



ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 38: Other issues to be considered by the Technical Commission

**CIVIL/MILITARY COOPERATION
IN THE PROMOTION OF CIVIL AVIATION ACTIVITIES**

(Presented by the Republic of Korea)

EXECUTIVE SUMMARY

ICAO introduced civil/military cooperation in the field of air traffic management (ATM) during the Technical Commission of the 37th Session of the ICAO Assembly, and stated the necessity of future cooperation in the Assembly Resolution in Force (as of 8 October 2010), Doc 9958. Resources such as airspace and airfields that are used for aviation activities serve the purpose of civil air transportation as well as military activities. From a citizen's perspective, it would be desirable if military and civil aviation authorities coordinate to utilize the national resources in an efficient manner. In some cases, military and civil aircraft operate in the same airspace, and civil aircraft operate in military airfields.

The Republic of Korea (ROK), together with and in close cooperation with the military, is sharing the financial cost of managing airfield facilities and operating the air traffic flow management (ATFM) in order to increase efficiency in the utilization of airspace that has become increasingly crowded. This paper presents cases of civil/military cooperation being undertaken in the ROK in order to promote civil aviation activities, with the intention of enhancing member States participation in the further improvement of global civil aviation activities.

Action: The Assembly is invited to:

- a) request ICAO to share the information of civil/military cooperation cases amongst the member States;
- b) recommend ICAO to collect opinions about this paper from member States; and
- c) recommend ICAO's consideration on supporting conferences at which cases of civil/military cooperation can be introduced and discussed.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives of Safety, and Environmental Protection and Sustainable Development of Air Transport.
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<i>Financial implications:</i>	Not applicable.
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<i>References:</i>	Doc 9958, <i>Assembly Resolution in Force</i> (as of 8 October 2010)
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1. INTRODUCTION

1.1 The Republic of Korea (ROK) has a total of 15 airports used for the purpose of civil aviation, 8 of which are operated by the military. Civil aviation activities have been increasing in the ROK, and some air routes are experiencing congestion. In response to such circumstances, cooperation is being undertaken with the military in order to make a shift to a satellite-based flight procedure.

1.2 In the ROK, the Ministry of National Defense (MND) and the Ministry of Land, Infrastructure and Transport (MOLIT) have established an agreed upon mutual cooperation structure in which they cooperate in the field of airspace and airfield management as well as inspection of air navigation aids.

1.3 Resources owned by a State are limited; therefore, civil/military cooperation shall be further strengthened in order to utilize the resources in an efficient manner.

2. CIVIL/MILITARY COOPERATION

2.1 The airspace of the ROK had been under the jurisdiction of its military since the Korean War, but is now under the jurisdiction of the MOLIT. Recently, the military has joined the efforts for the air traffic flow management (ATFM) in response to the increasing volume of air traffic.

2.2 While the Korean military had requested the Federal Aviation Administration (FAA) of the United States conduct inspection of air navigation aids, now the MOLIT operates flight inspection aircraft for inspection of air navigation aids and the Ministry conducts inspection of air navigation aids in the military airfield as well.

2.3 Civil aircraft in operation in the military airfield jointly use the runways. Since the repavement of runways is necessary for their continued use, the Korea Airports Corporation (KAC) bears a partial cost of pavement of the military runways.

2.4 Also cooperation is being undertaken with the military in the development of satellite-based performance-based navigation (PBN) flight procedures as well.

3. DISCUSSION

3.1 The ROK wishes to have made known each of the cases of civil/military cooperation taking place in each member State and to receive informed feedback on those cases occurring in the ROK.

3.2 Civil and military aviation operations occur in the same airspace. In order to improve general aviation safety and civil aviation activities in particular, the ROK proposes to instigate a debate on the exploration of new fields of development that will help us in that task.

3.3 The ROK proposes to discuss support that can be given at the ICAO level in relation to civil/military cooperation.

4. CONCLUSION

4.1 In comparison with military aviation activities, civil aviation activities have been on the increase. For the further facilitation of civil aviation activities, it is necessary to efficiently utilize national resources so that agreement between the civil and the military sectors can be established and close cooperation can be constantly improved.

4.2 Many member States are experiencing civil/military problems in aviation. Against this backdrop, this paper recommends that ICAO encourage and support civil/military cooperation in order to improve the safety and efficiency of civil aviation.

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