



International Civil Aviation Organization

EUR Civil/Military Cooperation Seminar/Workshop

Circular 330-AN/189 Civil/Military Cooperation in Air Traffic Management

Sven Halle

ICAO- Paris

Kyiv, Ukraine

28 to 31 October 2013

Guidance Material Rationale

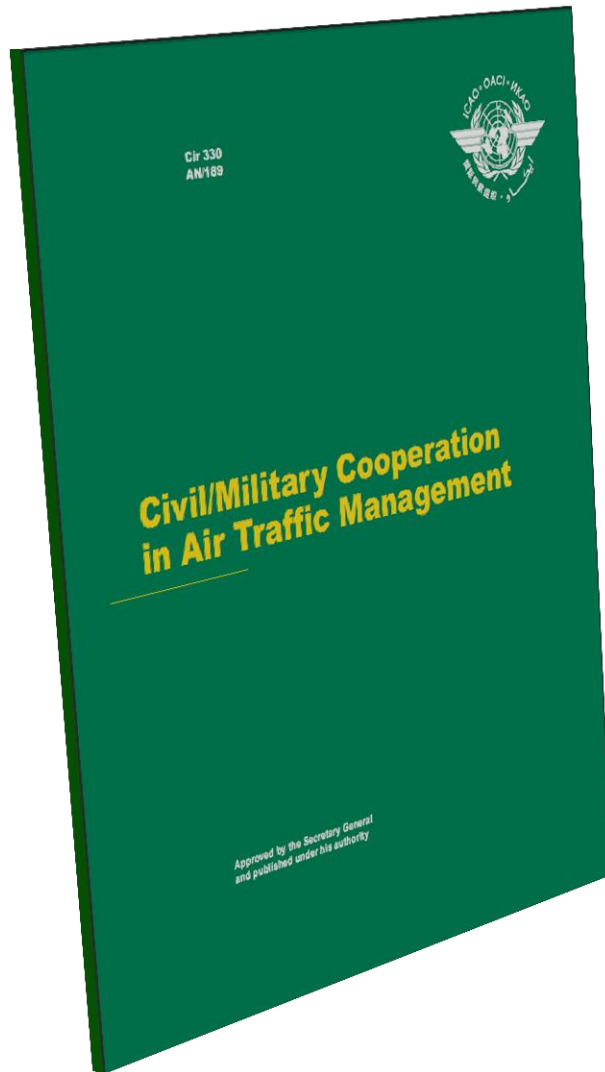
- Growing demand x finite capacity
- State responsibility
 - Civil aviation impact on the global economy and environment
 - Obligations to national/international security and defense
- Enhance civil-military cooperation and coordination





Developed in response to recommendations of the Global Air Traffic Management Forum on Civil/Military Cooperation (October 2009):

- ICAO should play a pivotal role in improving the level of cooperation and coordination between civil and military authorities
- ICAO should serve as the international facilitating platform
- civil and military experts should jointly develop advice and guidance on the best practices for civil/military cooperation



-  Institutional and regulatory framework
-  Civil/Military Interoperability
-  Airspace organization and management
-  ATM Security and ATM in crisis situation
-  State aircraft operations
-  Summary - Civil-military Collaboration a global challenge
-  Appendices: Best Practices of Civil-military cooperation

ICAO Institutional and Regulatory Framework



ICAO provisions for a regulatory framework on civil/military cooperation/coordination matters:

- *Convention on International Civil Aviation. (Doc 7300)*
- *Assembly Resolution— 38th Session.*
- *Annexes 2 , 11, 15 and 17*
- *PANS-ATM (Doc 4444) and SUPPs (Doc 7030)*
- *Manual concerning Interception of Civil Aircraft (Doc 9433)*
- *Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554)*
- *Air Traffic Services Planning Manual (Doc 9426)*
- *Aviation Security Manual (Doc 8973 - Restricted)*
- *Global Air Navigation Plan (Doc 9750)*
- *Global Air Traffic Management Operational Concept (Doc 9854)*
- *Regional Air Navigation plans and Regional Planning Groups (PIRGs), EANPG and NATSPG*

Civil/Military Interoperability

- Interoperability can be considered as the ability of “systems” (not exclusively technical systems) to provide information and services to, and accept information and services from, other systems and to use the information and services so exchanged.
 - Strategic and/or Political Interoperability
 - Operational and Technical Interoperability
 - Regulation and Standardization

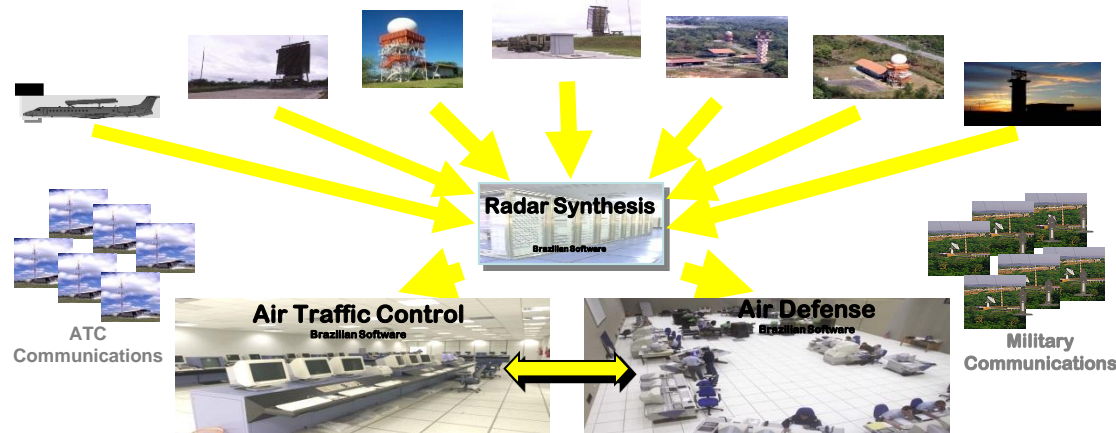
Interoperability

- Strategic and/or Political Interoperability



Source: Cuban presentation to the Global Forum

- Operational and Technical Interoperability



Source: Brazilian presentation to the Global Forum

Airspace Organization and Management

- Flexible use of airspace (FUA) is an airspace management concept based on the principle that **airspace should not be designated as purely civil or military**, but rather as **a continuum** in which **all user requirements are accommodated** to the greatest possible extent.
- The optimization and equitable balance in the use of airspace between civil and military users, facilitated through both strategic coordination and dynamic interaction

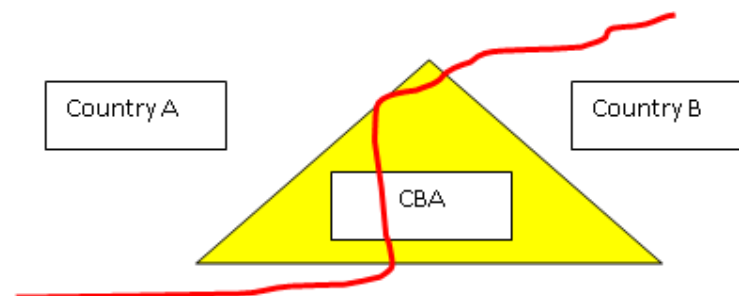
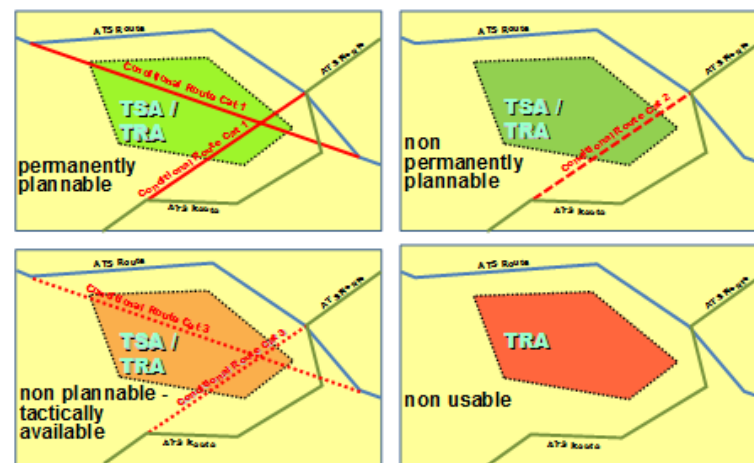
Airspace Organization and Management



- Danger Area - An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.
- Restricted Area - An airspace of defined dimensions, **above the land areas or territorial waters of a State**, within which the flight of aircraft is restricted in accordance with certain specified conditions.
- Prohibited Area - An airspace of defined dimensions, **above the land areas or territorial waters of a State**, within which the flight of aircraft is prohibited.

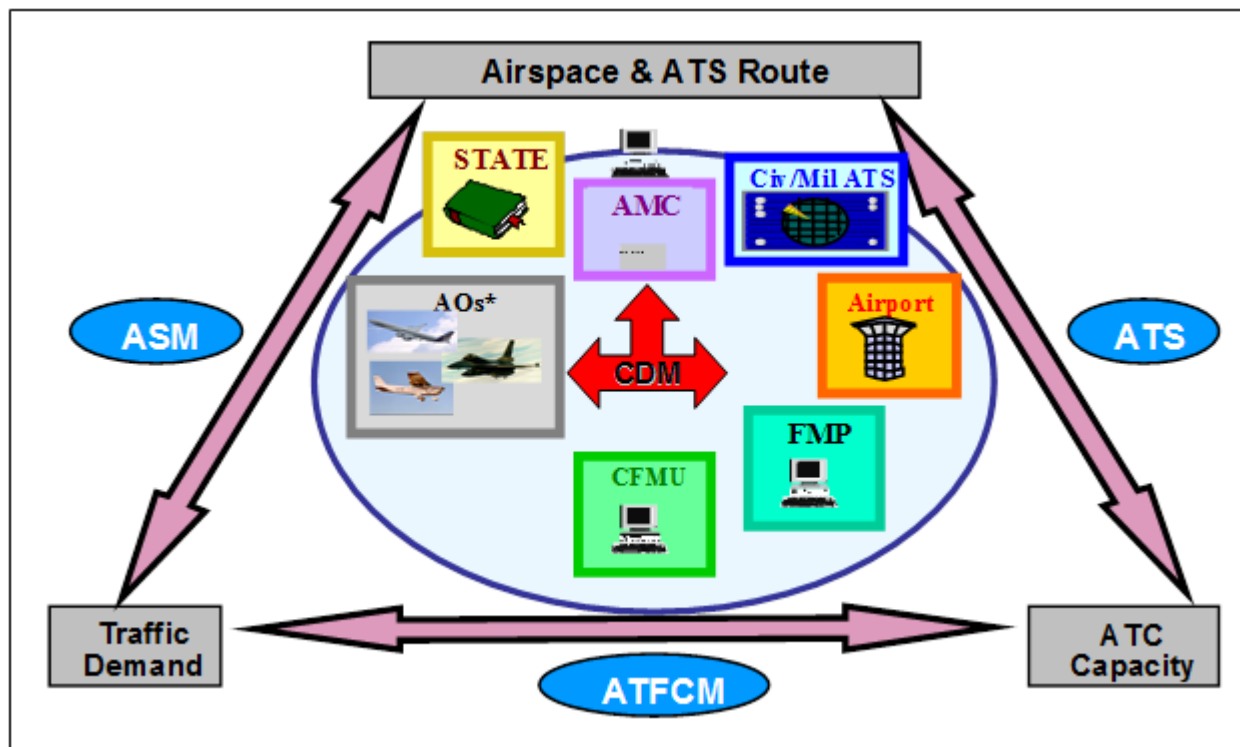
Airspace Organization and Management

- FUA concept - flexible and adaptable airspace structures
 - Conditional routes
 - Temporary reserved area (TRA)
 - Temporary segregated airspace (TSA) and
 - Cross-border area (CBA).



Airspace Organization and Management

- Collaborative Decision Making (CDM) could be defined as the process whereby all ATM decisions, except tactical ATC decisions, are based on sharing of all information relevant to air traffic operations between all civil and military partners.



ATM Security and ATM in crisis situation



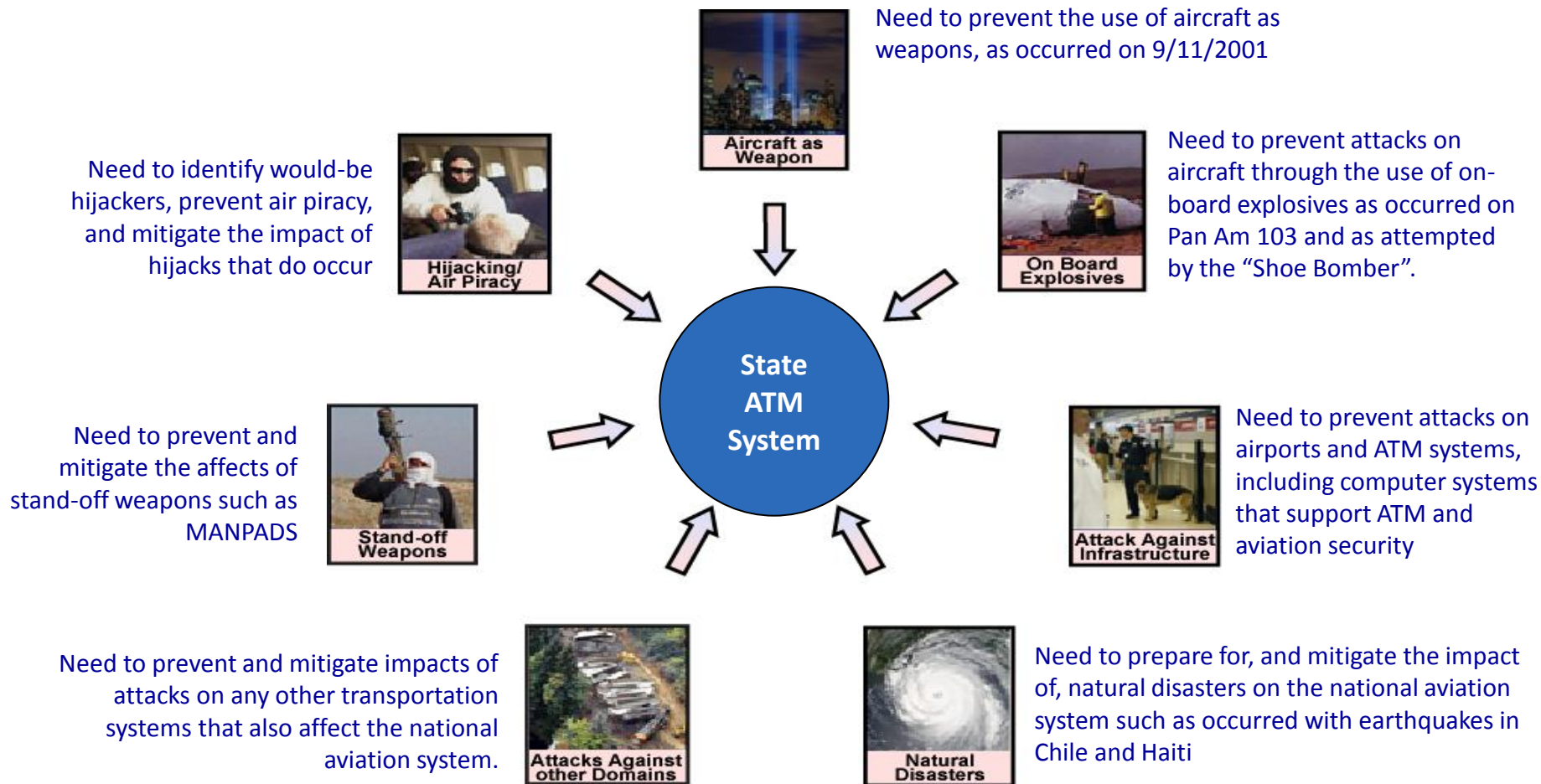
- ***ATM security***

- Safeguarding of the ATM system from security threats and vulnerabilities
- Contribution of the ATM system to civil aviation security, national security and defence, and law enforcement.

- ***ATM in crisis situation***

- Unforeseen or short-notice situations that occur outside the steady state of the routine global ATM system (for example: earthquakes, hurricanes, conflicts).

ATM Security and ATM in crisis situation



State Aircraft Operations

- **State Aircraft**

- In accordance with the Chicago Convention, Article 3 (b),
“Aircraft used in military, customs and police services shall
be deemed to be State aircraft”

- **State Aircraft Roles**

Common Interests

Safety

No duplication or unnecessary equipment

User preferred routing

On time departure/arrival

Constant descent to landing

Efficiency

Security



State Aircraft Operations

...but they are different



FULLY-COMPLIANT OPERATIONS
PARTIALLY-COMPLIANT OPERATIONS

Summary



- This circular was prepared by civil and military experts and offers guidance on and examples of successful practices for civil and military cooperation.





Thank you