

**Global Air Traffic Management Forum on  
Civil/Military Cooperation**

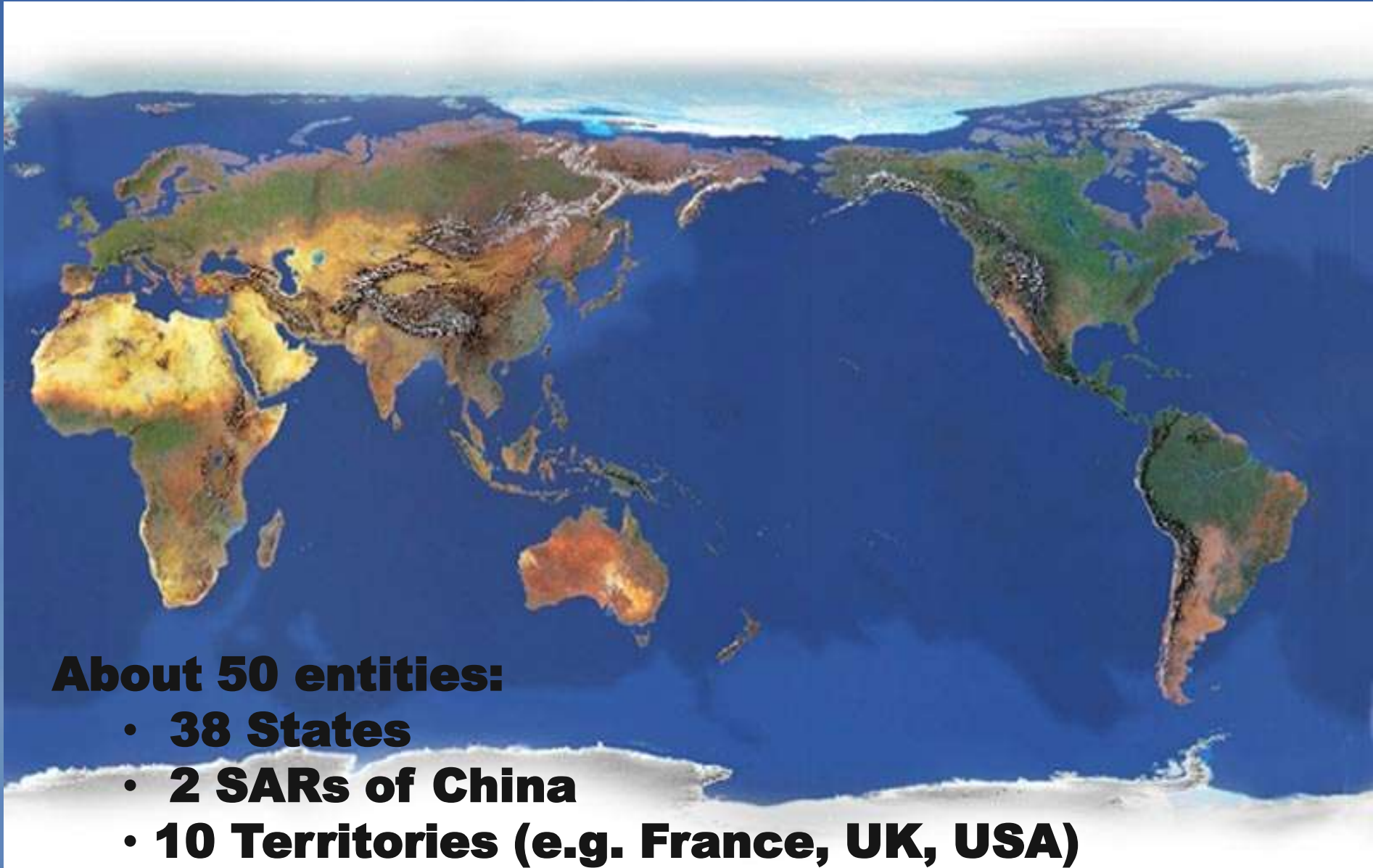
**Civil/Military  
considerations in the  
Asia/Pacific Region**

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# Asia Pacific in Context



**About 50 entities:**

- **38 States**
- **2 SARs of China**
- **10 Territories (e.g. France, UK, USA)**

**More than 50 FIRs**

# **APAC Air Navigation Plan (ANP)**

**Civil/Military coordination issues have long been recognized as important in the Asia/Pacific Region.**

**Building on *GPI-1 Flexible Use of Airspace of the Global Air Navigation Plan (GANP, Doc 9750)*, extensive provisions are made in the *Air Navigation Plan for the Asia and Pacific Regions (Doc 9673)*, under the heading “Airspace Management (ASM)”**

# APAC Air Navigation Plan (ANP)

**Primary Focus of the APAC ANP is on *optimum joint use* of airspace to ensure safety, regularity and efficiency of civil traffic.**

***.....States should establish appropriate civil/military coordination bodies to ensure, at all levels, the coordination of decisions relating to civil and military problems of airspace management and ATC.....***



# APANPIRG

**The *Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG)* regularly considers civil/military coordination issues.**

**Pursuant to APANPIRG Conclusion 13/34, the Regional Office held a 4 day Civil/Military Coordination Seminar in December 2004. The purpose was to forge closer understanding and cooperation between Civil and Military authorities in the Asia/Pacific Region.**

# **APANPIRG**

**Arising from the Seminar discussions, APANPIRG/16 (August 2005) agreed to two outcomes:**

**Decision 16/16 – Civil Military Coordination**

**That, “Civil Military Coordination” be included as an item on the agendas and/or task lists of regional ATS Coordination Groups.**

# APANPIRG

## Conclusion 16/17– Equitable Sharing by Civil and Military Users

**That, noting that effective coordination between civil and military agencies was essential, States of the Asia Pacific Region be advised by State Letter on the need to adopt the principle of the equitable sharing of both convenience and inconvenience in the use of airspace and facilities by civil and military users.**

# APANPIRG

**APANPIRG/17 (August 2006) recognized that the increasing establishment of *Conditional ATS Routes (CDRs)* in APAC Region demonstrated effective civil-military coordination and directly addressed Global Planning Initiative # 1 (*GPI-1 Flexible use of airspace*) from the Global Air Navigation Plan.**



# **APANPIRG**

## **Conclusion 17/7 – Implementation of Conditional ATS Routes**

**That, recognizing the valuable practical examples established by recent regional implementations of enhanced ATS route segments in which the hours of operation, flight levels available and other parameters were subject to operating conditions, the ICAO Regional Office urges States to implement conditional ATS routes and route segments.**

# **CMAC 07**

**During February/March 2007, Thailand (AEROTHAI) hosted the Civil and Military Air Traffic Management Summit 2007 (CMAC 07) sponsored by, amongst others, the Air Traffic Control Association (ATCA) and the US Department of Defence**

**Attended by approximately 300 participants, CMAC 07 was the largest forum of its kind in the Asia/Pacific Region and brought senior civil and military leaders together to discuss initiatives to meet evolving civil/military needs**

# **Afghanistan – An Operational Model**

**The Kabul FIR of Afghanistan lies on the great circle track and represents the most viable connection between Australasia/Asia and Europe**

**To the north lie the Himalaya mountains, further north increases track distance beyond the physical endurance of aircraft unless load penalties apply**

**Similar, routings to the south increase track distance beyond the economic endurance of aircraft**

***But – Afghanistan is an active conflict zone!***

# **Afghanistan – An Operational Model**

**Kabul FIR civil operations limited by poor radio and landline communications, no radar, no RVSM, limited airways, 10 minutes longitudinal separation, dynamic military air support for ground operations, procedural control techniques only**

**Nevertheless, Kabul ACC manages to handle very large numbers of flights (civil & military) procedurally with 132,000+ traffic movements during 2006 and traffic for 2007 exceeding 150,000 movements.**



# **Afghanistan – An Operational Model**

**Effective coordination between the civil and military stakeholders associated with Afghanistan has *directly* resulted in extensive access through the Kabul FIR for civil flights linking Australasia/Asia and Europe.**

**During a 4 hour period every night, an average of 60 (peak traffic 70+ in April 2009) long haul civil aircraft are metered through the Kabul FIR to Europe using ATFM procedures in South & Southeast Asia assisted by the web based BOBCAT ATFM System in Bangkok ACC**

# Where next in APAC?

**The inclusion of Civil/Military coordination requirements in the Asia/Pacific Air Navigation Plan and the ongoing activities of APANPIRG indicate just how important these matters are in the Asia/Pacific Region.**

**The success story of the Kabul FIR of Afghanistan demonstrates what *can be operationally achieved* through effective Civil/Military coordination.**

**Let us all – Civil and Military – continue to apply our best efforts to achieve similar results across the globe**

A large, faint watermark of the ICAO logo is centered in the background. It features a globe with latitude and longitude lines, flanked by two olive branches. The text "ICAO" is at the top, "OACI" is on the right, and "国际民航组织" is at the bottom.

THANK YOU!