



# Middle East Civil/Military Cooperation Seminar Regional Developments

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September 2012

# A day in a life

- Separation
- Restricted areas
- FLAS
- Flow restrictions
- Communication
- Surveillance
- NavAids
- Delays



# Common Interests

**Safety**

No duplication or unnecessary equipment

User preferred routing

On time departure/arrival

Constant descent to landing

**Efficiency**

**Security**



# Military User's Needs

- Access to airspace and freedom to operate at any time
- Portions of airspace reserved for special maneuvers and exercises
- Ability to complete training missions successfully
- Efficient use of training resources (fuel, personnel etc.)
- Special handling for priority flights, time-critical missions etc.
- Ability to operate without (ground) control for certain missions



# Civil User's Needs

- Safety and Security
- Efficiency
- Orderly and expeditious flow of traffic
- Punctuality / predictability
- Environment

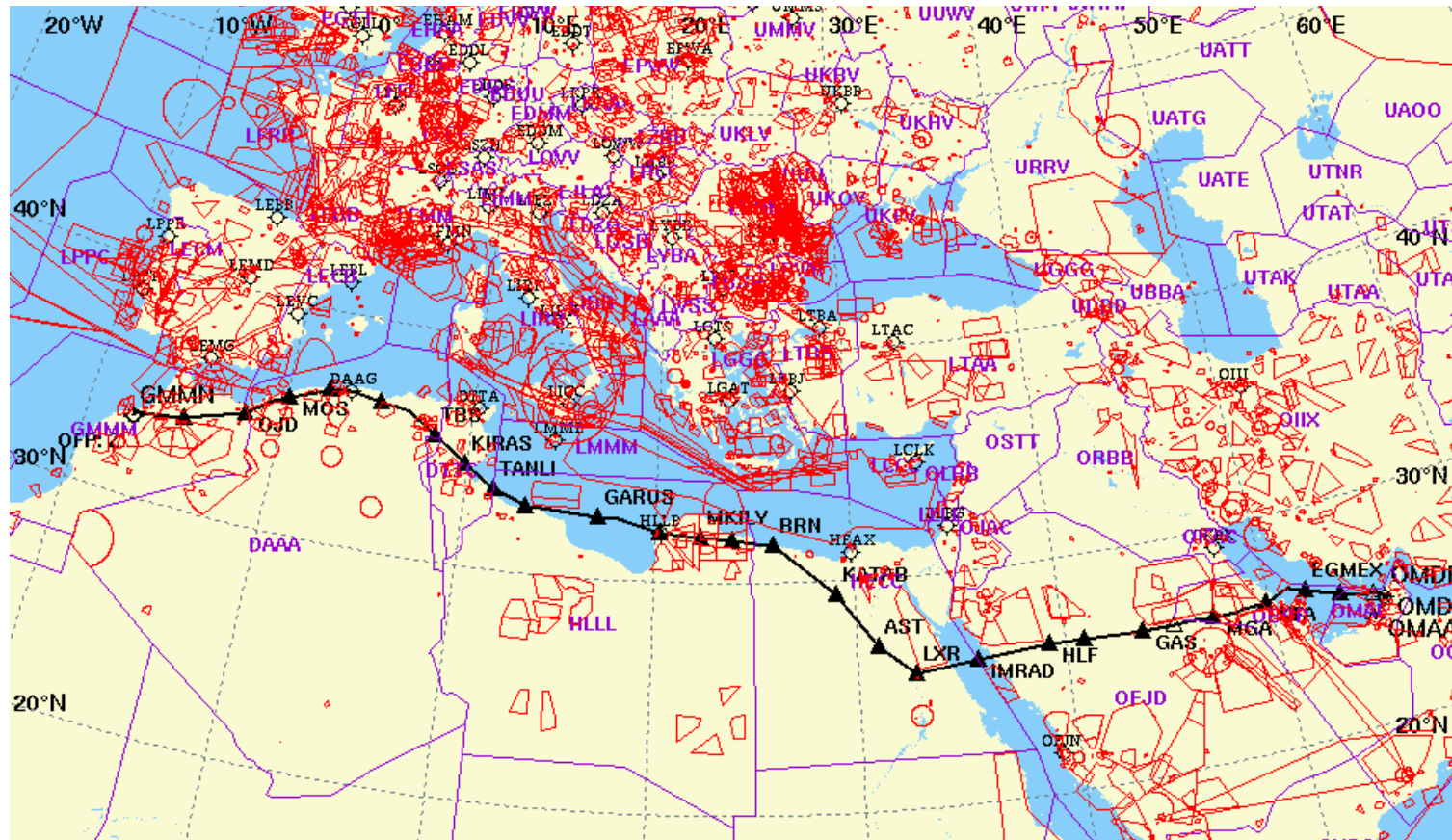


# Ideas for Discussion

- Ways to achieve a common understanding
  - Understand each other's needs
  - Support each other in meeting objectives
  - Support a more seamless and Global ATM system
- How to establish political will and institutional arrangements
- How to set performance objectives
- What practical and operational measures are needed
- How to implement the necessary changes



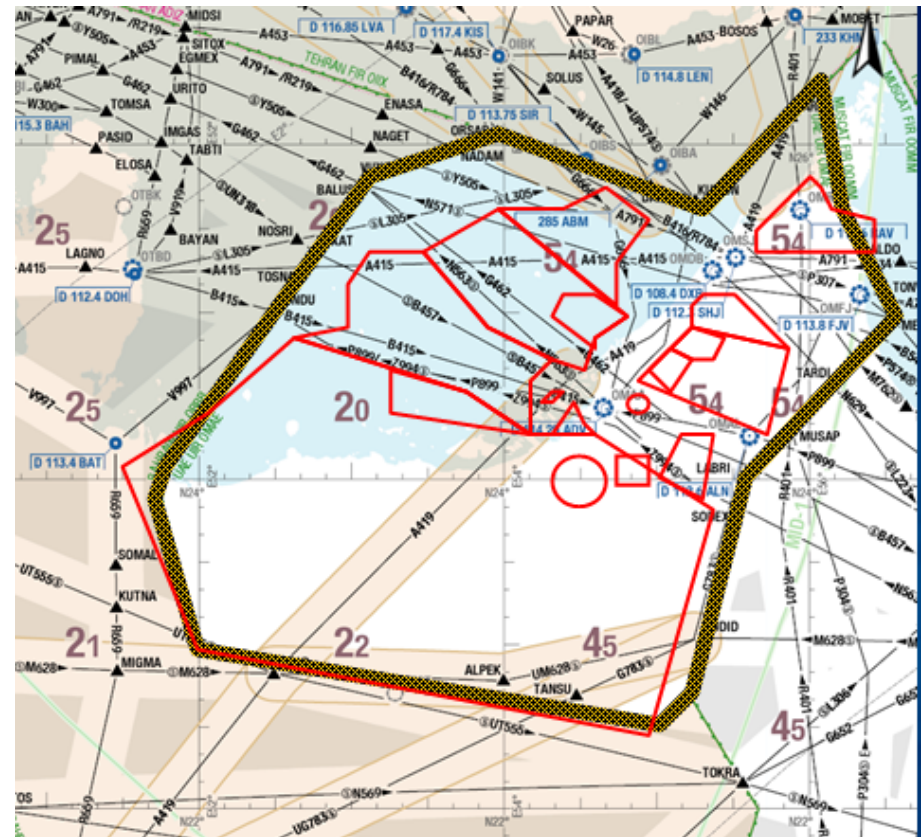
# The “Casablanca Curve” ...



Source: Emirates

# UAE and A419

- 50% of UAE airspace is restricted
- A419 opened December 2008
- 02/2009 Emirates operated 468 flights
- **Savings:**
  - Fuel 156,000kgs
  - Emissions 492,960kg
  - ~7000 tons by today



Source: Emirates



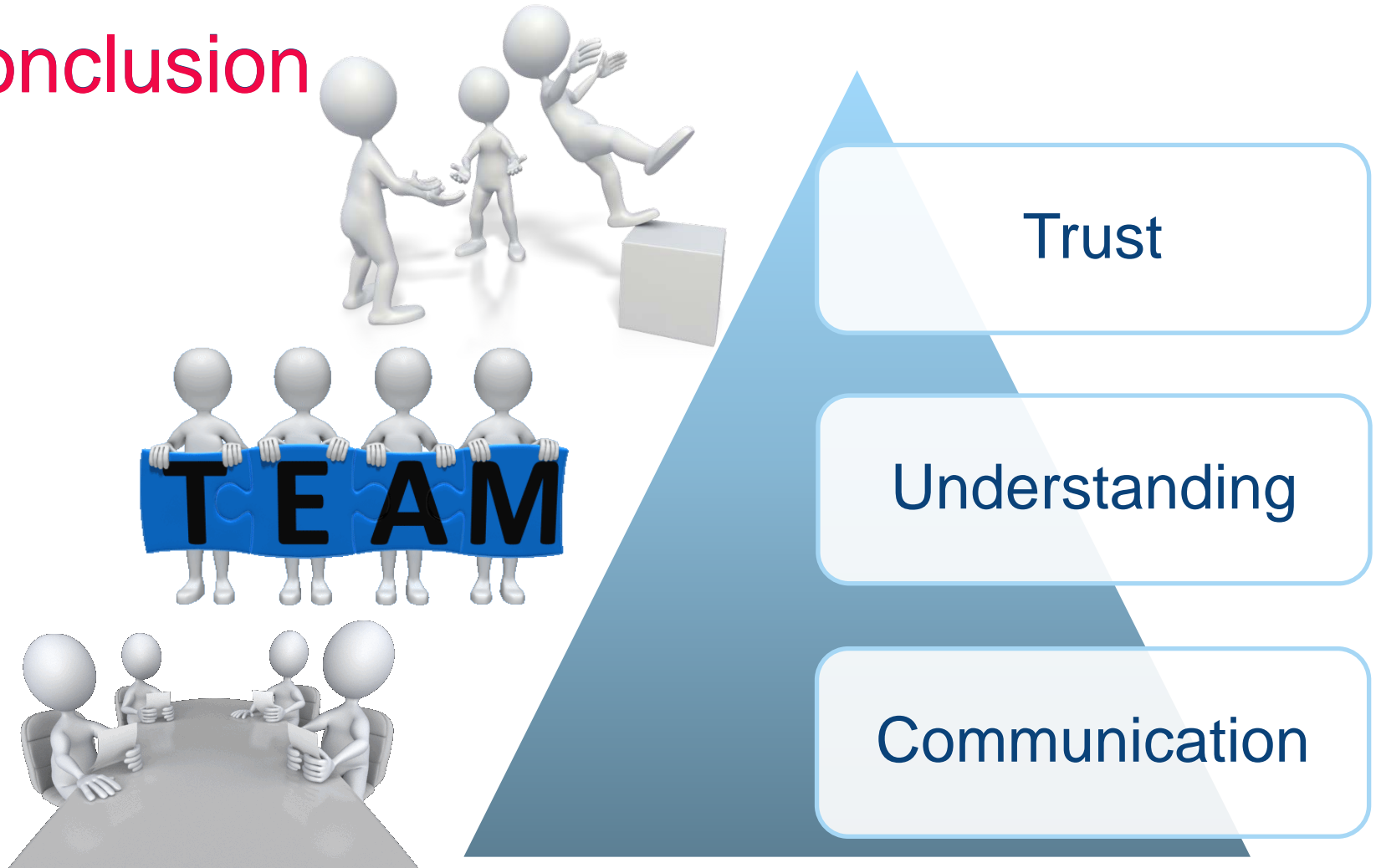


# Flexible Use of Airspace

- Flexible use of airspace (FUA) is an airspace management concept based on the principle that **airspace should not be designated as purely civil or military, but rather as a continuum in which all user requirements are accommodated to the greatest possible extent.**



# Conclusion



# Thank You

