SUA) based on their usage.

3. ACTION BY THE MEETING

The meeting is invited to urge AFI states to consider:

In the short term:

- a) Developing coordination procedures between ATS and Military units to allow greater access to available airspace capacity.
- b) Reviewing existing coordination processes between civil and military units (i.e. informal arrangements, LOAs) to focus more on Airspace users' needs in terms of flight efficiency.
- c) Performing regular review of existing airspace structure and the usage of existing Special Use Airspaces (SUA) e.g. prohibited areas, restricted areas, danger areas in order to:
 - i) Change the type of areas according to the actual usage (e.g., from prohibited to restricted area);
 - ii) Reduce the vertical limits and dimension of restricted, danger and prohibited areas;
 - iii) Reduce the number of restricted, danger and prohibited area.
- d) Ensuring the availability of direct communication between Civil ATS units and appropriate military units.

- e) Forming a high-level civil-military aviation cooperation policy Board-Civil / Military Cooperation Committees.
- f) Based on flight plannable directs post implementation data, engaging with the concerned military authorities, where Airlines flight plannable directs have been frequently refused, in order to improve Civil -Military cooperation.

In the long term

- g) Implement Basic FUA or Enhanced FUA if the need arises, as per ICAO DOC 10088

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