



International Civil Aviation Organization

Regulatory framework for Civil/Military Cooperation/Coordination matters

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Introduction

- *Provisions on Civil/Military Cooperation/Coordination*
- *Convention on International Civil Aviation (Doc 7300)*
- 37th session of the ICAO Assembly, Resolution A37-15, App. O
- Annexes 2 and 11
- PANS-ATM, Regional Supplementary Procedures (SUPPs) and Manuals
- Regional Plans and Regional Planning Groups
- Summary

ICAO Provisions on Civil/Military Coordination and Cooperation



Convention on International Civil Aviation (Doc 7300)

- *Article 3* (a, b, c and d) Civil and State aircraft – State aircraft are excluded from its scope of applicability, define State aircraft, no State aircraft shall fly over territory of another state without authorization and State aircraft will have due regard for the safety of navigation of civil aircraft
- *Article 3 bis and 9* - Refrain from using weapons against civil aircraft in flight and prohibited areas shall be of reasonable extent and location so as not interfere unnecessarily with air navigation

ICAO Provisions on Civil/Military Coordination and Cooperation



37th Session of ICAO Assembly (Sept./Oct.2010)

- Resolution A37-15, App. O

- Common use by civil and military aviation of airspace and of certain facilities and services;

- Regulations of States ensure operations state aircraft do not compromise safety, regularity and efficiency of civil air traffic over high seas and comply with Annex 2

- Sec.Gen. provides advice and guidance on best practices for civil/military coordination and cooperation;

- Contracting States include representatives of military authorities in their delegations to attend ICAO meetings; and

- ICAO should serve as international platform to facilitate improved civ/mil cooperation, collaboration and sharing of best practices.

ICAO Provisions on Civil/Military Coordination and Cooperation



Annex 2 — Rules of the Air

- Submission of a flight plan – Chapter 3, 3.3
- Interception – Chapter 3, 3.8
- Attachment A - Interception of Civil Aircraft

Annex 11 — Air Traffic Services

- 2.17- Coordination between military authorities and air traffic services
- 2.18- Coordination of activities potentially hazardous to civil aircraft

ICAO Provisions on Civil/Military Coordination and Cooperation



The Procedures for Air Navigation Services – *Air Traffic Management (PANS-ATM, Doc 4444)* and Regional Supplementary Procedures (Doc 7030)

- PANS-ATM contains procedures for the application of the rules of the air and air traffic services.
- Procedures applicable to in-flight contingencies as strayed or unidentified aircraft involving coordination with military authorities.
- Miscellaneous procedures for the conduct of special military operations.
- Regional SUPPs procedural part of Air Navigation Plans to meet needs not covered in world wide provisions as the Annexes SARPs or PANS.

ICAO Provisions on Civil/Military Coordination and Cooperation



Manual concerning Interception of Civil Aircraft. (Doc 9433)

- Consolidation of ICAO Provisions and Special recommendations related to the interception of civil aircraft
- States ensure manual is brought to the attention of all civil and military administrative or operational personnel related with identification and interception of civil aircraft

Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554)

- Promote effective coordination so that activity potentially hazardous to civil aircraft operations may be accommodated within agreed airspace
- Coordination between responsible military authorities and appropriate ATS authorities essential to safety of civil aircraft operations whenever activities potentially hazardous are planned and conducted by any military units

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Global Air Navigation Plan (Doc 9750)

- Contains near and medium term guidance on air navigation systems improvements necessary to support a uniform transition to the ATM system envisioned in the ATM operational concept
- Planning will be supported by a set of “Global Plan Initiatives (GPIs)” as measurable progress toward the implementation of the ATM operational concept:
- GPI-1 Flexible use of airspace (FUA):
 - The optimization and equitable balance in the use of airspace between civil and military users.
 - FUA is based on the principle that airspace should not be designated purely as civil and military, but rather as a continuum.
 - FUA should result in the removal of large tracts of permanent or transient restricted airspace and greater benefits associated with FUA obtained through inter-State cooperation through regional and sub-regional agreements

ICAO Provisions on Civil/Military Coordination and Cooperation



Global Air Traffic Management Operational Concept (Doc 9854)

- Scope of the concept- Operate the global air traffic system up to and beyond 2025. Increase user flexibility and maximize operating efficiencies.
- Components of the concept: Airspace organization and management among others. Usable resource, use airspace based on principles of access and equity. Restrictions transitory. Organized to accommodate needs of users on a timely basis. Management dynamic, flexible and based on services demanded.

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Regional Plans and Regional Planning Groups

- Asia/Pacific Regional Air Navigation Plan (Doc 9673)
- Regional Planning Group for Asia/Pacific regions:
APANPIRG

Summary

- ICAO provisions for a regulatory framework on Civil/Military cooperation/coordination matters:
- *Convention on International Civil Aviation*. (Doc 7300)
- *Assembly — 37th Session*.
- Annexes 2 and 11
- *PANS-ATM (Doc 4444) and SUPPs (Doc 7030)*
- *Manual concerning Interception of Civil Aircraft (Doc 9433)*
- *Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554)*
- *Global Air Navigation Plan (Doc 9750) including Global Plan Initiatives*
- *Global Air Traffic Management Operational Concept (Doc 9854)*
- Regional plans and Regional Planning Groups

Summary



The End

Thanks