

BLURRING THE LINES



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THE LINE BETWEEN AVIATION AND
SPACE IS NO LONGER CLEAR

NEW TECHNOLOGIES,
NEW OPERATIONAL CONCEPTS,
AND

COMMERCIALIZATION OF SPACE
OPERATIONS

REQUIRES NEW THINKING ABOUT HOW
WE DISTINGUISH BETWEEN THE TWO.



DEMARCATATION

- AIR AND SPACE POLICY HAVE EVOLVED INDEPENDENTLY
 - IS A DEMARCATATION POSSIBLE, NECESSARY, OR APPROPRIATE MOVING FORWARD?
 - OPERATIONAL OR VERTICAL?
 - NEW CHALLENGES FROM COMMERCIALIZATION OF SPACE OPERATIONS
 - DO NEW TECHNOLOGIES CHANGE THE DEBATE?
- DOES A SEGREGATED POLICY SUPPORT THE FUTURE?

AVIATION



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SPACE

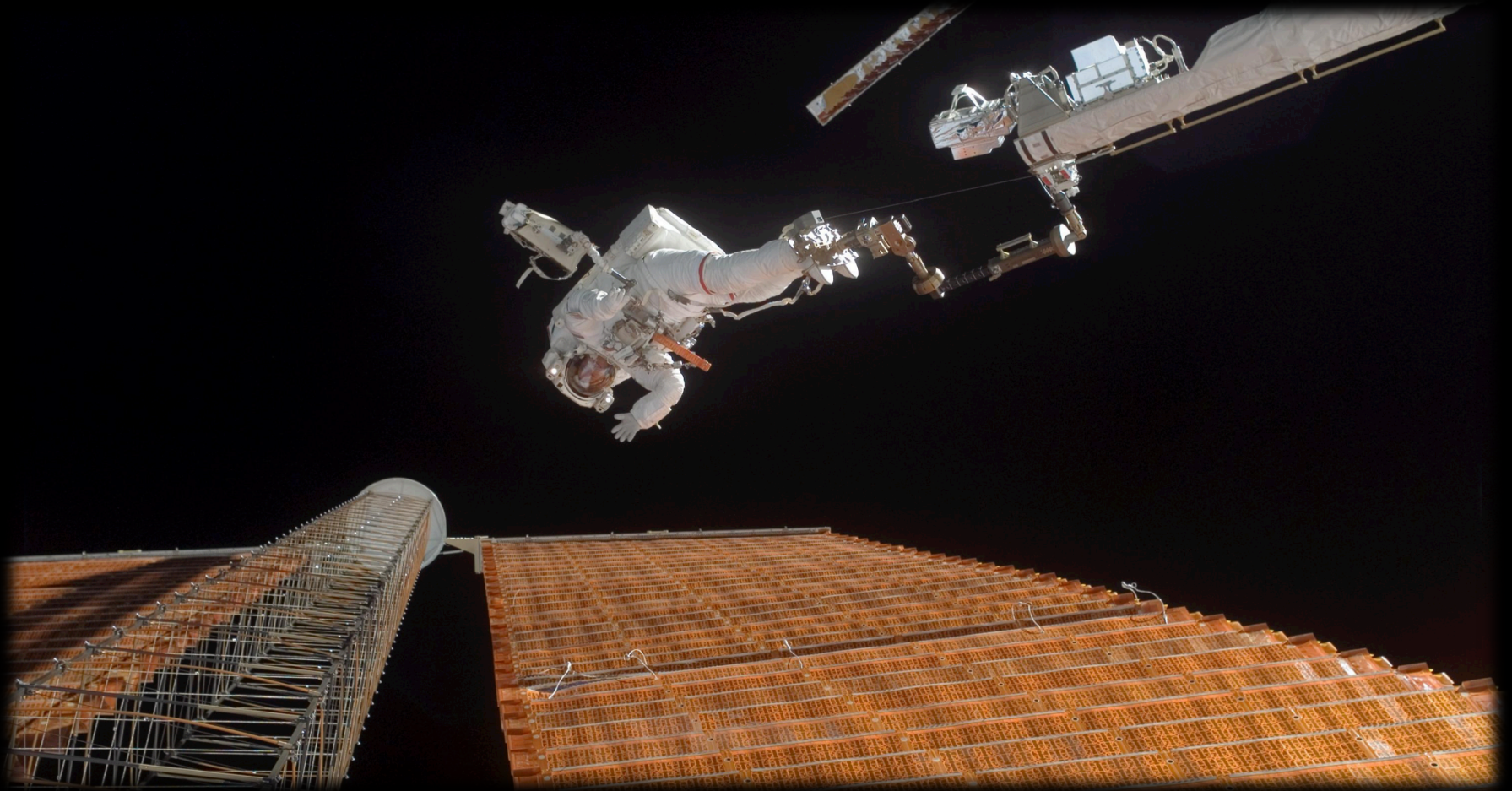


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AIRCRAFT



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SPACECRAFT?



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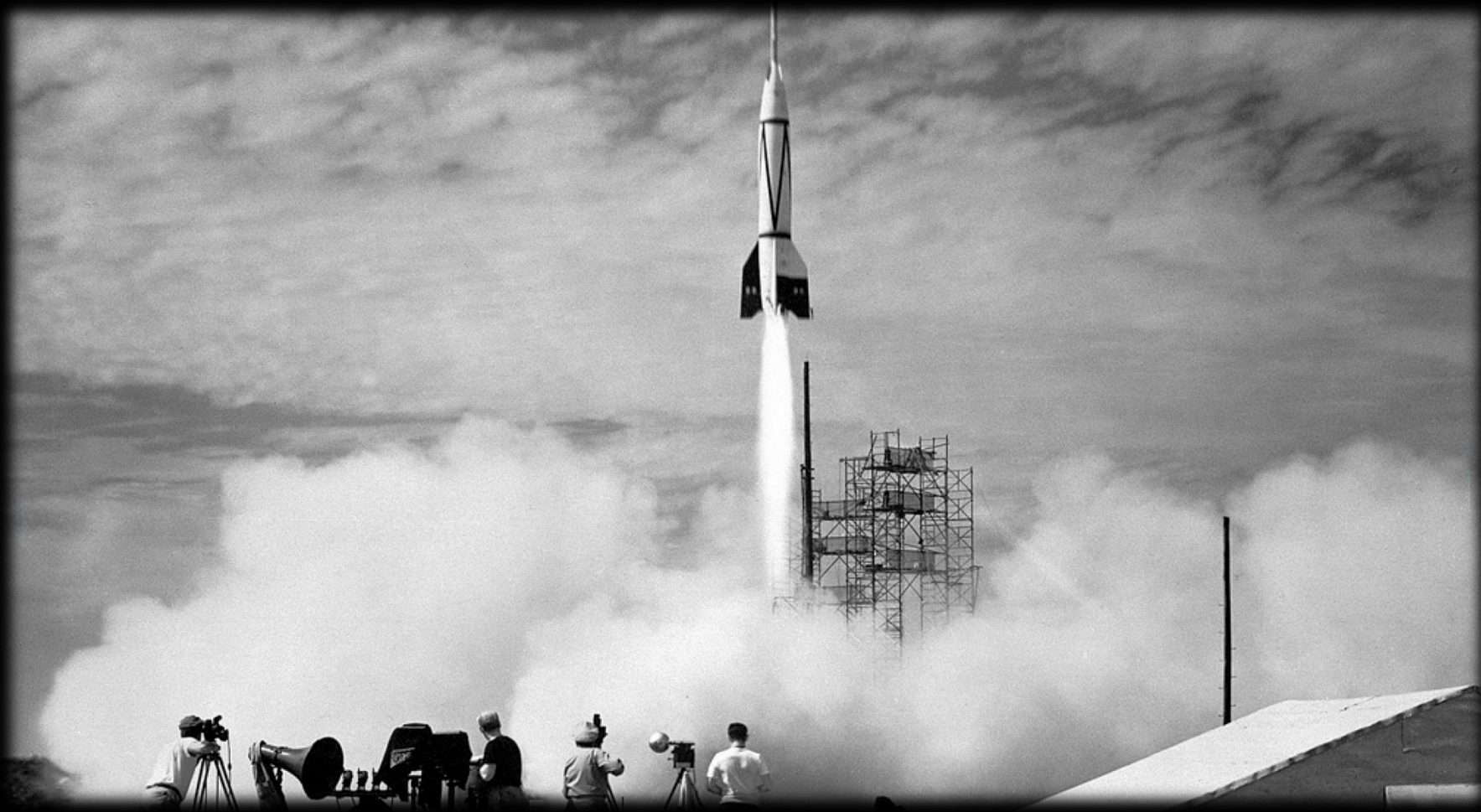


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THREAT, HAZARD OR USER

HOW THE OPERATION IS CONSIDERED AFFECTS THE POLICY APPROACH

- AIRSPACE ACCESS
- SAFETY REGULATION IN SHARED
AIRSPACE

– LEGAL ISSUES

- LIABILITY
- REGISTRATION
- OVER FLIGHT PRIVILEGES AND CHARGING

BETWEEN AVIATION AND SPACE

20 KM TO 100 KM “PROTOZONE AREA”

- NEW CATEGORIES OF USERS
 - SPACE LIKE OPERATIONS AND SERVICES
 - AVIATION CHARACTERISTICS OF FLIGHT



CONCLUSION

- CURRENT SEGREGATION BETWEEN AVIATION AND SPACE POLICY MAY NOT BE SUITABLE FOR FUTURE DEVELOPMENT
- AN INTEGRATED POLICY APPROACH MAY BE NECESSARY TO SUPPORT THE EMERGING COMMERCIAL SECTORS

QUESTIONS?

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