



*International Civil Aviation Organization*

**MIDANPIRG ATM/SAR/AIS Sub-Group**

**Twelfth Meeting (ATM/SAR/AIS SG/12)**  
*(Cairo, Egypt, 21 - 24 November 2011)*

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**Agenda Item 9: Search and Rescue and Civil/Military Coordination**

**CIVIL/MILITARY COORDINATION**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the developments related to Civil/Military coordination including the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation..

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/12 Report

**1. INTRODUCTION**

1.1 The provisions related to Civil-Military coordination are covered in a number of ICAO documents, in particular: the Convention (Article 3), Annexes 2, 11 and 15, PANS ATM (Doc 4444), Air Traffic Services Planning Manual (Doc 9426), Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554) and Manual concerning Interception of Civil Aircraft (Doc 9433).

**2. DISCUSSION**

2.1 MIDANPIRG/12 was apprised of the developments related to Civil/Military coordination including the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation held in ICAO HQ, Montréal, from 19 to 21 October 2009.

2.2 The meeting may wish to note that the Global Air Traffic Management Forum on Civil/Military Cooperation highlighted that improved cooperation between civil and military authorities is one of the key conditions for increasing the effective use of available airspace. For civil aviation, it means being better equipped to meet the operational requirements of a safe and efficient air transportation system. For the military, it means meeting mission requirements safely and efficiently. A globally-harmonized air transport system, operating at maximum efficiency in terms of safety, security and sustainably begins with a commitment from both civil and military authorities to improve cooperation and coordination.

2.3 The meeting may further wish to note the emphasis of sharing airspace between civil and military also features prominently in ICAO's vision of an integrated, harmonized and globally interoperable air traffic management system as laid out in the ATM Operational Concept and in the Global Air Navigation Plan. Key principles argue that.

- airspace should be a usable resource;
- any restriction on the use of a particular segment of airspace should be considered transitory; and
- all airspace should be managed flexibly with an equitable balance between civil and military users through strategic coordination and dynamic interaction.

2.4 MIDANPIRG/12 was apprised on the flexible concept for airspace use, combined with the soaring cost of fuel in recent years that has provided the motivation to rethink the traditional role of civil/military coordination and cooperation. The ultimate goal is to open up segregated airspace when it is not being used for its originally-intended purpose which will allow for better airspace management and access for all users according to their needs without impeding the military's mission or operations. In addition to the advantages that increased flexibility and balance in airspace management will bring for airspace users, there is also a positive impact for the environment: shorter flights between city pairs will mean reduced fuel burn and less CO<sub>2</sub> emissions released into the atmosphere.

2.5 MIDANPIRG/12 meeting was further apprised of the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation which is available on the ICAO website at: <http://www.icao.int/GATM-CIV/MIL/>. The meeting further noted that the Forum agreed to the following main Conclusions and Recommendations:

- there is a clear consensus that the aviation community, civil as well as military, have expressed a need and desire to work together to enhance the use of the airspace to the mutual benefit of all airspace users, and that what is needed is:
  - cooperation;
  - collaboration;
  - commitment; and
  - trust
- Civil and military should endeavour to:
  - understand each other's needs;
  - Support each other in meeting objectives; and
  - Support a more seamless and Global ATM system.
- ICAO Regional Directors will further promote civil and military cooperation through the Planning and Implementation Regional Groups (PIRGs);
- to achieve success, State administrations, working with air navigation service providers and their militaries must take action:
  - establish political will;
  - develop institutional arrangements;
  - bring civil and military authorities together;
  - set performance objectives;
  - develop practical and operational measures; and
  - implement changes

2.6 Based on the above, MIDANPIRG/12 meeting agreed to the following Conclusions:

*CONCLUSION 12/25: CIVIL/MILITARY COOPERATION*

*That, in order to facilitate effective civil/military cooperation and joint use of airspace in accordance with ICAO provisions, and in support of the ICAO's vision for an integrated, harmonized and globally interoperable air traffic management system as laid out in the ATM Operational Concept and in the Global Air Navigation Plan, MID States that have not yet done so, be urged to:*

- a) manage the airspace in a flexible manner with an equitable balance between civil and military users through strategic coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users according to their needs;*
- b) develop necessary institutional arrangements to foster civil/military cooperation; and*
- c) take steps and arrange as necessary for the Military authorities to be:
 
  - i) fully involved in the airspace planning and management process;*
  - ii) aware of the new developments in civil aviation; and*
  - iii) involved in national, regional and international aviation meetings, workshops, seminars and training sessions, as appropriate.**

*CONCLUSION 12/26: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA*

*That, the ICAO MID Regional Office process a Proposal for Amendment to the Supplementary Procedures (Doc 7030) in order to include the procedures to be followed by all civil uncoordinated flights and, to the extent practicable, by military aircraft operating over the Red Sea Area, as shown at **Appendix 5.2L** to the Report on Agenda Item 5.2.*

2.7 The meeting may wish to note that a State letter Ref.: AN 6/13 – 11/137 Dated 2 June 2011, with reference to MIDANPIRG Conclusion 12/25 – Civil/Military Cooperation, was sent to MID States urging them to support ICAO's vision for an integrated, and a globally-harmonized air transport system, operating at maximum efficiency in terms of safety, security and sustainably begins with a commitment from both civil and military authorities to improve cooperation and coordination.

2.8 Based on the above the meeting may wish to recall the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation which recommended conducting regional events with civil/military partners to carry over the message of the Forum. The outcome was reinforced by the 37th Assembly (October 2010), which formulated Resolution A37- 15, Appendix O: Coordination and cooperation of civil and military air traffic as at **Appendix A** to this working paper. Additionally, the 37th Assembly Resolution approved Regional seminars/workshops on civil/military cooperation to roll-out the guidance material in Civil/Military Cooperation in Air Traffic Management to all ICAO Regions.

2.9 Accordingly the meeting may wish to note that the ICAO MID Regional Office has tentatively scheduled for a seminar/workshop in September 2012, in which MID States are urged to coordinate with their military counter parts to attend the seminar/workshop.

2.10 The meeting may wish to note that the ICAO MID Regional Office has processed a Proposal for Amendment to the Supplementary Procedures (Doc 7030) according to MIDANPIRG/12 CONCLUSION 12/26: UNCOORDINATED FLIGHTS OVER THE RED SEA AREA and that the President, on behalf of the Council, approved on 11 May 2011, and the amendment will be incorporated in the Regional Supplementary Procedures.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information presented in this paper and **Appendix A**;
- b) attend the Civil/Military Coordination Cooperation Seminar/Workshop;
- c) coordinate with their military counter parts to attend the seminar/workshop; and
- d) provide plans to strengthen the cooperation with military authorities.

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APPENDIX A

**A37-15: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation**

*Whereas* in Resolution A15-9 the Assembly resolved to adopt in each session for which a Technical Commission is established a consolidated statement of continuing policies related specifically to air navigation up to date as at the end of that session;

*Whereas* a statement of continuing policies and associated practices related specifically to air navigation as they existed at the end of the 36th Session of the Assembly was adopted by the Assembly in Resolution A36-13, Appendices A to W inclusive;

*Whereas* the Assembly has reviewed proposals by the Council for the amendment of the statement of continuing policies and associated practices in Resolution A36-13, Appendices A to W inclusive, and has amended the statement to reflect the decisions taken during the 37th Session; and  
*Whereas* the statement of continuing policies in Resolution A36-13 is hereby superseded;

The Assembly:

1. Resolves that:

- a) the Appendices attached to this resolution constitute the consolidated statement of continuing air navigation policies and associated practices of the Organization as they exist at the close of the 37th Session of the Assembly; and
- b) the practices associated with the individual policies in the appendices constitute guidance intended to facilitate and ensure implementation of the respective policies; and

2. Declares that this resolution supersedes Resolution A36-13 with its Appendices A to W inclusive

**APPENDIX O****Coordination and cooperation of civil and military air traffic**

*Whereas* the airspace is a resource common to both civil and military aviation, and given that many air navigation facilities and services are provided and used by both civil and military aviation;

*Whereas* the Preamble of the Convention on International Civil Aviation stipulates that signatories thereto had “agreed on certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically”;

*Whereas* Article 3 a) of the Convention states that “This Convention shall be applicable only to civil aircraft, and shall not be applicable to state aircraft” and Article 3 d) requires that “contracting States undertake, when issuing regulations for their state aircraft, that they will have due regard for the safety of navigation of civil aircraft”;

*Recognizing* that growing civil air traffic and mission-oriented military air traffic would benefit greatly from a more flexible use of airspace used for military purposes and that satisfactory solutions to the problem of cooperative access to airspace have not evolved in all areas;

*Whereas* the flexible use of airspace by both civil and military air traffic may be regarded as the ultimate goal, improvement in civil/military coordination and cooperation offers an immediate approach towards more effective airspace management; and

*Recalling* that the ICAO Global ATM Operational Concept states that all airspace should be a usable resource, any restriction on the use of any particular volume of airspace should be considered transitory, and all airspace should be managed flexibly;

*The Assembly resolves that:*

1. the common use by civil and military aviation of airspace and of certain facilities and services shall be arranged so as to ensure the safety, regularity and efficiency of civil aviation as well as to ensure the requirements of military air traffic are met;
2. the regulations and procedures established by Contracting States to govern the operation of their state aircraft over the high seas shall ensure that these operations do not compromise the safety, regularity and efficiency of international civil air traffic and that, to the extent practicable, these operations comply with the rules of the air in Annex 2;
3. the Secretary General shall provide guidance on best practices for civil/military coordination and cooperation;
4. Contracting States may include, when appropriate, representatives of military authorities in their delegations to ICAO meetings; and

5. ICAO serves as an international forum that plays a role in facilitating improved civil/military cooperation, collaboration and the sharing of best practices, and to provide the necessary follow-up activities that build on the success of the Global Air Traffic Management Forum on Civil/Military Cooperation (2009) with the support of civil/military partners.

**Associated practices**

1. Contracting States should as necessary initiate or improve the coordination and cooperation between their civil and military air traffic services to implement the policy in Resolving Clause 1 above.
2. When establishing the regulations and procedures mentioned in Resolving Clause 2, the State concerned should coordinate the matter with all States responsible for the provision of air traffic services over the high seas in the area in question.
3. The Council should ensure that the matter of civil and military coordination and cooperation in the use of airspace is included, when appropriate, in the agenda of divisional and regional meetings, in accordance with Resolving Clauses 3, 4 and 5 above.

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