



International Civil Aviation Organization

# Civil/Military Cooperation from the Airspace User perspective

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# Airspace Users' Objectives

- Efficient Flight
- Why?
  - Reduced Fuel Burn
  - Reduced CO2 emissions
  - 32% of flight operations costs = Fuel

# Special Use Airspace

- A State is entitled to manage its sovereign airspace
- The majority of Special Use Airspace is for military purposes
- Flying around special use airspace is expensive

# What would Airspace Users like?

- Permission to fly through special use airspace when it is not needed by military (temporary release to civilian use)
- Permission to operate through active special use airspace if allowed (tactical permission)

# How can Military Help?

- Define special use airspace volume based on operational requirements
  - Firing range does not need SFC-UNL
- Schedule use of airspace and coordinate with ATC to publish release

# How Can Civilian Authorities help?

- Establish coordination procedures with military
- Issue NOTAMs for airspace release

# Planned Airspace releases – why?

- It costs fuel to carry fuel
  - 4-7 % fuel extra
- NOTAMed release allows dispatch to plan via airspace
- Short notice release not as efficient

# Why?



- Good for States' economy
- Good for our planet
  - Less emissions
- Good for military
  - Only applied when airspace not needed
- Good for ATC
  - Less congestion & more options