

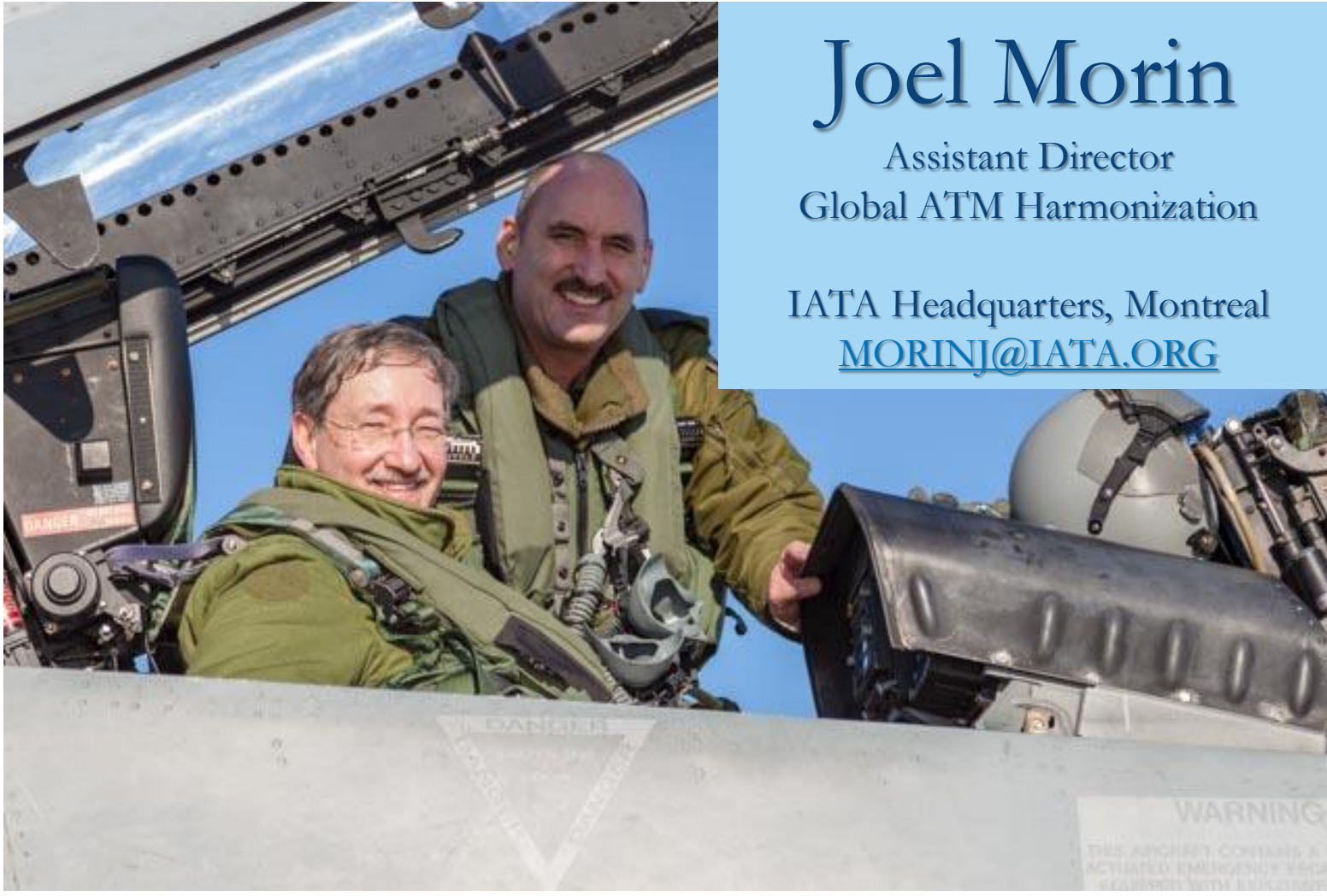


Use of Airspace  
Airlines' Perspective  
Civil Military Airspace Symposium  
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# What is IATA?

- The International Air Transport Association (IATA) is the trade association of airlines.
- Our 240 members generate 84% of the total air traffic.



## Our Role in ATM

- IATA collaborates hand-in-hand with ICAO, CANSO, ACI and other industry stakeholders to help airlines to operate safely, securely, efficiently, and economically under clearly defined rules.
- We provide professional support to all industry stakeholders with a wide range of products and expert services.

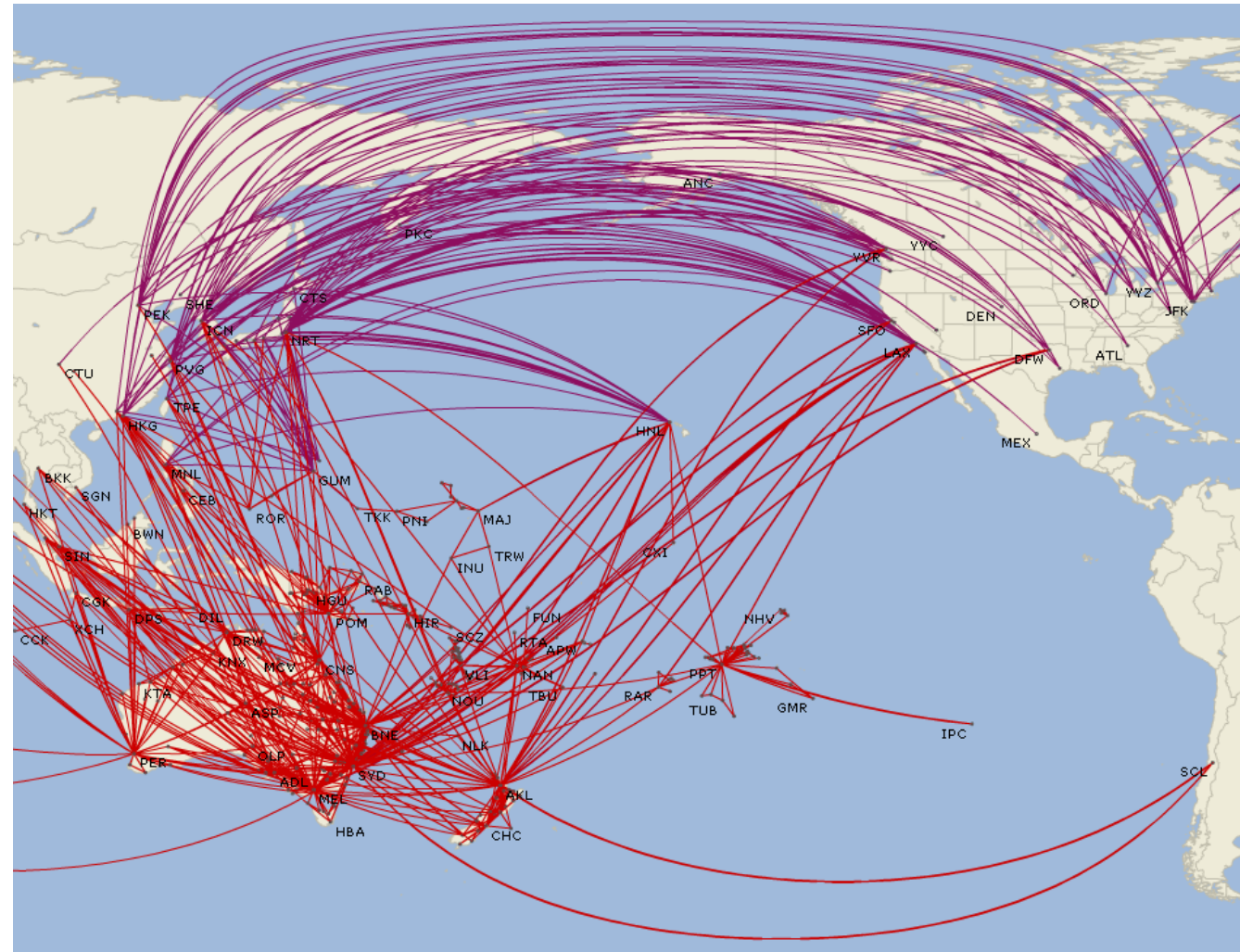
# Presentation Outline

- Airline operations overview
- Flexible Use of Airspace
  - SUA vs airline
  - UAV / UAS



## Airlines...

- ... move people
- ... move goods
- ... drive economies
- ... have very small margins
- ... need safety and security
- ... share the airspace with you

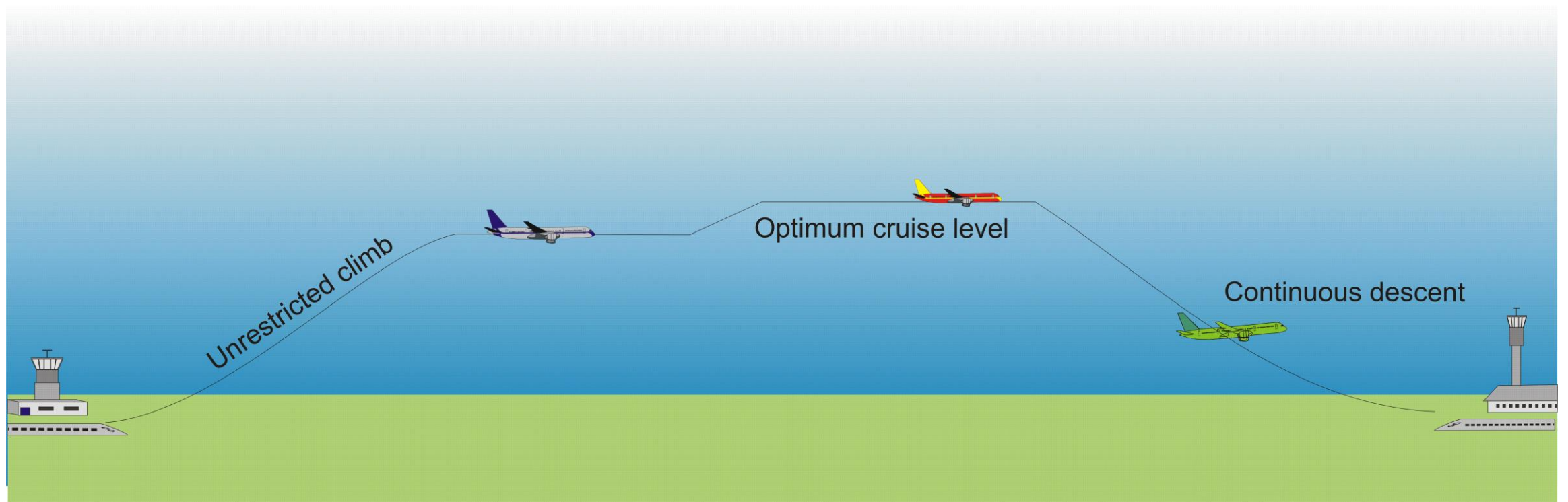


## Interoperability & Harmonization

- Up to very long range flights
  - 17+ hours
- Prime altitudes FL290-390
- Long ranges mean:
  - Early information is important
  - Route efficiency may make the difference between reaching destination or not



# Our Dream – the Perfect Flight



# FLEXIBLE USE OF AIRSPACE

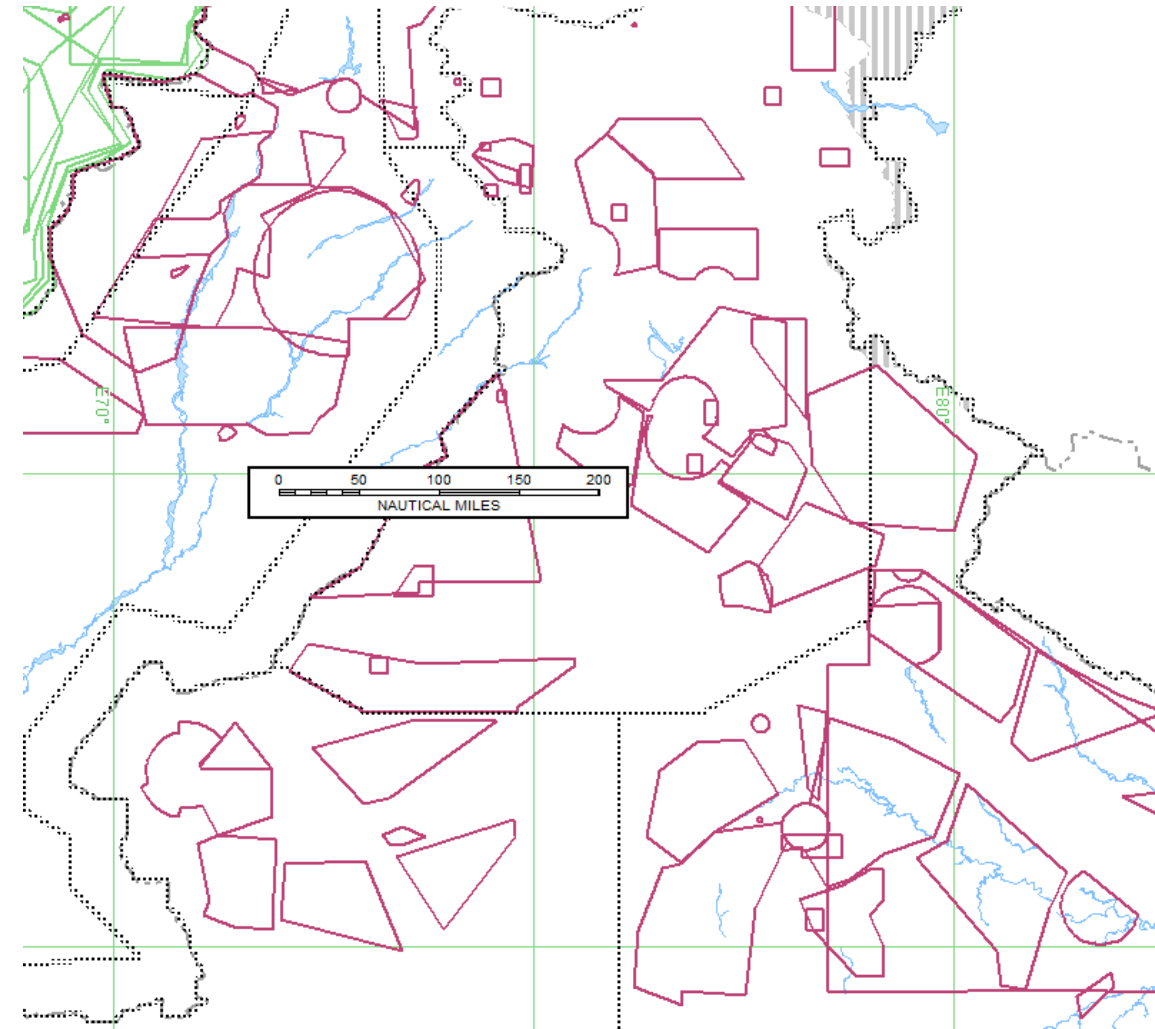


## *Civil and state aircraft*

- The ICAO Convention is applicable only to civil aircraft, and shall not be applicable to state aircraft.
- Aircraft used in military, customs and police services shall be deemed to be state aircraft.

# Prohibited areas

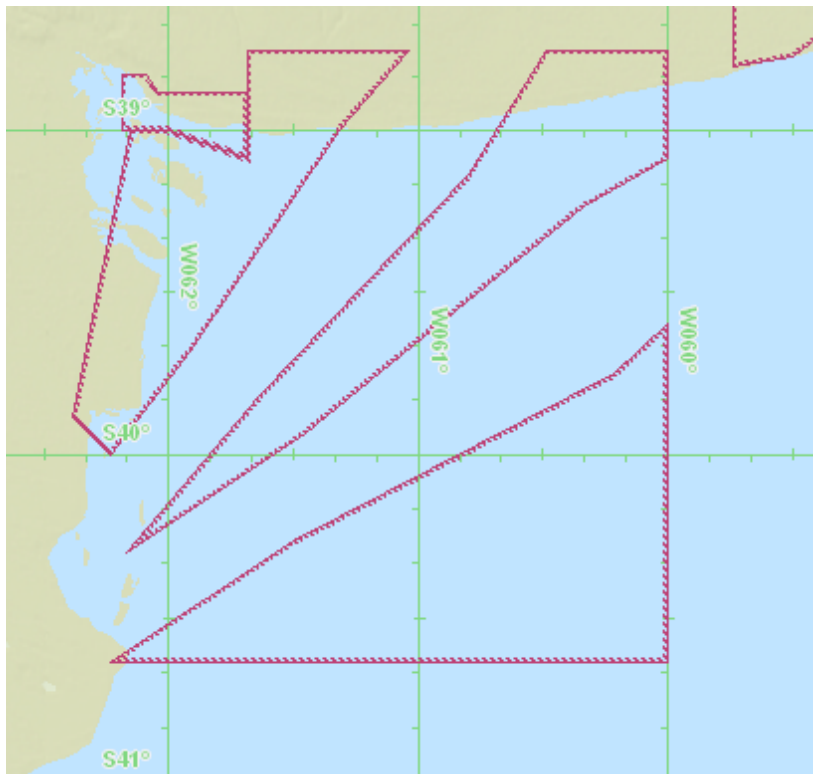
- A State may,
  - for reasons of military **necessity** or public safety,
  - restrict or prohibit [civil] aircraft from flying over certain areas of its territory,
- Such prohibited areas shall be
  - of reasonable extent and location
  - so as **not to interfere unnecessarily** with air navigation



# Flexible use of airspace

- Military missions and responsibilities are valid and recognized
- Can we share the airspace?
  - Special use airspace design based on weapons systems requirement
  - Can airspace uses be flexible / adaptable?
  - Plan the use of special use airspace and advise when it will not be required
    - Publish availability (or use) of airspace by NOTAM as early as possible
- Any released airspace can be reactivated on short notice if needed
- Win – Win

## Special Use Airspace – Best Practices



- Design based on needs and purpose
- Different needs? Different designs, activate as required.
- Avoid wasted space and sharp corners
- Apply safety buffer inside
- Altitude limits based on needs. Vary as required.

# Exercises and Missile Launches

- High Seas Airspace – Due regard
- Missile Launches
  - Coordinate with civil authorities of ALL affected areas
  - Align the geometry to minimize impact
  - Right size the danger zones
  - Announce publicly by NOTAMs at least a couple of days in advance
  - Advise ASAP of delay and termination
  - **Collaboration**

# UAV / UAS / RPA ...

## RPAs versus Airliners – our perspective

- 2 classes of RPAs
  - State and
  - Civilian
- We need to be and feel safe – would you be comfortable having your loved ones aboard with an RPA operating nearby?
  - Sense and avoid
  - failsafe
- RPAs should not result in more reserved airspace
- RPAs deployed in conflict zones may not be ready to be deployed in shared airspace

## Friends!

- Airlines share the space with you
- We each have our missions
- Let's speak with each other
- Let's work together



# Questions ?





Thank you

