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International Civil Aviation Organization

Global ATM Forum on Civil/Military Cooperation and 37th session of the ICAO Assembly

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NAM/CAR/SAM Civil/Military Cooperation
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Outline 

- Global Air Traffic Management Forum on Civil/Military Cooperation (Montreal, October 2009) – Why we had it?
- Summary of the Forum and the Way Forward
- 37th session of the ICAO Assembly outcome
- Conclusion

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Why we had a Global Forum? 

- Rec. 1/2 – Coordination with military authorities- Eleventh air navigation conference (Montreal, 22 September to 3 October 2003)
- ICAO Assembly Resolution A-36-13 Appendix O, Coordination of civil and military air traffic
- Rethink the traditional role of civil/military coordination and cooperation
- Flexible use of airspace can reduce flight times, aircraft burn less fuel then less CO2 emissions to the atmosphere
- Civil/Military Cooperation fundamentally of domestic nature, but the way is handled by States impacts global air transport system

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Partners of the Forum 


- Civil Air Navigation Services Organisation (CANSO)
- European Organisation for the Safety of Air Navigation (EUROCONTROL)
- International Air Transport Association (IATA)
- North Atlantic Treaty Organization (NATO)
- Supported by Air Traffic Control Association (ATCA) and UVS International (UVSI)

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Summary of the Forum 


- Peace and stability essential for social and economic development
- Mutual trust and confidence principal requirements for collaboration between civil and military
- Safety, security and efficiency are common civil and military values
- Efficiency for civil aviation means more capacity, less delays, cost and fuel burn (emissions)
- Efficiency for Military aviation means mission effectiveness (peace and through crisis) and realistic training- but equally more capacity, less delays, cost and fuel burn (emissions)
- Cooperation and coordination through communication

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Summary of the Forum (Cont.) 


- Civil/military cooperation is essential at national, regional and international levels
- Airspace is a continuum and a common limited resource for all civil and military users
- Wide awareness and application of flexible use of airspace principles are a good common basis for global civil-military ATM coordination
- Civil-military interoperability is essential to optimize safe and efficient use of airspace for all users. Interoperability gaps must be duly addressed by the aviation community as a whole
- Integration of UAS is a challenge but also an opportunity for the growth of the aviation system

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The Way Forward 

- ICAO, States, Military Authorities and Partners endeavor to work together for mutual benefit, as follows:
 - Use ICAO as an open forum for civil/military cooperation, collaboration and sharing of best practices
 - Circular 330/AN *Civil/Military Cooperation in Air Traffic Management* was developed by ICAO with the support of an informal civil/military working group
 - An ICAO State letter- AN 13/60-10/8 (2 March 2010) was disseminated to advise States and international organizations of the outcome of the forum and the follow-up actions.
 - Work together toward ensuring the safe and efficient integration of unmanned aircraft systems into non-segregated airspace
 - Work together on ATM security issues


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The Way Forward 

Next steps


- ICAO Regional Directors will further promote civil and military cooperation through the Planning and Implementation Regional Groups (PIRGs)
- All of the Civil/Military cooperation partners will collaborate to support regional civil/military events
- ICAO will convene, together with its partners, a second global forum at an appropriate time, to measure progress in civil/military cooperation and to determine the next steps

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37th session of the Assembly outcome 


- The 37th Session of the ICAO Assembly (September-October 2010), addressed civil/military cooperation:
- Assembly Resolution A37-15 Appendix O, *Coordination and Cooperation of Civil and Military Air Traffic*, aimed at strengthening States commitments to enhance cooperation between civil and military authorities for a common and flexible use of the airspace and certain facilities and services by civil and military aviation
- A Regional campaign of seminars/workshops on Civil/Military Cooperation by ICAO and its partners for the triennium 2011-2013


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Conclusion 

- ICAO and its partners can only do so much to achieve success, State administrations, working with air navigation service providers and their militaries must take action:
 - Establish political will
 - Develop institutional arrangements
 - Bring civil and military authorities together
 - Set performance objectives
 - Develop practical and operational measures
 - Implement changes

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The End 



Thanks/Muchas gracias

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