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CAPACITY & EFFICIENCY

Virtual Workshop on the implementation of an effective Civil – Military Cooperation

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Introduction

The Chicago Convention of 1944

Territorial Sovereignty: Every State has, to the exclusion of other States, the unilateral and absolute right to permit or deny entry into the area recognized as its territory and similar right to control all movements within such territory.

National Airspace: The territory of a sovereign State is three dimensional, including within such territory the airspace above its national lands and its territorial waters.

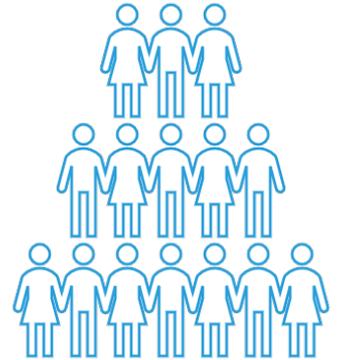
- **Article 1** of Chicago convention affirm the sovereignty of States over airspace above its territory
- **Article 2** of Chicago convention defines the area of application i.e., land areas and territorial waters
- **Article 3** of Chicago convention refers to the jurisdiction of coastal States to 12 miles
- **Article 6** of Chicago convention requirements for permission or authorization by State. **In accordance with the terms established by the State.**



Process for Overflight Clearances (OVFC) permissions

Stakeholders

- Ministry of Transport (Air Transport Department)
- Ministry of Defence (**Military** & internal security)
- Air Navigation Service Providers (ANSPs)
- Civil Aviation Authority
- Ministry of Foreign affairs | International Trade (Diplomatic section)
- Airlines Operators (AO)
- Ground Handling Organizations





Process for Overflight Clearances (OVFC) permissions

Challenges to Airlines

- Stretched resources; compounded by the COVID-19 pandemic
- OVFC permissions Office
 - Point of Contact (PoC)
 - Hours of Operations (Office hours vs H24)
 - Turnaround | Lead time (72 hours, 1 week, 2 weeks etc.)
 - Non-responsive (No SLA)
- Non-standardized document requirement (ICAO FPL)
- Restrictions on Route (e.g., Entry/Exit)
- Non-Flexible (No change in City Pair, Time, validity period, extra flight, 'bulk permits etc.)
- Complex process





Process for Overflight Clearances (OVFC) permissions

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'File n Fly'

2.3 Overflight and Non-Traffic Stops Permit

2.3.1 Prior permission is not required for scheduled flights by aircraft registered in States that are parties to the International Air Service Transit Agreement (IASTA) or where bilateral air services agreement allows for overflying.

2.3.2 An ICAO flight plan filed at least 60 minutes before EOBT by the operator shall be considered as adequate for the purpose of overflight clearance. Operators shall include the



1.2.1.6.2 The United Arab Emirates is a signatory to the International Air Transport Agreement, hence, the general exemptions detailed in [GEN 1.2.1.6.1](#) shall also apply in case of overflights and non-traffic stops by scheduled international air services operated by companies domiciled and registered in any foreign country which at the time is a member of the International Civil Aviation Organization i.e. the first two freedoms of the air are applicable.



APIRG/23 Conclusion 23/09: Process and Procedures for Overflight Clearances

- States to review authorization procedures for OVFC permissions | Speedy approvals
- Publish simplified & standardized process through automation to support 'File n Fly'
- Include OVFC permissions clause in BASA to preclude the need for OVFC requests



Role of Civil–Military cooperation and coordination in OVFC permissions

Expediting approval process & procedures

- Military as part of the solution.
- Discussion in Civil-Military coordination & cooperation platform
- Address stakeholder concerns
- Provided for expeditious approval if military involved in process (e.g., online platform)
- Include in SOP and procedures manual
- **Simplified and Standardized global approach** process as an alternative to **'File n Fly'**

Aviation is the business of freedom



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