

Panel # 1 How to improve collaboration among civil and military organizations and airspace organization and management

Moderator: Carlos Cirilo/IATA

1430 – 1530	<p>Panel #1 How to improve collaboration among civil and military organizations and airspace organization and management.</p> <p>Moderator: Carlos Cirilo/IATA</p> <p>Discussion of themes/subjects related to Civil/Military Cooperation and airspace organization and management will be conducted in small groups. Rapporteurs will deliver the results of the discussions at the end of the panel’s session. .</p>	
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Expected Outcome:

1. Potential measures to improve civil/military cooperation/coordination
2. Existing practices of airspace organization and management, including Flexible Use of Airspace initiatives.
3. Evaluate the relevance of ICAO Circular 330 in supporting airspace organization and management activities.
4. Information to improve/develop ICAO provisions on airspace organization and management (including FUA)

Planning Panel 1 in 4 break-out sessions

Intro Presentation to audience – setting the scene of Panel # 1

The idea of airspace organization and management is one that goes back to some of the earliest days of aviation. It started with defining traffic flows around an increasingly busy airport and now takes on a truly global scope to maximize efficiencies in increasingly difficult economic times. In recent years there has been an increasing emphasis and focus upon harmonizing the identification of airspace for civil and military uses to fulfil both users requirements. These initiatives promise to meet operator or state aircraft needs while increasing the effectiveness and efficiency for both. Panel # 1 aims to discuss a variety of questions around the theme of civil/military coordination and through a collaborative airspace management. You will be split in 4 Groups and each group will be asked to discuss 2 questions during 20 minutes. The outcome of your Group needs to be presented (on flipovers or power point) to the whole audience by one of the facilitators . The Moderator Carlos Cirilo will then (pending time available) moderate the outcome with the facilitators and audience.

Group 1

Intro: Today's global economy demands efficiency out of everyone that operates in the skies, both civil and state operators. As budgets tighten for everyone any new initiative must have tangible benefits for it to make sense to invest in the time and expense to execute it.

Question: How do you perceive the application of Flexible Use of Airspace (FUA) will be beneficial in your current operational environment?

Intro: Flexible Use of Airspace does not ensure equal access to airspace. It calls for airspace access that allows for flexible use so that each operator can complete the mission or business plan in a way that is complimentary to each other.

Question: How do you balance the needs of state aircraft operators which are mission oriented and civil operators which are profit oriented?

Group 2

Intro: The Chicago convention and ICAO specifically exclude any discussion about state aircraft in the regulations and recommendations made on behalf of civil aircraft.

Question: ICAO Circular 330 is not regulatory in nature. How can it be used to initiate an effective airspace partnership between state and civil operators?

Intro: In many States Civil and Military operations are managed by different sectors in the government.

Question: How do you perceive the level of cooperation between civil and military authorities in your region?

Group 3

Intro: A number of regions or states are looking at minor to major airspace redesign efforts

Question: Does the Flexible Use of Airspace concept help or hinder the design of new airspace or the redesign of existing airspace?

Intro: Airspace design, scheduling and usage can be a potentially volatile issue. Both State and civil operators have long histories of strong opinion and advocacy for their respective organizations.

Question: How does ICAO Circular 330 work into your plans for the future of airspace discussion in your region?

Group 4

Intro: Flexible Use of Airspace has been demonstrated by some Air Navigation Service Providers to give benefit to both civil and state operators.

Question1: What does the Flexible Use of Airspace concept mean to the efficiencies of airspace operators?

Question 2: What benefits do you expect to get out of it?