

**61ST CONFERENCE OF
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ASIA AND PACIFIC REGION**

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AGENDA ITEM 4: AIR NAVIGATION

**TOWARDS ENHANCED CIVIL MILITARY COOPERATION
IN ASIA AND PACIFIC REGION**

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INFORMATION PAPER

SUMMARY

This paper introduces the key analysis results of the Survey on Civil-Military Cooperation in Air Traffic Management (CMAC) and Flexible Use of Airspace (FUA) in Asia and Pacific (APAC) region. It discusses implementation status, overall progress and the critical gaps as revealed by the Survey. It invites States/Administrations to take strategic decisions and actions on three prioritized aspects to enhance the CMAC and FUA implementation in the region.

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1. INTRODUCTION

1.1 Aviation contributes significantly to State's economy and requires stable and secure environment. Effective CMAC will allow civil aviation to flourish and military aviation to perform their required missions.

1.2 *ICAO Resolution A42-9 Appendix I*, coordination and cooperation of civil and military air traffic resolves that “the common use by civil and military aviation of airspace and of certain facilities and services shall be arranged so as to ensure the safety, regularity and efficiency of civil aviation as well as to ensure the requirements of military air traffic are met”. As per *AN-Conf/14 Recommendation 1.1/2*, States's implementation of airspace optimization initiatives covered by ICAO provisions, including Air Traffic Flow Management (ATFM), FUA and civil-military cooperation etc. have been emphasized as key measures to ensure the resilience of the air navigation system.

1.3 The APAC region is expecting rapid growth in the coming years, and the implementation of enhanced CMAC and FUA could bring better benefits in terms of airspace capacity, operational efficiency and environmental sustainability. The subject is one of the key elements of the Global Air Navigation Plan (ICAO Doc 9750) and remains high priority in the APAC region, as indicated in the Asia/Pacific Seamless ANS Plan Version 4.0 and the Delhi Declaration. Continuous efforts devoted by both the States and ICAO to this area are considered essential.

2. DISCUSSION

Survey Results on CMAC and FUA Implementation in APAC Region

2.1 To have a better understanding of the status and the needs of the States/Administrations for enhancement, ICAO APAC Office conducted a survey on CMAC and FUA implementation which was circulated via a State Letter (RSO - AP104/25 (RSO)) in September 2025. 22 States/Administrations have completed the Survey and provided response to ICAO before 31 March 2026.

2.2 The Survey reveals significant diversity in CMAC and FUA implementation maturity across the region and the overall progress at regional level is slow to reach the goals of GANP and regional priorities in line with the target time. Based on the 10 civil-military elements identified by APANPIRG, as provided in the Asia/Pacific Seamless ANS Plan, the implementation status can be categorized into four groups:

Groups	Implementation Status	No. & % of the Respondents
1. Maturely implemented	≥8 elements implemented including high-level C/M body	7, (31.8%)
2. In further development	3~8 elements implemented with established or establishing high-level C/M body	7, (31.8%)
3. Challenges to further	<3 elements or 3~8 elements implemented but no plan for high-level C/M body	5, (22.7%)
4. Other cases	No military airspace in FIR or Not applicable	3, (13.6%)

2.3 On the other hand, the Survey indicates that the implementation process of each element is not consistent as States/Administrations have adopted different implementation paths with priority considerations based on their own actual situations. Several elements might be implemented tactically and operationally at basic level in the absence of high-level civil-military body and regulatory framework. However, there seems great difficulty evolving to an enhanced level of more efficiency and effectiveness without the foundation of high-level mechanisms.

2.4 Despite all the challenges, it is encouraging to note that CMAC and FUA are considered by most respondents in the region as an essential component for ATM and are under continuous development. All respondents have underscored that FUA implementation even partially could deliver tangible benefits in safety, capacity, efficiency, contingency response and fuel/emission.

2.5 Meanwhile, abundant experiences and good practices from first-hand operations have been shared by the responded States/Administrations, which mainly focus on the three aspects:

- a) effective high-level commitment, policy, organization and mechanism;
- b) regular, timely and continuous civil-military cooperation and coordination (meeting/conference) at operational level; and
- c) joint civil-military training programs and experience sharing to enhance mutual understanding and build trust.

2.6 The Survey results also demonstrate that in the process of air navigation system modernization, the integration of CMAC and FUA elements as a fundamental enabler with relevant initiatives such as ATFM, FRA, UAS/RPAS etc. are becoming the new common interests of the States/Administrations for future development.

Call to Action

2.7 In general, the Survey outcome reveals a region in transition. Strategic intent is mainly present, but high-level civil-military body, national regulatory framework, joint airspace management units, civil-military data sharing/system integration, and operation performance monitoring, etc. are the main gaps. The region is at a critical juncture where strategic decisions and actions by States/Administrations will efficiently and effectively facilitate the pace and success of future implementation towards an enhanced level.

2.8 Therefore, States/Administrations are invited to:

- a) establish or strengthen high-level permanent civil-military bodies, develop or update national policies and regulatory frameworks for CMAC and FUA to provide a solid foundation for sustainable implementation, consider establishing joint civil-military airspace management units at the national level as a priority, drawing on the framework provided by ICAO Doc 10088;
- b) adopt the three-level ASM and FUA operations (strategic, pre-tactical, tactical) in a phased and adaptable manner, recognizing that CMAC is a fundamental enabler of multiple ASBU initiatives and applying the FUA concept to the extent possible for operational benefits; and
- c) invest in civil-military data sharing interoperability and ATM system integration as strategic priorities and explore the application of AI and emerging technologies to facilitate civil-military coordination, dynamic airspace management, and enhanced safety management.

2.9 ICAO will continue to serve as an international platform for multilateral communication and cooperation and facilitate the development of technical guidance on CMAC and FUA at regional level. States/Administrations are encouraged to actively participate in ICAO workshops and seminars, share best practices, and contribute to the regional initiatives to further the implementation.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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