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TECHNICAL COMMISSION

Agenda Item 38: Civil/military cooperation

CIVIL/MILITARY COOPERATION – IN SUPPORT OF OPTIMUM AIRSPACE USE

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper presents the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation held in Montréal from 19 to 21 October 2009, also described in State letter AN 13/60-10/8.

The Forum discussed subjects aimed at fostering and promoting improved civil/military cooperation and coordination in support of optimum use of airspace by all users to effectively meet the operational requirements of transportation, national defence and environmental sustainability. Good relations and trust between civil and military authorities were considered to be essential elements in this respect.

It was recognized that Doc 7300, *Convention on International Civil Aviation*, applies only to civil aircraft and is not applicable to State aircraft (Article 3 a)), but the Forum also noted that ICAO could play a pivotal role in improving the level of cooperation and coordination between civil and military authorities using its global and regional framework.

Action: The Assembly is invited to note the report of the Global Air Traffic Management Forum on Civil/Military Cooperation (Montréal, 19 to 21 October 2009).

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives A, B, D and E by updating and strengthening the policy framework for ICAO's activities in the air navigation field.
<i>Financial implications:</i>	Resources for the activities referred to in this paper are included in the proposed budget for 2011 to 2013.
<i>References:</i>	Doc 7300, <i>Convention on International Civil Aviation</i> Doc 9902, <i>Assembly Resolutions in Force (as of 28 September 2007)</i> Summary, Global Air Traffic Management Forum on Civil/Military Cooperation, http://www.icao.int/GATM-CIV/MIL/

1. INTRODUCTION

1.1 The Global Air Traffic Management Forum on Civil/Military Cooperation was held in Montréal from 19 to 21 October 2009 in partnership with the Civil Air Navigation Services Organisation (CANSO), European Organisation for the Safety of Air Navigation (EUROCONTROL), International Air Transport Association (IATA), and North Atlantic Treaty Organization (NATO) and supported by Air Traffic Control Association (ATCA) and UVS International.

1.2 More than 400 participants attended the Forum to discuss subjects aimed at fostering and promoting improved civil/military cooperation and coordination and in support of optimum use of airspace by all users so as to effectively meet operational requirements of transportation, national defence and environmental sustainability.

1.3 The Forum emphasized that a flexible and efficient use of the airspace for both civil and military operations would provide benefits in terms of more efficient aircraft operations and improvement of the environment. One of the key conditions for increasing the effective use of available airspace, while maintaining safety and security, was a commitment from both civil and military authorities to improve cooperation and coordination. Good relations and trust were essential elements in this respect.

2. OUTCOME OF THE FORUM

2.1 Much progress has been achieved in most of the ICAO regions in the management of the airspace and in civil/military cooperation. It was recognized, however, that improvements are required with regard to cooperation between civil and military authorities as well as air navigation service providers. Military representatives should participate on a routine basis in ICAO meetings, seminars and other related events as part of their State delegations in order to promote and foster cooperation.

2.2 The results of the Forum are summarized as follows:

- a) peace and stability are essential preconditions for social and economic development;
- b) mutual trust and confidence are principle requirements for collaboration between civil and military authorities;
- c) safety, security and efficiency are common civil and military values;
- d) efficiency for civil aviation signifies increased capacity, fewer delays, reduction of cost, fuel burn and emissions;
- e) civil/military cooperation is essential at national, regional and international levels;
- f) airspace is a continuum and a common limited resource for all civil and military users;
- g) wide awareness and application of flexible use of airspace principles form a good common basis for global civil/military ATM coordination;

- h) civil/military interoperability is essential to optimize safe and efficient use of airspace for all users. Interoperability gaps must be duly addressed by the aviation community as a whole;
- i) a comprehensive global civil/military approach to security and to incident management is needed. The approach taken should build on existing positive experiences which have a potential for further improvement; and
- j) successful collaboration requires: communication, education, a shared relationship and trust.

2.3 The *Convention on International Civil Aviation* (Doc 7300), applies only to civil aircraft and is not applicable to State aircraft (Article 3a) refers). ICAO can however play a pivotal role in improving the level of cooperation and coordination between civil and military authorities and could serve as the international facilitating platform. ICAO can also use its global and regional framework to bring civil and military authorities together, raise the awareness of the States in relation to the benefits of civil/military cooperation and coordination, and facilitate the use of existing arrangements wherever possible.

3. NEXT STEPS IN CIVIL/MILITARY COOPERATION

3.1 The Forum suggested that ICAO, States, civil and military authorities, international organizations and partners of the Forum should work together for their mutual benefit, and progress the following next steps:

- a) use ICAO as an open forum for civil/military cooperation, collaboration and the sharing of best practices;
- b) develop an ICAO manual on civil/military cooperation;
- c) work together toward ensuring the safe and efficient integration of unmanned aircraft systems into non-segregated airspace;
- d) work together on ATM security issues;
- e) address civil/military cooperation at the 37th Session of the ICAO Assembly to ensure the momentum gained at the Forum is strengthened at high levels within States' administrations and international organizations and that an amendment be proposed to Assembly Resolution A36-13, Appendix O, *Cooperation and coordination of civil and military air traffic*, (A37-WP/xx refers) aimed at strengthening States' commitment to enhancing cooperation between civil and military authorities;
- f) ICAO Regional Directors to promote civil and military cooperation through the planning and implementation regional groups (PIRGs) and all civil military cooperation partners to collaborate in supporting regional civil/military events; and
- g) ICAO to convene, together with its partners, a second global forum at an appropriate time, to measure progress in civil/military cooperation.

4. **CONCLUSION**

4.1 ICAO and its Forum partners can only do so much to achieve success in civil/military cooperation. State administrations, working closely with air navigation service providers and military authorities, should take action to establish political will, develop institutional arrangements, bring civil and military authorities together at the national levels, set performance objectives, develop practical and operational measures and finally implement the necessary changes to make this happen.

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