



ICAO Guidance on Civil/Military Cooperation

A draft outline

International Civil Aviation Organization

Draft Outline

Civil/Military Cooperation Guidance Material

1. INTRODUCTION

Airspace is a natural resource with finite capacity for which demand from all users is constantly expanding. There has been an increased requirement on airspace use to meet a fast-growing aviation demand.

States elected to be parties to the Convention on International Civil Aviation (Chicago Convention) 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.

To achieve these objectives in recent years and to take due account of current and future needs in aviation, ICAO developed its vision of a seamless air traffic management (ATM) system¹.

Although the Chicago Convention governs international civil aviation and is not applicable to State aircraft (aircraft used in military, customs and police services²) State aircraft as well as military CNS/ATM systems and services are an integral part of the aviation community. A much closer cooperation between civil and military organizations will contribute to the vision encapsulated in the preamble to the Chicago Convention, leading to the optimum use of the airspace and balancing State requirements for both civil and military aviation.

2. DEVELOPMENT

Civil aviation has a significant impact on the global economy and environment. Over the last decades, there has been increasing pressure on ATM to meet civil aviation growing demand.

On the other hand, State aircraft operations respond to national/international security and defence obligations and cannot be compromised. In the current evolving security environment, States have to face asymmetric threats and the security forces must maintain military effectiveness and be ready to conduct air operations in an ever more congested airspace.

¹ ICAO Global ATM Operational Concept (Doc. 9854), Chapter 1, Para 1.1.

² ICAO Convention art. 3

States are responsible for organising and managing their airspace and for establishing lines of communications and coordination between all national/international civil and military agencies responsible for airspace and air traffic management.

2.1. Need for civil/military coordination

The need for a strengthened civil/military cooperation and coordination has been more recently discussed at the 36th Session of the ICAO Assembly (18 to 28 September 2007), Assembly Resolution A36-13 Appendix O refers. It was highlighted during this Assembly that ICAO Member States should initiate as necessary or improve the coordination between their civil and military air traffic services.

With an increasing need to cooperate with multiple airspace users, it is important that States develop an integrated and cohesive civil-military coordination strategy with a roadmap indicating short, mid and long term objectives.

The benefits of enhancing civil-military cooperation should be considered at the global level with a view to identifying best practices through dialogue and exchange of information.

Effective civil/military cooperation and coordination is required not only to meet future civil and military air traffic requirements for increased safety, security, capacity, efficiency, environmental sustainability but also to achieve interoperability, seamlessness and harmonisation.

The following subjects are envisaged as part of the terms of reference for possible civil-military coordination bodies:

- Policy
- Legal framework
- Liaisons
- Management at Working Level

2.2. Civil/Military Cooperation Guidance Material

Cooperation between civil and military authorities should be aimed at achieving optimal use of the airspace resulting in increased airspace capacity, operational flexibility, and savings in flying time, fuel and CO2 emissions. Safety, economical impact, efficiency and interoperability are objectives shared by both civil and military aviation communities.

Guidance material should be developed for the purpose of identifying best practices in current use, and defining basic steps to support the establishment of a national airspace management plan that meets the needs of all airspace users.

This material should contain information to support the development of a consistent collaborative process between civil and military organizations, including the possible establishment of coordination bodies.

3. **PROPOSED CONTENT OF CIVIL/MILITARY COOPERATION GUIDANCE MATERIAL**

The following items are proposed for inclusion in the Civil/Military Cooperation Guidance Material:

1. Institutional and regulatory framework
 - 1.1. Global policy for civil/military cooperation
 - 1.2. Existing ICAO documentation on civil/military cooperation
 - 1.3. Legal issues
 - 1.4. Agreements/exclusions
2. Airspace organization and management
 - 2.1. General principles of airspace use and management
 - 2.2. Principles of the flexible use of airspace (FUA)
 - 2.3. Opportunities for collaborative decision-making (CDM)
 - 2.4. Models of air navigation service provision
 - 2.5. ATM Security
 - 2.6. ATM in contingency situations
3. State aircraft operations
 - 3.1. Operations fully compatible with ICAO provisions
 - 3.2. Operations partially compatible with ICAO provisions
 - 3.3. Unmanned aircraft systems (UAS)
4. Civil-military system interoperability (air-ground)
 - 4.1. Strategic objectives of interoperability
 - 4.2. Opportunities for collaboration in standards, system design and architecture
 - 4.3. Performance-based interoperability
 - 4.4. CNS/ATM standardization
5. Future opportunities for civil-military cooperation

Appendices with specific textbook examples