



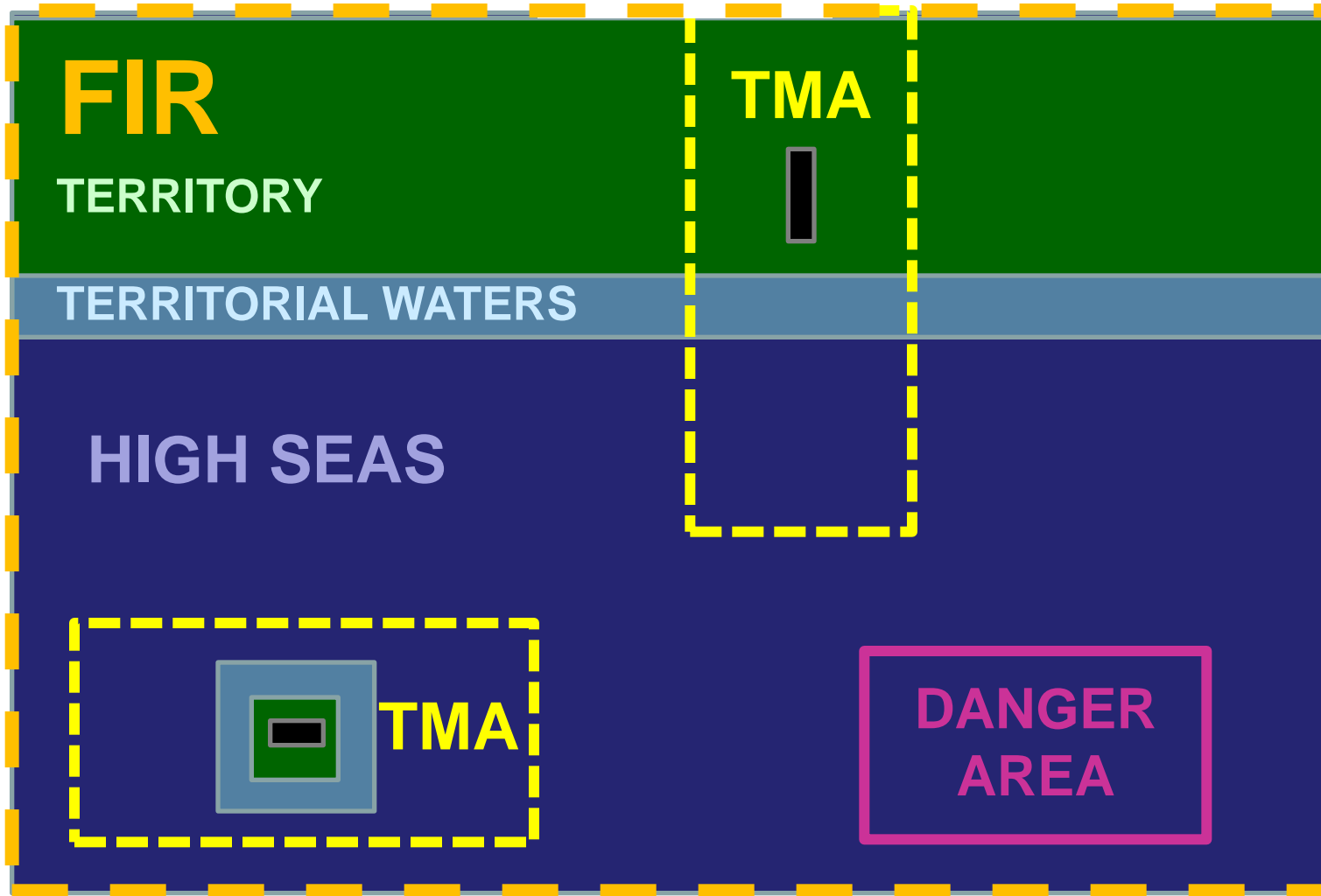
Report from High Seas Workshop

EUROCONTROL 3 and 4 March 2015

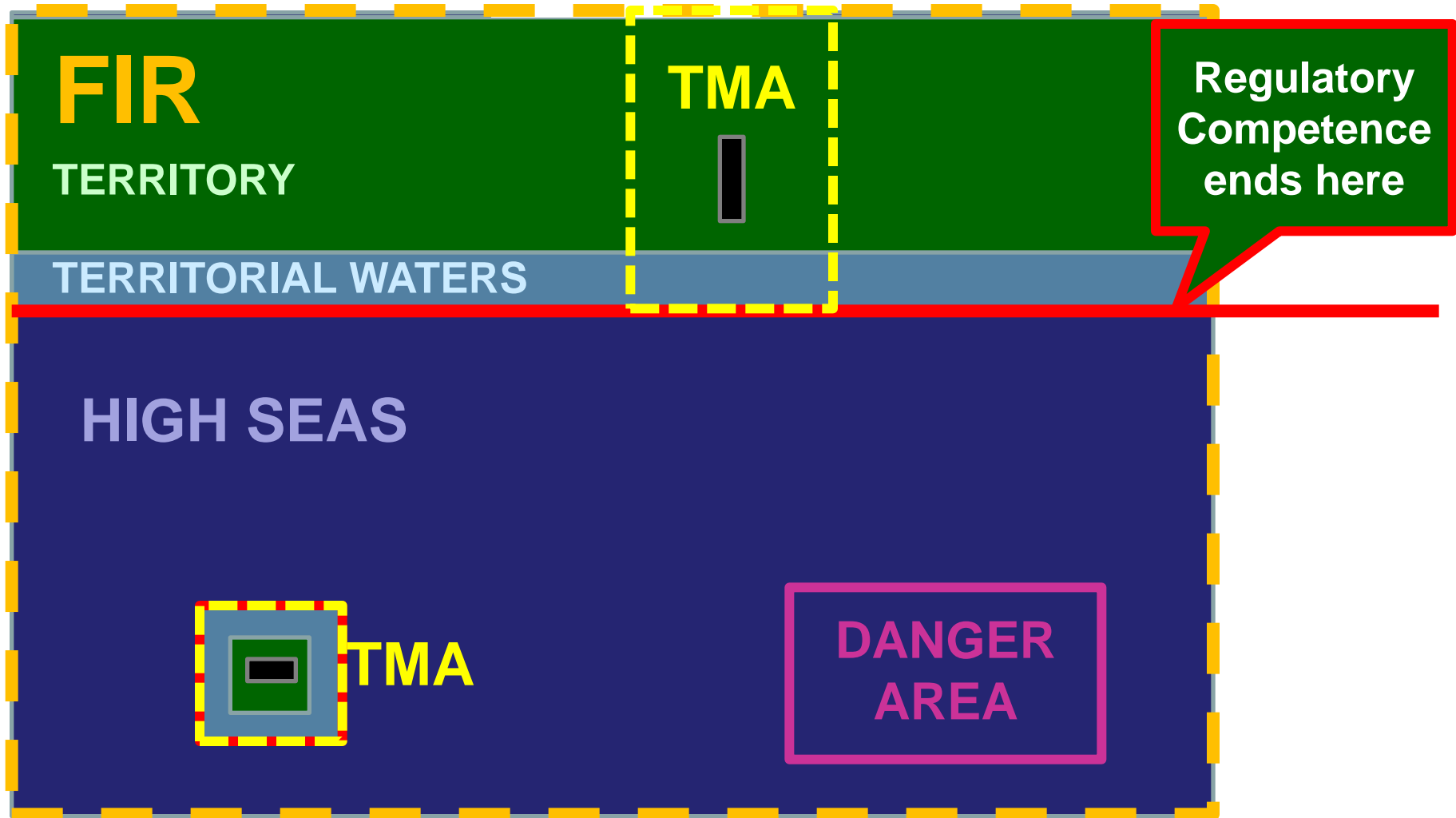
Michael STEINFURTH

EUROCONTROL Civil-Military ATM Coordination Division

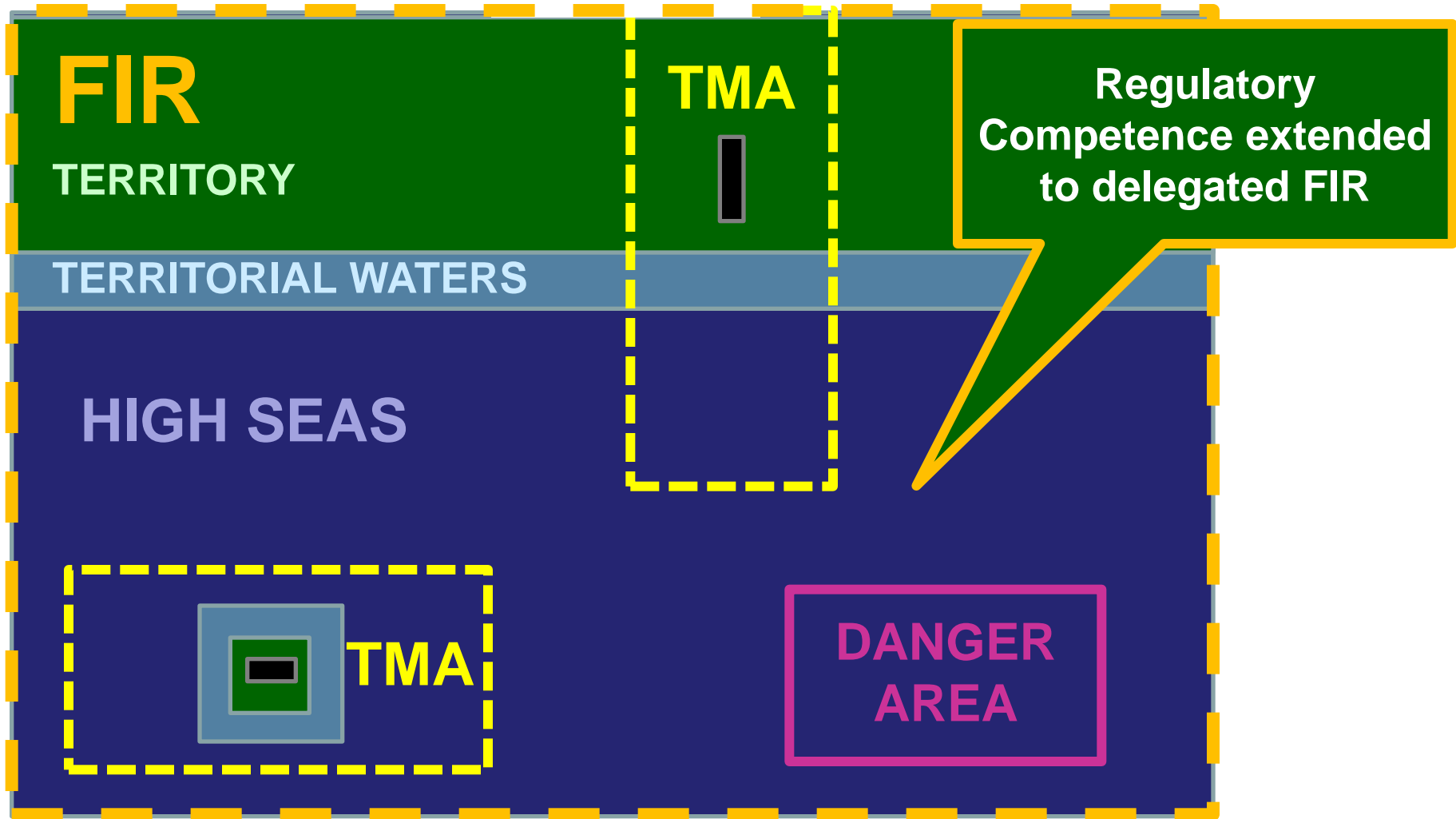
High Seas WS – Summary of Presentations



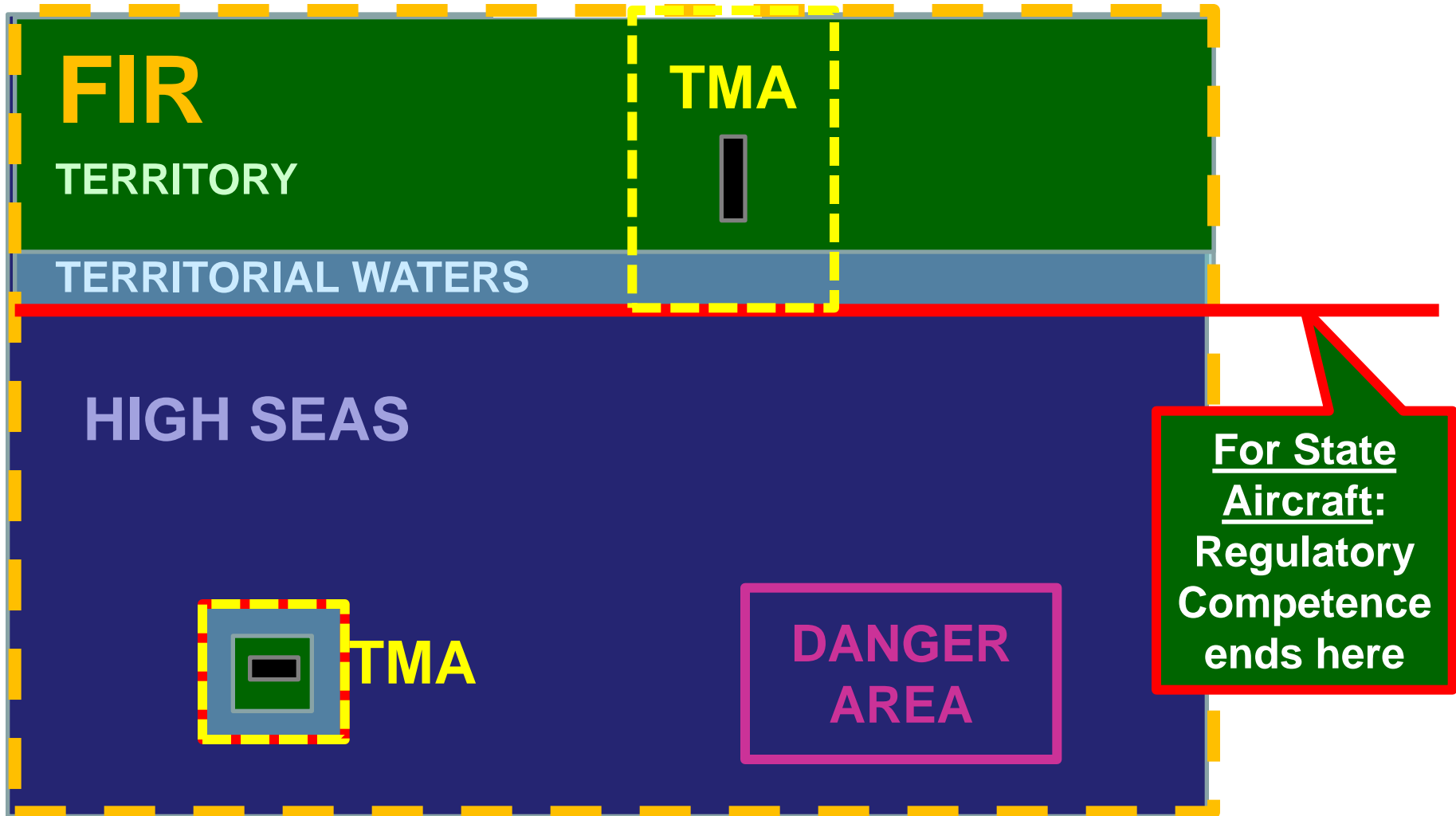
High Seas WS – UN High Seas Convention



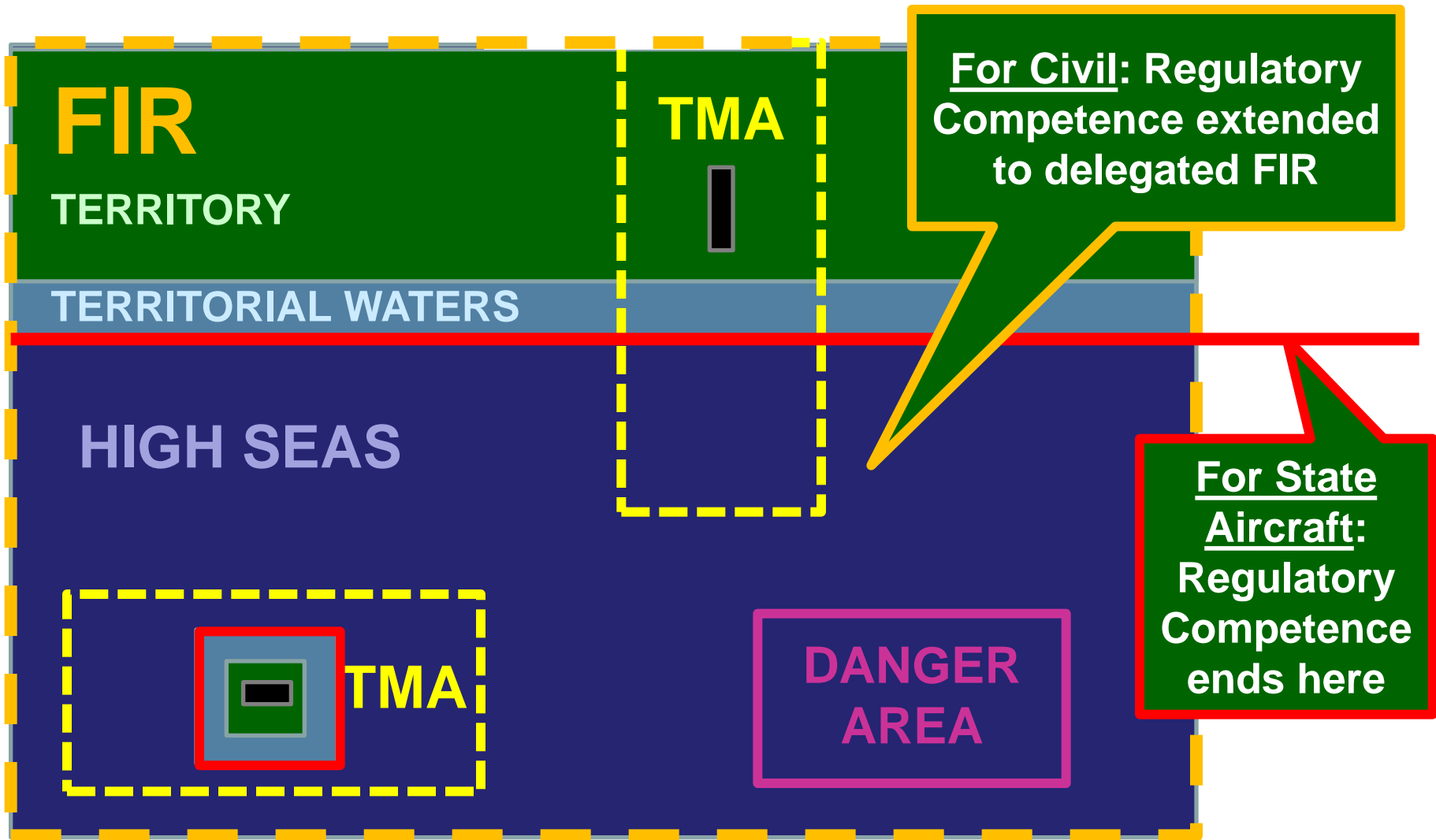
High Seas WS – ICAO Provisions for Civil Aircraft



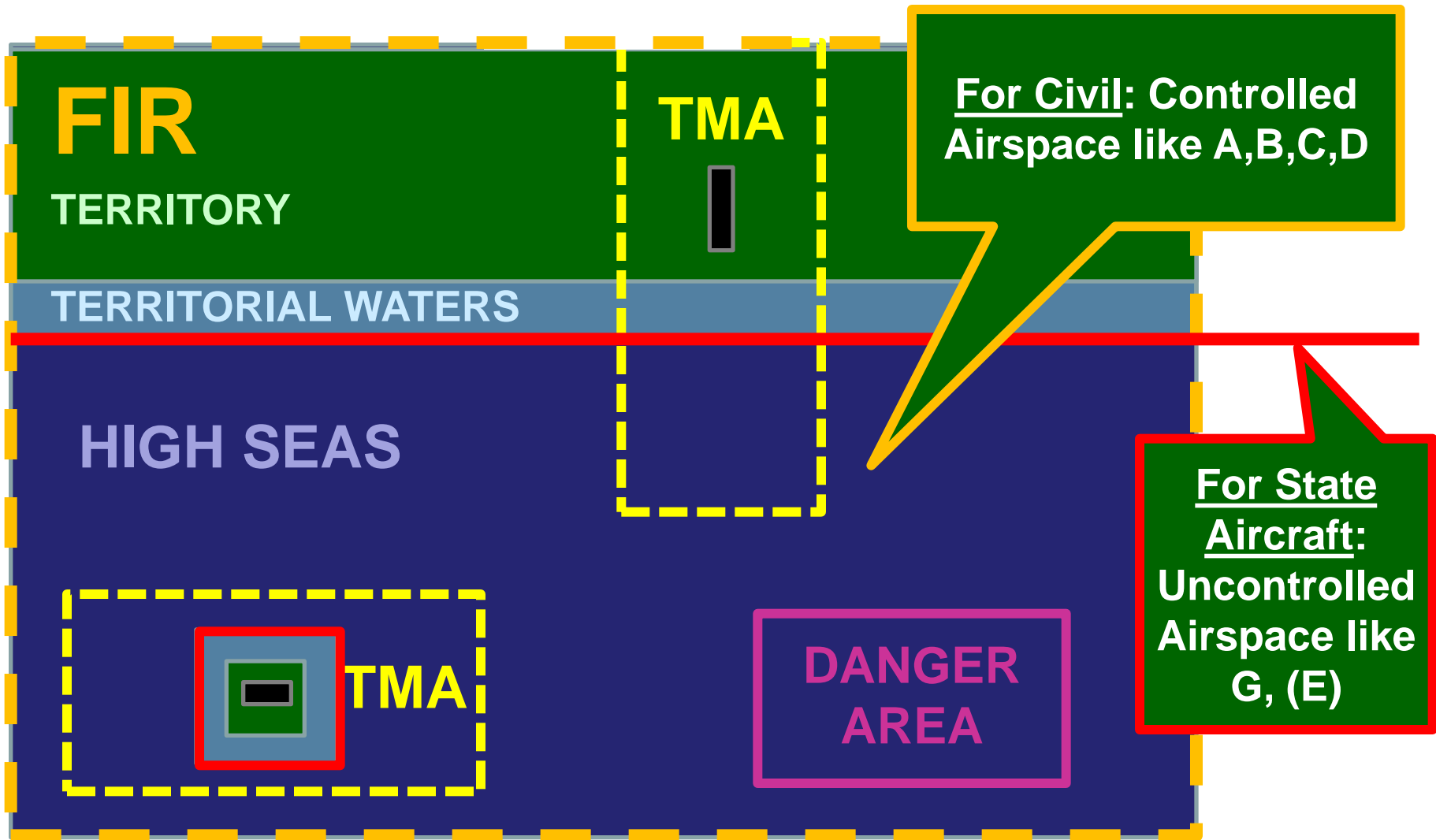
High Seas WS – ICAO Applicability to State Aircraft



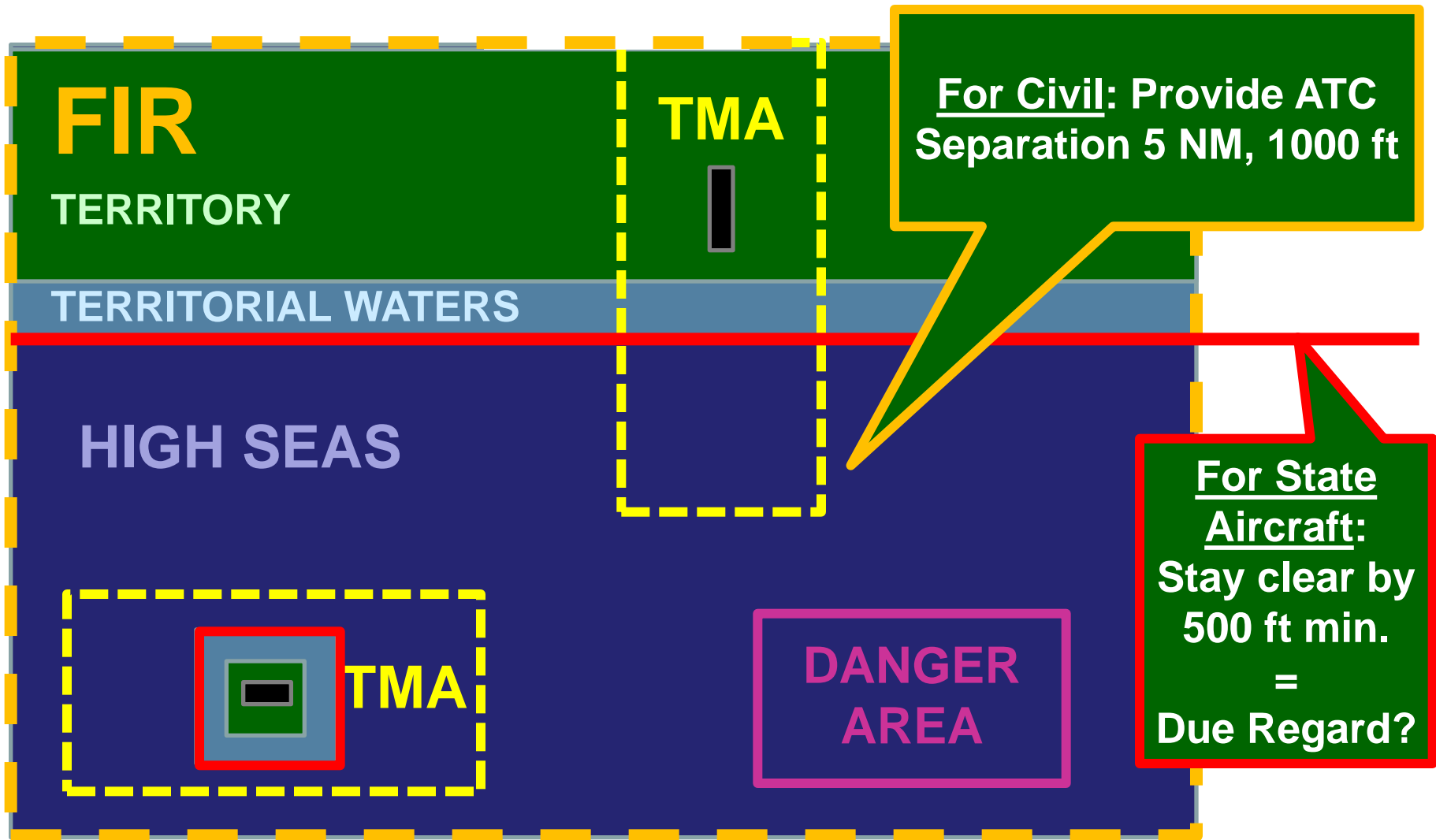
High Seas WS – To be discussed



High Seas WS – To be discussed



High Seas WS – To be discussed



High Seas WS – To be discussed

ICAO delegated Responsibility to States regarding Civil Aviation:

- Resulted into organizing the airspace over the High Seas similar to the airspace over the respective national territory
- Applying rules and procedures as in controlled airspace under IFR

These rules and procedures do not apply to State aircraft, who are

- Applying rules and procedures as in uncontrolled airspace under VFR
- Executing “Due Regard” to the safety of civil aviation by adherence to the ICAO Rules of the Air for VFR

High Seas WS – To be discussed



Civil Aircraft:

- Require predictability to allow for air traffic management by ANSP
- Fly under IFR
- Require IFR separation provided by ATC
- Should know activated Danger Areas and will be kept clear from them by ATC

State Aircraft:

- Require flexibility to accomplish their mission profiles
- Fly under VFR
- Maintain VFR minimum safety distances
- Conduct activities considered potentially hazardous to civil aviation in activated Danger Areas

High Seas WS – To be discussed

How to define “Due Regard”?

- Civil under IFR-----State aircraft under VFR
- Predictability-----Flexibility
- ATC responsibility-----Pilots responsibility

What is means hazardous to Civil Aviation?

- No IFR separation-----VFR safety distances
- Full Air Traffic Control-----Info on known VFR traffic

How could civil-military coordination be improved?

- Submission of VFR Flight Plans
- Establishing radio contact
- Use of IFF codes
- FUA for Danger Areas
- Information campaigns on military flight conduct.....

High Seas WS – To be discussed

Besides Management, Application of FUA and civil-military collaborative decision-making regarding the use of Danger areas.....

.....the major question seems to be.....

.....how to best organize the safe coexistence of two different philosophies of flying.....

....by trying to find best practices that can be voluntarily applied and executed by all civil and military actors under the umbrella of ICAO.

Let's start the discussion.

In accordance with the invitation the workshop discussed technical matters related to the enhancement for the safety of flights over the high seas

High Seas WS – SUMMARY

- ❑ WS participants recognised the existing valid safety concerns and analysed potential reasons
- ❑ Workshop discussions showed different civil and military perceptions for ‘due regard’ and what could be considered as ‘hazardous’
- ❑ Workshop discussions suggested that military wishes to retain freedom of navigation over the high seas, and civil wishes increased predictability of military traffic
- ❑ Enhanced civil-military information sharing was considered as a valid way forward to enhance safety over the high seas
- ❑ Within the ICAO framework, a civil-military consultation process amongst all involved actors should be initiated on how to establish and operate this information sharing

High Seas WS – SUMMARY

- ❑ With regard to information sharing, initial discussions took place on
 - Sharing military primary radar data
 - Military transponder utilisation
 - Use of flight plans for military flights
 - Required airmanship and safety culture
 - design and utilisation of airspace over the high seas with all partners
 - Develop common civil-military understanding of ‘due regard’
 - Considering an information campaign on roles and responsibilities of all pilots and ATCOs for flights over the high seas

Report from High Seas Workshop

EUROCONTROL 3 and 4 March 2015

QUESTIONS?