Did you know...?

Functional Airspace Blocks are sectors of airspace where operational concerns would supersede national boundaries in handling air traffic, leading to an optimised sectorisation of the airspace.

**Objective:**

To evaluate the feasibility of an FABSEA by presenting its benefits and challenges.

**Justifications**

- SEA has some of the busiest flight route in the world, with a number of them within the top 50 business flight routes globally.
- The importance and the growing demands of the region’s aviation industry will likely drive the need for more efficient supporting infrastructures and systems.
- Most destinations within SEA can be reached from main aviation hubs within a 5-hour flight radius.
- A 5-hour flight radius is the average maximum distance of a short-haul narrow-body plane. This is sufficient enough to cover not just SEA but even parts of China, India and Australia.
- This presents opportunities to optimise the airspace by reorganising it into FAB. This would reduce handovers in air traffic control between individual ANSPs, increasing efficiency.

**Challenges**

- The uncertainty generated from losing even partial control over one's airspace remains a concern, especially issues relating to national security.
- FABs may also favour ANSP with better technology to control large regions and may cause the diminishing influence of a weaker country's ANSP within its own responsible FIR and sovereign airspace which may lead to problems on the socio-economic front.

**Conclusion**

- While the creation of a FABSEA is deemed beneficial, it is too idealistic due to the lack of a legislative body, like the EURO commission, to drive such collaborations.
- SEA countries have to work together to create the necessary conditions and environment to reduce fear, risk and uncertainty that comes with it.