

# Conclusions Symposium Day 1 ...



- Clear and consistent view that safety is the prime consideration for all stakeholders, with the overall objective to prevent mid-air collisions.
- Acknowledge the need to ensure the regularity and efficiency of commercial operations and the right of State aircraft to access High Seas airspace.
- General desire to increase predictability of flights operated partially compliance with ICAO provisions, when it is possible to do so.
- Various examples of good practice but lack of an international harmonised/consistent approach leads to potential for confusion and misunderstanding.
- Some confusion around roles and responsibilities.
- No single measure or action that will improve the situation – rather a range of activities involving multiple stakeholders.
- There are a number of different airspace scenarios to be considered (coastal TMA, en-route airspace either in or straddling the territorial limit, oceanic airspace, moving aircraft-carrier type of operations, etc).
- In order to accommodate the growing need for optimised use of airspace, States should always seek to address the different operational airspace user requirements for flight efficiency (Civil) and mission effectiveness (Military) in their planning.

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- ICAO provisions could be improved in a number of areas (e.g. update/improve ICAO Circular 330, merge with Doc 9554, European eANP to include previous EANPG conclusions) to provide better ICAO Guidance to States. (Art 3 amendment was discussed but not supported at the end)
- Encourage States to comply with Art 3 requirement and invite them to make available their State aircraft regulations to ensure due regard for the safety of civil aviation for enhanced transparency. Provide an easy mechanism for doing this (e.g. a common website).
- Provide guidance on what measures to consider for *Operations of State aircraft over the High Seas conducted partially in accordance with ICAO Provisions*.
- Build on existing best practice wherever available.
- Provide guidance to enhance data sharing issues (flight plans, surveillance data, NOTAM, Aeronautical information/data) taking into account regulatory constraints.
- Support the establishment of a multi-disciplinary Study Group under the ATMOPS Panel and provide nominations to ensure that the military requirements/expertise especially from the EUR Region is included into the development of new provisions.

# Conclusions Symposium Day 2 ...



- Need to share output with other Regions (Khabarovsk example) through the inter-regional coordination mechanisms.
- Creation of a ICAO EUR/NAT Office Baltic Sea Focus Group which will address operational issues (FPL aspects, Operation of State aircraft over High Seas parts, information exchange, etc.) amongst all involved States and stakeholders (NATO, EUROCONTROL, EASA, IATA, etc). A specific meeting should be arranged in Paris during 3Q 2015 and the results should be presented at EANPG/57.
- Address the different training aspects for all concerned stakeholders