



Joint Military – Civilian Airspace Use

Efficient use of a limited resource

Who Owns the airspace?

Who controls it?

International Council of Aircraft Owners and Pilots Associations

IAOPA

- Represents General Aviation Users
- Represented in 68 States world-wide
- 470 000 members
- 350 000 aircraft
- 1.5 Million pilots
- 27 million flight hours/year

GA Operations

- 90% of all flights are GA flights
- Most flights are VFR operations
- Service small, non-hub airports
- Support flight, maintenance and ATC personnel training opportunities
- Often operate from unimproved landing areas – airports not always needed.

ATM Safety Issues

- Inadequate NOTAM system – infringements, lack of clear language
- Block the flow of off-airway point-to-point flights
- Heavier non-controlled traffic around the edges of restricted zones
- Increase flight times reduce fuel reserves
- Deteriorating weather/night time due to additional flying time

More Safety Issues

- Force operations over hazardous terrain
- Mix low and slow general aviation with high speed, low-altitude traffic
- Increased pilot workload
- Reduced look-out –comm, nav

Cooperation

- Develop/agree on an ICAO process to facilitate airspace sharing (e.g UAS ops)
- Immediate release of restricted airspace when not in use
- Efficient notification system when restricted airspace not in use
- Increased communication and cooperation on airspace usage. (User groups)

The Way Forward

- Support change to increase cooperation
- GA wants to participate in airspace restructuring
- Assure equitable access to airspace
- IAOPA will continue to cooperate in developing a new and safer system
- Communication is the key – CAA, civil users, military