



## European Higher Airspace Operations Symposium Brussels, 2 April 2019

### Symposium Conclusions

Symposium participants:

Encouraged a **European approach** for the integration of new airspace users and operations into higher space to avoid **fragmentation**.

Noted the **need** for Europe to develop a **harmonised, scalable framework** to support Member States and industry for the integration of both civil and military operations above FL600 and contribute in a coordinated way to ICAO work on that matter. Such a framework should be **flexible and proportionate**, balancing market based innovation and regulation. It should take due consideration of Member States **sovereignty over the airspace** which in itself is **not a barrier**.

Noted that past lessons learnt (in particular U-Space) and existing tools and services were already applicable for the accommodation of nowadays users' needs.

Expressed the need to ensure the **interoperability of operations**, and **standardisation of processes** throughout Europe for the purpose of higher airspace operations and at the interface with controlled airspace below FL600.

Emphasised the challenges but also the **opportunities** that this new kind of operations would bring to a needed **accelerated modernisation of ATM and enhanced performance**.

Underlined that such an overall framework should ensure that this new emerging market complies with the **safety, security, environmental, and industry requirements** taking into account the Single European Sky regulations.

Recalled that **safety and security** as well as social acceptability, are **paramount** for the implementation of sustainable policies strengthening global **competitiveness of the European industry**.



Considered inviting EASA and EUROCONTROL with the support of National experts, EDA and SJU to launch the preparatory work required for the definition respectively, of the **regulatory framework** and of a **European concept of operations**.

Suggested, as a topic to be studied under the coordination of the Commission, the creation of an **effective funding mechanism** (e.g. single charging zone) for the provision of services in the European Higher Airspace.

During the symposium, participants concurred on the following **high-level principles** to guide future work:

- Promote a **holistic European approach** based on civil military collaboration for the integration of new airspace users and operations into higher airspace avoiding fragmentation.
- Promote an **innovative, collaborative and harmonised global framework** for the delivery and management of higher airspace operations, based on high levels of **digitalisation and automation** and emerging airspace users' capabilities.
- Ensure the **pragmatic and timely implementation** of higher airspace operations, **matched to user needs, capabilities** and **volume** of future **activities**.
- Ensure the **safe and orderly implementation** of higher airspace operations using **risk- and performance-based approaches to innovation and regulation** when establishing the appropriate requirements for safety, security, contingency and resilience of operations for all phases of flight.
- Ensure **sustainable growth** of these operations to minimise the **environmental impact** of new entrants operating within, and transiting through, the higher airspace.
- Ensure that the **integration** of higher airspace with controlled airspace **does not disproportionately affect** the performance of the existing European ATM network.
- Ensure **fair and equitable** access to the higher airspace for all users and enable a cost-effective management of the higher airspace.

### Symposium participation:

Over 160 persons attended the symposium with a varied and vast representation.

### By category:

15	Air Navigation Service Provider (ANSP)
3	Airport
1	Civil aircraft operator
6	Federation/Association
39	Government Body
35	Industry and services
24	International Organisation/Institute
4	Military Aircraft Operator
8	Others
22	Regulatory authority
5	Research Institute

### By country:

Austria	France	Republic of North Macedonia
Azerbaijan	Germany	The Netherlands
Belgium	Greece	Norway
Bulgaria	Hungary	Poland
Canada (ICAO)	Ireland	Portugal
Croatia	Iceland	Romania
Cyprus	Israel	Russia
Czech Republic	Italy	Serbia
Denmark	Latvia	Spain
Estonia	Luxembourg	Sweden
Finland	Moldova	United Kingdom