(Address high ranking attendees), honoured Delegates from States and Organisations, colleagues and friends,

My presentation is not a display of our national policy. It reflects my own personal thoughts and ideas. However, they do generally coincide with our national position. I am also not presenting any official ICAO views. I am giving this presentation on an ICAO template in order to reflect the origin and nature of this workshop.

Today it is my intention to place Flexible Use of Airspace in the overall context of civil/military cooperation in aviation matters.

I also invite you to share your thoughts with me at any time during this workshop and I am looking forward to many inspiring conversations.
Please be assured that I will not torment you with every single step of my almost 30 years in the military service.

But what I do want to extract from this CV are my close links with civil aviation shown on the right side of the slide, which I believe to be the main reason for my invitation as a speaker to this workshop.

Alas, when it comes to civil/military issues, ICAO particularly has kept a low profile for a rather long period of time...
...until 6 years ago, at the 11th Air Navigation Conference, which I would call the first Milestone Event in this instance, a surprising change became apparent. For the first time in a global ICAO conference, the subject of civil-military coordination was expressed in such a direct manner.

Over the subsequent years the trend towards incorporating military issues in official ICAO business manifested itself, leading to one of the „Challenges for the next 50 years“ during the 50th Meeting of the EANPG in December 2008:

The Vision of a „Single Civil Military Sky“.

Honoured Delegates, it is my sincere belief that at this moment in time we are at crossroads, when it comes to ICAOs involvement in military matters;

ICAO has picked up a momentum that I urge you to take advantage of. To combine efforts and use synergetic effects, this is the time to rely on the knowledge of your own aviation experts and those working in ICAO offices around the globe, in order to sustain this movement for the benefit of the overall aviation system.

This may also be the right time to send a signal to ICAO from the Contracting States, expressing your welcome of and your support for this new civil/military approach undertaken by ICAO.
„FUA Demystified“ – The title of this workshop indicates that the subject still contains some mysteries that wait to be solved.

I have selected a few of the most popular mysteries – or misconceptions – about FUA, and tried to find a way to „demystify“ them in the sense of finding a way forward.

You can quite frequently hear the statement that all we need is stronger and more binding regulations, setting the requirement for FUA as an overall standard.

But I believe that the reality of the past decade proves to us, that such an approach would be likely to fail.

FUA is already embedded in Annex 11, we have the requirement in the Single European Sky legislation but yet

In the years that have passed since the EU Ministers of Transport have agreed that solutions have to be found and this workshop almost 10 years later, despite good efforts made in individual States, a consolidated effort is still lacking.
I am not saying that there has been no progress but I think we have underestimated the rigidity of the system. Over the past years we have been moving in the right direction but at a rather slow pace – too slow to keep up with current developments in the aviation sector – and I believe too slow because we were, at least in parts, relying too much on regulation.

What in my opinion is still needed to supplement the regulatory Top-Down-Approach is a Bottom-Up-Approach, considering the cultural context, bringing regulation and individual culture together. Learning from the different perceptions of the people that fill the rules with life from within – in other words you.
Let me continue with another common misconception. Flexible Use of Airspace is often seen as a solitary and universal problem solver in civil/military relations within the aviation community.

In reality, FUA alone is a fairly lonely piece of the puzzle, seen against the background of the aviation world...
...particularly, when it is regarded as a strictly procedural tool. FUA only forms a working unit, when combined with the other two essential elements to complete any system, „Equipment“ and „People“.

What I do want to clarify though is, that we do not have to wait for new generations of technology. By using what we already have, everybody can start FUA now!

And again it is the people who complete the circle, who link the elements to form a functioning system, who provide the company necessary to create a platform for civil/military cooperation.

A platform that nevertheless requires a certain degree of common ground to function....
...which can be a challenge to find, when you see the aviation world split into two elements – a civil and a military element.

From analysing the needs of these two stakeholders it is just a short step to the conclusion......
....that both share a fairly large common ground of requirements. A functioning aviation system forms the core requirement of both stakeholders.

A functioning aviation system lies also within the center of our national interests, which, in case of deviating civil or military requirements have to find a balanced approach between the two, unless a working compromise can be found. And this „finding a working compromise“ is the key element to any multilateral working arrangement in aviation, be it airport coordination or civil/military cooperation.

Finding the difference in requirements mainly at the fringes, we might as well say that we are on a good way to form one Aviation Community.

Example: Even under adverse conditions and in an operational environment the civil/military co-sharing of the International Afghan Airport Mazar e Sharif works to suit the needs for both stakeholders. Even when during the Hadj thousands of pilgrims need to be flown to and back from the holy sites of Islam.

With all the talk about mysteries, I have not yet mentioned why we should make all the effort towards Flexible Use of Airspace, particularly since I just told you that FUA as a procedure alone does not really serve our needs.

My answer is: FUA is a good start! - Flexible Use of Airspace can be established initially, without requiring additional resources and, and that to me is the most important aspect: FUA is an excellent facilitator to commence and assure a civil/military dialogue as the beginning of a deeper cooperation process.
This process will be beneficial to five of the six ICAO Strategic Objectives with direct impact on:

**Efficiency and Continuity** – essential factors for the aviation industry, particularly in light of the global economic crisis.

**Environmental Protection** – a factor that gained additional weight with the decisions made to counter global warming at the Kyoto follow up summit.

*To illustrate the significance: DEU State A/C subject emmission trade*

As far as the indirect impact is concerned: an airspace that is inefficiently managed due to lack of civil/military cooperation is an airspace that bears the inherent risk of being run above its capacity limits – when that happens, we do have an impact on **Safety**.

For the factor of **Security**: well established civil/military cooperation contributes to a better Air Picture, not only improving awareness but also helping to avoid false alerts, unnecessary interceptions and, worst of all, a possible false identification as a renegade aircraft – with all possible consequences.

The Last Subject is entirely different in nature; introducing Unmanned Aircraft Systems into our airspaces. A Project of bigger dimensions than anything that has happened in aviation since Charles Lindbergh and yet a project, that to this date still remains mainly driven by military stakeholders. The outcome will be a radical change of our entire aviation world, so just for this reason alone every aviation stakeholder should actively pursue a well-established civil/military coordination process.
For this civil/military cooperation process I see only one challenge:

Having the people, however, is not limited to numbers alone. It also means that we need the people who can get the job done; put into aviation terms – not only getting the plane off the ground but also keeping it in the air and here lies the true challenge.
In meeting this challenge, I would like to introduce a fourth element: „Mindset“ – You may also call it „Attitude“, an element closing the loop to the beginning of my presentation, placing the people again at the center of our attention.

**Mindset** both at operational and policymaking level:

– the will to make a positive contribution and to make this process work
- the will to make the continuous effort to keep the process of civil/military cooperation running
- the will and ability to „think outside the box“ when it is required and,
- although realizing that for good reasons some military operations as such cannot be forced into a scheme of international standards, the will to strive for compliance wherever this is possible.

With that in Mind, we might indeed be able to turn that vision for the next 50 years, a „Single Civil Military Sky“ into a Mid- if not a Short-Term Goal.

(Last words without slide - A word of warning and a word of advice)

(Warning) Differences, however small, leave potential for conflict – conflict, that will have to be addressed to be solved.

Not addressing these conflicts but rather ignoring them may lead to a serious disruption of the civil/military dialogue.

(Advice) *(If you consider FUA to be important, you need to act now)*