

Panel # 3 Interoperability and challenges

Group 1

Civil/Military Interoperability is often perceived yet another political must without clear indicators as to what it might bring. Do Civil Aviation representatives realize that Military can provide technological support preventing civil financial investments, enhance aviation security, make Military airbases available for Civil use? Do Military realize that Civil/Military Interoperability might facilitate better suitable training areas, regulatory support, and financial incentives?

Question 1: What areas or systems in the Middle East Region are more likely to provide early benefits for civil and military if the interoperability concept is applied? (e.g. Data Sharing, Radar information, communication sites)

Group 1

Interoperability is often perceived as a technological marketing activity. Are we prepared to accept that Interoperability facilitates optimized use of the airspace, enhances Safety, supports security? Moreover do we believe that Interoperability is not just about technology but also about Governance and Regulation?

Question 2: What actions the aviation community in the Middle East should take to increase the civil/military interoperability on governance and regulatory areas? (e.g. Airspace planning and allocation, “rules of engagement” – access priorities)

Group 2

Can we achieve Civil/Military Coordination without Interoperability? Dovetailing to a practical example, wouldn't it be of joined interest if both civil and Military Flight plans could be processed by both Civil and Military Flight Data Processing Systems?

Question 1: Is Interoperability a joined requirement? If so, what actions the Middle East region need to take to achieve this goal?

Group 2

Civil/Military Coordination can take place in all sorts and types. We can work together at political level but from different ministries, at operational level e.g. Airports, system level e.g. sharing radar services. Are we prepared to consider full integration at Political Level e.g. an integrated ATM Policy Unit, Technical Level e.g. sitting back to back in one ATC Centre?

Question 2: What role ICAO should play to facilitate civil/military interoperability at the political level in the Middle East region?

Group 3

Safeguarding the Airspace is a Sovereign State responsibility. Can we afford ourselves to create or maintain an aviation environment in which Civil and Military Aviation authorities are not interoperable?

Question 1: Is Interoperability vital in support of Airspace Security? What actions States in the Middle East Region should take to ensure civil/military interoperability in support to Airspace Security?

Group 3

If Interoperability is considered as a major enabler for airspace optimization which in return supports capacity, efficiency, environment, Civil/Military Coordination, should we then determine a mandatory set of legal interoperability requirements or should we stay in a voluntary mode?

Question 2: Should Interoperability be regulated or voluntary? What actions the Middle East Region should take to ensure the Region will benefit from civil military interoperability?