



ICAO

# ICAO APAC & EUR/NAT CMAC/FUA WORKSHOP

*One-step forward*



Bangkok, Thailand  
19 – 23 January 2026





SAFE SKIES.  
SUSTAINABLE FUTURE.

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# Summary and Recommendations

ICAO APAC & EUR/NAT CMAC/FUA WORKSHOP 2026

23 January 2026



# Summary

## Five days to cover:

- **ICAO updates** on key documents and guidance material that shape global and regional best practices
- **Implementation experiences sharing** from States and international organizations, learning from successes, discussing challenges, exploring innovative solutions
- **First-hand exposure to practical operations** via the on-site visit to the joint civil-military Airspace Management Cell (AMC) of AEROTHAI
- **Interactive group exercises** by EUROCONTROL on critical topics such as airspace structure design, the three phases of airspace management, civil military coordination etc.

## Participants: 110+

- CAA, ANSP and Military Partners from Asia Pacific and European Regions
- International Organizations, and Aircraft Operators

## Takeaways

- High-level commitment to civil-military cooperation in air traffic management (CMAC) is fundamental for the effective implementation of flexible use of airspace (FUA).
- The national civil-military regulatory cooperation framework lays a solid foundation for effective implementation and paves the way for collaborative decision making (CDM).
- FUA implementation in all three levels is scalable (Basic FUA and Enhanced FUA) and linked to the operational environment and complexity.



## Takeaways

- The implementation of FUA supports safety and efficiency enhancements and is a continuous improvement cycle based on the experience gained and lessons learned to be considered as part of the post-operations analysis phase.
- Efficient data sharing is strongly recommended for effective airspace management (ASM) and the safety of flight operations.
- There is no “one-size-fits-all” framework for every State.



**Thank you for being part of the journey**



# A big thank to all speakers for the excellent presentations and discussion



# A special thank to CAAT, AEROTHAI and EUROCONTROL for the exposure to first-hand practices



# Recommendations (Part A)

**Recommendations to be presented to APANPIRG ATM/SG and EASPG ANSISG for onward presentation to upcoming APANPIRG and EASPG meetings for appropriate actions:**

**A. ICAO APAC ATM/SG and/or ANSISG, where applicable, to:**

- A1. develop an APAC regional template for airspace use plan (AUP) and updated airspace use plan (UUP) for FUA with reference to the EUROCONTROL ASM Handbook.
- A2. review the APAC document on NOTAM Templates for FUA in accordance with the relevant ICAO provisions and the guidance of ICAO Doc 10088;
- A3. develop regional and national procedures to support efficient and effective promulgation of airspace use information, including machine readable output format;
- A4. promote the distribution of ASM information in accordance with ICAO Doc 10088;
- A5. review/develop regional KPIs to measure FUA effectiveness, such as airspace utilization, efficiency gains, and flight predictability;

## Recommendations (Part A Cont.)

### **A. ICAO APAC ATM/SG and/or ANSISG, where applicable, to:**

- A6. withdraw the APAC Flexible Use of Airspace (FUA) Manual Template developed based on the framework of ICAO Cir 330, as a new template is already provided in ICAO Doc 10088;
- A7. withdraw the Interim Guidance Material on Civil/Military Cooperation in Air Traffic Management in the APAC eDocuments webpage, considering that ICAO Doc 10088 provides guidance for global application;
- A8. encourage the regular review of airspace structure including special use airspace to ensure its establishment, size, activation and operation are appropriate in terms of optimal for civil and military operations;
- A9. encourage systems' interoperability to support the exchange of real-time flight plans and surveillance data between civil and military ATS units; and
- A10. encourage sharing of experience with other States concerning FUA implementation and the use of supporting tools.

# Recommendations (Part B)

## **B. Based on the PIRGs review of the recommendations, States be invited to:**

- B1. establish National Civil-Military Aviation Cooperation Policy Board (CMAB), if not yet done so, to provide the necessary high-level commitment and legal foundation for FUA;
- B2. establish joint civil-military Airspace Management Cells (AMC), if not yet done so, to effectively coordinate day-to-day operations, manage airspace allocation and publish ASM information;
- B3. adopt a scalable approach to FUA, moving beyond simple segregation to the full three-phased ASM framework (Strategic, Pre-tactical, Tactical) to enhance safety and efficiency and maximize airspace capacity;
- B4. implement relevant Assembly Resolutions, in particular those related to civil-military cooperation, conflict zones, GNSS RFI, and cyber-attacks;
- B5. utilize strategic FUA at Level 1 planning, where applicable, to pre-define contingency routes that bypass potential or active conflict zones, for immediate activation when risk escalates;

## Recommendations (Part B Cont.)

### **B. Based on the PIRGs review of the recommendations, States be invited to:**

- B6. ensure effective coordination between civil and military during contingency events, especially those managed by the ICAO contingency coordination teams (CCTs);
- B7. ensure military radio frequency interference testing or activities are coordinated by the appropriate authorities and promulgated via aeronautical information publication well in advance;
- B8. comply with the ICAO provisions for the establishment and publication of Prohibited, Danger, Restricted areas, and
- B9. engage with the relevant ICAO Regional Office for CMAC/FUA assistance activities.

# Recommendations (Part C)

## C. Invite ICAO to:

- C1. continue raising awareness and engaging civil-military stakeholders with due consideration for inter-regional events;
- C2. provide implementation support to States with dedicated activities involving all civil and military stakeholders from the State, to foster FUA implementation that would support achieving the regional implementation targets as agreed by APANPIRG and EASPG; and.

*Note. EUR Region 13 States have not fully implemented FUA (level 1 and 2)*

- C3. Engage with Algeria, Kyrgyzstan, Uzbekistan to further support (with individual activities involving all required civil and military stakeholders from the States) the current FUA implementation activities planned by the end of 2026
- C4. Engage with Belarus and Kazakhstan to further support (with individual activities involving all required civil and military stakeholders from the States) the current FUA implementation activities planned by the end of 2027

# Recommendations (Part C Cont.)

## C. Invite ICAO to:

- C5. As a joint initiative together with EUROCONTROL approach Armenia, Azerbaijan, Georgia, Israel, North Macedonia and Türkiye to address the FUA implementation, which had not been planned or was in an early stage of implementation
- C6. Contact Tunisia and Turkmenistan in order to get implementation status/data on FUA and CMAC
- C7. Develop a minimum data set (based on the ERNIP ASM Handbook and in compliance with ICAO Doc 1008) for AUP and UUP which should be used by all non-EUROCONTROL States and propose appropriate dissemination mechanisms





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# Thank You



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