

A blue NATO flag with the white compass rose emblem is flying in front of a building with a curved facade. The sky is clear and blue.

Civil-Military Cooperation in EUR A Military Perspective

Paul James

NATO HQ, Armaments & Aerospace Capabilities Directorate

james.paul@hq.nato.int



Defence Investment
Armaments & Aerospace
Capabilities
International Staff

Civil-Military ATM Coordination arrangements in NATO

North Atlantic Council

All matters related to use of airspace & operation of airports

NATO ATM Committee (ATMC)

NATO Military Authorities
Other NATO Committees, Bodies and Agencies

Armament & Aerospace Capabilities

NATO Military Structure
Operations Transformation

- ICAO
- EUROCONTROL
- EC/DG MOVE
- EDA
- U.S. FAA
- IATA...

NATO ATM Policy, includes:

- Procedures for safe and expeditious air operations;
- Airspace design, management and control;
- Provision of air navigation and airport services during NATO-led operations;
- Military-Military interoperability, standardisation and civil-military coordination;
- Airborne/ground aeronautical communication, navigation and surveillance (CNS);
- Unmanned aircraft systems/Remotely piloted aircraft.

- Crisis Response Operations
- Training
- Airspace Integration of UAS/RPA



- **Defining who we mean by the 'Military'**
 - NATO / ad-hoc coalitions / partnerships / national?
 - Effective communication between 'mil' and civil (at all levels) is vital
- **Different context of operations**
 - 'amongst the people'
 - Military mission first BUT as flexible as possible to civil needs, with due regard for safety and security
 - Consideration of Humanitarian Assistance flights and commercial aviation (revenue for Nation)
 - FPL notification and data sharing -v- mission security
 - Transit to/from operations – GAT/OAT ?

- **Standing Missions/Operations**
 - Quick reaction Alert / Air Defence
 - Air Policing
 - Search & Rescue
 - Counter-Terrorism / Homeland Security
 - Counter-Piracy



■ Enabling Constant Improvement to Civ-Mil Coordination

- Last operation may not be same as next
- Vital to share lessons to optimise civ-mil ATM crisis handling
- Plans and procedures - review and update
- Lessons from Libya 2011 – adoption of Humanitarian Assistance flight procedures?
- NATO dialogue with 'new partners' is always welcomed



- **Access to appropriate airspace**
 - New weapon systems – larger volumes
 - Concept of FUA in EUR well proven
- **A-FUA – how ‘dynamic’ is realistic / affordable?**
 - Platform software upgrades
 - Grd interface with Military ACCs and AD units
 - Data-sharing integrity
- **ATM Standardisation and interoperability**
 - Mil ‘due regard’ but mission -v- cost
 - Promotion of equivalent performance for mil capabilities
- **Air mobility for mil through OAT**
 - Opportunity or risk ?

- Safety paramount – segregated airspace
- Integration into non-segregated airspace - 'sense and avoid' challenges
- Airworthiness issues
- International and bilateral initiatives
- Introduction of the NATO air ground surveillance (AGS) provides this focus to facilitate the development of agreed procedures for the test and evaluation and full operation of global hawk





Civil-Military Cooperation in EUR A Military Perspective

HA Flight Procedure

