



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 33: Other issues to be considered by the Technical Commission**

**ENHANCEMENTS ON THE PROCESS OF AIRSPACE DELINEATION**

(Presented by the United Arab Emirates)

**EXECUTIVE SUMMARY**

This working paper is proposing enhancements on the process of non-sovereign airspace delineation over the high seas in order to sustain the efficiency, economy of service providers and airspace users. It discusses a scientific databased approach into going through a process of airspace delineation, which is supposed to be supported by technical and operational needs away from political agenda.

**Action:** The Assembly is invited to:

- a) note the content of this working paper; and
- b) request ICAO Secretary to update the relevant ICAO provisions with the proposed provisions of this working paper, as necessary

<i>Strategic Objectives:</i>	This working paper relates to the Safety, Air Navigation Capacity and Efficiency and Economic Development of Air Transport Strategic Objectives.
<i>Financial implications:</i>	The activities referred to in this paper should be borne by the individual State(s) requesting the change.
<i>References:</i>	Doc 7030 <i>Regional Supplementary Procedures</i> Doc 9854, <i>Global Air Traffic Management Operational Concept</i> Annex 11 — <i>Air Traffic Services</i> Assembly Resolution A40 Appendix G, H MIDeANPVI <sup>1</sup>

<sup>1</sup> [Microsoft Word - MID eANP VOL I - Dec \(icao.int\)](https://www.icao.int)

## 1. INTRODUCTION

1.1 This working paper in its entirety is intended to propose enhancements on the delineation of flight information regions (FIR) in non-sovereign airspace for the sole purpose of facilitating the passage of air travel and to commit to each States' mandate towards its responsibility to the aviation public by avoiding unnecessary disruptions to air travel due to intentions that goes beyond the benefit of the industry.

1.2 Annex 11 — *Air Traffic Services* refers to the provision of air traffic services (ATS) in FIRs, which is a designated area for which a State is responsible for ATS. As such, FIRs may comprise not only sovereign airspace but also airspace over the high seas; paragraph 2.1.2 of the Annex states:

“Those portions of the airspace over the high seas or in airspace of undetermined sovereignty where air traffic services will be provided shall be determined on the basis of regional air navigation agreements. A Contracting State having accepted the responsibility to provide air traffic services in such portions of airspace shall thereafter arrange for the services to be established and provided in accordance with the provisions of this Annex.”

1.3 As a repository, ICAO uses regional Air Navigation Plans (ANP) to define provisions, policies, and guidance material of the responsibilities assigned to States for the provision of air navigation facilities and services for international air navigation, pursuant to Article 28 of the *Convention on International Civil Aviation*, (Chicago Convention, Doc 7300) and in accordance with regional air navigation agreements.

1.4 Additionally, Assembly Resolution 40 Appendix G in addition to the reasons mentioned in 1.2 also states that the aim of establishing an airspace beyond States' territory is to ensure safety and optimizing efficiency and economy for both providers and users of the services. Moreover, for that airspace not be segmented for reasons other than technical, operational, safety and efficiency considerations.

## 2. DISCUSSION

2.1 While the Assembly has resolved that regional plans should be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan should be undertaken by correspondence between the Organization and the States and international organizations concerned.

2.2 This working paper is suggesting enhancements to the stipulated procedures for the amendment of the regional air navigation plans Volume I by making requesting party whether it is a State, an Organization or the Secretary General to provide scientific based reasons for the proposed amendment.

2.3 Since FIRs has existed for facilitating the passage of air traffic in defined volumes of airspace especially over the high seas in a non-sovereign airspace should be limited to technical and operational functions pertaining to the safety and regularity of the air traffic operating in the airspace concerned. Hence, the leader of the change should do a comprehensive safety risk assessments and studies, which should be driven by current and futuristic traffic data, airspace modelling, and sufficient

simulation, as well as evidences of airspace users consultations, which shall support the proposed amendment with evident operational need to ensure the safety, efficiency of operations and economy for service providers and airspace users.

2.4 This working paper is suggesting the general criteria of the procedure of the amendment of regional air navigation plans to be altered to ensure the validity of proposed amendment to ANPs, and for proposals to be fully justified, accurate, and consistent with needs of the industry to ensure a safe, orderly, and expeditious flow of air traffic over the high seas over non-sovereign airspace.

2.5 Inclusion of affected States is a key factor and prior consultation and agreements with affected FIRs, and information on such consultation and agreement should be provided. Moreover, the airspace users should be included in the discussion.

2.6 Consideration should be taken towards the concerns of affected States while any amendment is proposed to ANPs, and appropriately presented to the ICAO Air Navigation Commission (ANC) to provide enough evidence to endorse any change and decide the action on any proposal.

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