

ICAO Civil/Military Cooperation Symposium

Day 2 - Issues for Discussion/Draft
Conclusions (Draft)

15 April 2015

Issues - Documentation

- What could be improved at Regional/Global level?
- Is there a need to pursue an amendment to Art 3 ([requirement to publish the “due regard procedures” similar to Intercept procedures](#), recognising this is difficult/slow to achieve)? [Ensuring that States have developed due regard regulation and possible publication via ICAO website?](#) [Not recommended from this symposium](#)
- Propose to ATMOPS Panel merge of updated Circular 330 with re-crafted Doc 9954 (to include reference to High Seas airspace issue).
- Provide improved Guidance for all stakeholders (both civil and military) based on best practice and experience [in line with the A38/12 resolution](#).
- Resolve the issue between ICAO Paris and ICAO Montreal regarding Doc 7754 (FASID).
- Update e-ANP to reflect latest requirements.
- Share and build on best practice for:
 - Co-ordination & co-operation.
 - Pre-flight notification.
 - Notification of procedures to be followed if Not Operating in accordance with ICAO provisions.
 - Art 3 provisions that could be set out by a State (due Regard procedures to be published)?
 - Measures to build confidence/trust
- Consider how to engage with ATMOPS Panel on re-write of documentation

Issues - Terminology

- Need to be clear, consistent and transparent. Who is responsible for what and when does it change?
- Clear definition of 'Due Regard' ... US definition as an example
- What terms should we use:
 - Co-operative / non-co-operative
 - Coordinated/un-coordinated
 - Known /Unkown
 - Reported/unreported
 - Advance Notification / Without Advance Notification
 - Operation of State aircraft in accordance with ICAO Provisions / not partially i.a.w ICAO Provisions

Issues - Roles & Responsibilities

- Need to set out clear and consistent understanding of who is responsible for what and when.
 - State responsibilities versus international bodies.
 - Notification requirements.
 - Pilot, ATC, ATFM and Air Defence responsibilities.
 - Measures to be taken to implement FUA.
 - Reporting requirements.
 - What does VFR / [operation in VMC](#) actually mean in these situations – [see/sense/detect](#) and avoid?
- Be clear on what happens when something goes wrong – who needs to talk to who?
 - What are the escalation measures to make the situation safe.
- State responsibility for State aircraft anywhere (territorial airspace or not).
- What measures are required to build trust?
- Are Art 3 responsibilities clear – is NATO correct in its assumption that NATO Member states have all [developed](#) rules/procedures?

Issues for Discussion – Information Sharing

- Effective information sharing on both flight data and surveillance data can be very effective in terms of improving the situational awareness of all parties.
- How can surveillance data be shared effectively? Primary and secondary/ADS-B? [State aircraft to operate interoperable surveillance equipment \(transponder\)](#)
- What barriers exist to prevent [the exchange and usage](#) of surveillance data taking place between civil & military agencies. (is some uncertified data better than no data at all?, [review of EU regulation](#))
- How best to share flight plan information with relevant authorities.
- Do adequate arrangements exist for transfer of NOTAM information in a timely and effective manner Including release of airspace?.
- Can more use be made of airspace reservation tools such as LARA?
- What else needs to be shared in an effective and timely way to mitigate the risk posed by flight operations conducted not in accordance with ICAO Provisions?
- Is there an optimum way to achieve the joint management of scarce resources (airspace, spectrum, data).

Issues for Discussion - Scenarios

- Issues discussed are not a uniform problem.
- Some involve lack of compliance (mistake or error) some involve no attempt at compliance (not an error).
- Number of scenarios:
 - Surveillance environment (no radar, primary or secondary only, primary and secondary).
 - Use of conspicuity codes for certain types of operation
 - Coastal airport or coastal TMA.
 - Class G environment up to 16,000/18,000 ft (both in territorial and High Seas).
 - Different airspace classification/categories over the High Seas within States FIRs
 - En-route Controlled / IFR environment (territorial/ High Seas)
 - En-route oceanic (High Seas). Consider need for Class A in this airspace – is it necessary/required?
 - TCAS or non-TCAS environment
 - VFR/IFR? What does this really mean in each of these scenarios?

Items for Discussion – Operational Considerations

- Recognising the [rights/ability](#) of State aircraft to operate in High Seas airspace, consider the need for potential operational advice to Pilots who intend to Operate not in accordance with ICAO Provisions. Consider some or all of the following:
 - Notify your flight if at all possible (flight plan, radio call, Transponder).
 - Giving routings/timing and altitudes if possible or notify a volume of airspace for a specific period.
 - Avoid major routes if possible or coastal TMAs.
 - Fly at intermediate 500' flight levels (irrespective of height keeping accuracy or altimeter setting) based on semi-circular FL/alt.
 - Use most appropriate altimeter setting for altitude regime (SPS or QNH).
 - Use all possible means to detect and avoid (sight or other e-systems).
 - Comply with the Rules of the Air?
 - Maintain a listening watch on published frequencies or the Emergency Frequencies. Ability to speak/understand English?
- Use of ASM booking tool for High Seas (eg, LARA or other systems).
- Implications of military operations in a TCAS/ACAS environment.
- How to enhance co-ordination? What needs to be done?
- Where is best practice in FUA policy and processes set out?
- FPL aspects and specific issues (IFPS) related to FPLs in the Baltic Sea
- [Dissemination of OAT flight plans within the area of EUROCONTROL IFPS](#)
- Use of intermediate FLs in upper airspace
- Mission effectiveness needs to be considered
- Mission Planning Chart with common criteria for non-ICAO compliant OAT flights
- [Training aspect \(ATC to use PSR data for Information purposes. Civil pilots to realise that State aircraft operations can be anywhere over the high seas and that a different separation understanding should be accepted , eg. 500ft for State aircraft is a safe operation\)](#)

