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UNITING AVIATION

Thailand CIV/MIL Cooperation Seminar/Workshop ICAO Civil/Military Policy

Len Wicks

*Regional Officer, Air Traffic Management,
International Civil Aviation Organization (ICAO)*

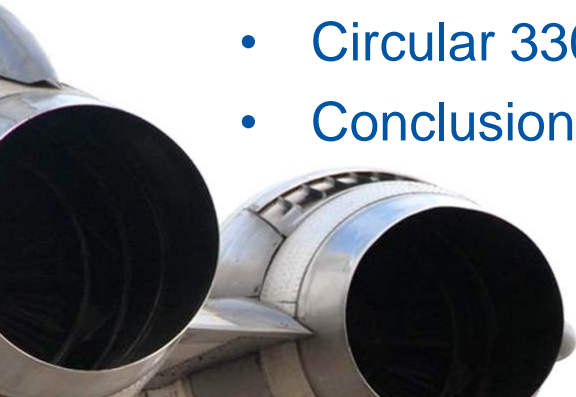
Bangkok, 20 November 2015





Contents

- Civil/Military Objectives
- Global Civil/Military Forum
- Civil/Military Policies
- Circular 330 Development
- Conclusions





Civil/Military Objectives

- Why have civil/military cooperation?
 - civilian and military aircraft **safety** is a key objective



Civil/Military Objectives

- Why have civil/military cooperation?
 - civilian and military aircraft **safety** is a key objective

Iran Air 655





Civil/Military Objectives

- ...but safety is not the only CIV/MIL cooperation objective:
 - better effectiveness of military air operations, and intelligence
 - supporting the efficiency of the civil air navigation infrastructure
 - improved access to ‘civil’ airspace for military operations and military SUA or military controlled airspace for civilians
 - protection of the environment (less emissions and fuel usage)





Civil/Military Objectives

- In other words, it is a 'win-win' for everyone





Global Civil/Military Forum

- The Global Forum on Civil/Military Cooperation (Montreal, 19-21 October 2009) noted:
 - peace and stability are essential for social and economic development
 - mutual trust and confidence are principal requirements for collaboration between civil and military operations





Global Civil/Military Forum

- safety, security and efficiency are common civil and military values
- efficiency for civil aviation means more capacity, less delays, cost and fuel burn (emissions)
- cooperation and coordination are necessary through communication





Global Civil/Military Forum

- efficiency for military aviation means mission effectiveness (in peace and through crisis) and realistic training; more capacity, less delays, cost and fuel burn (emissions)
- civil/military cooperation is essential at national, regional and international levels
- airspace is a continuum - a common limited resource for civil and military users





ICAO Civil/Military Policies

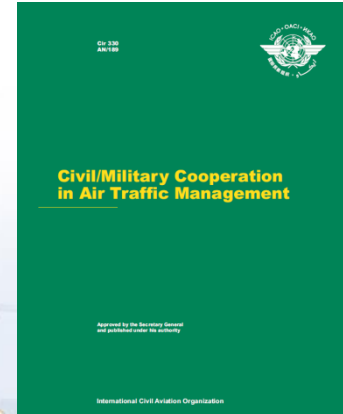
- The following ICAO documents relate to civil/military:
 - Annex 11 contains civil/military coordination provisions, including:
 - minimising interference with normal operations of civil aircraft
 - minimising the size of military airspace
 - civil/military early coordination and direct communication
 - Annex 2 —provisions on coordination with military authorities





ICAO Civil/Military Policies

- Doc 4444 ...procedures for strayed or unidentified aircraft
- Doc 9554 ...military and ATS coordination requirements
- Doc 9443 *Manual Concerning Interception of Civil Aircraft*
- Doc 9750 *Global Air Navigation Plan*
- Circular 328 *Unmanned Aircraft Systems*
- Circular 330 *Civil/Military Cooperation in ATM*

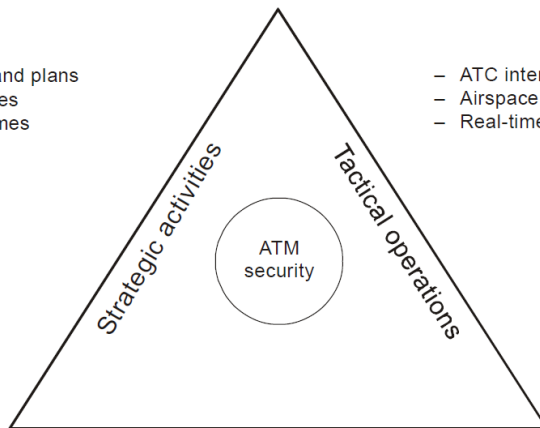




ICAO Civil/Military Policies

Circular 330: an example of key civil/military cooperation components

- Policies and plans
- Procedures
- Programmes



- ATC intervention
- Airspace management and monitoring
- Real-time operational links

- Liaisons
- Interagency agreements and protocols
- Interoperable and shared automation and databases





ICAO Civil/Military Policies

- Flexible Use Airspace (FUA) is 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 (Circular 330).*

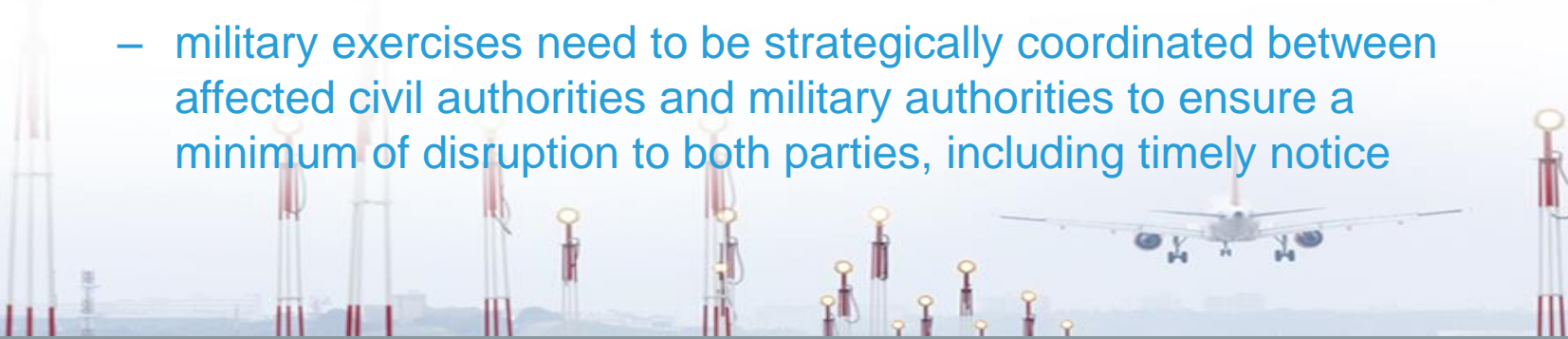




ICAO Civil/Military Policies

Large-scale exercises ...require appropriate planning and coordination, which enable timely reservation and promulgation of suitable airspace ...all efforts must be made to closely monitor airspace usage in order to release segregated airspace for public use as quickly as feasible (Circular 330).

- military exercises need to be strategically coordinated between affected civil authorities and military authorities to ensure a minimum of disruption to both parties, including timely notice

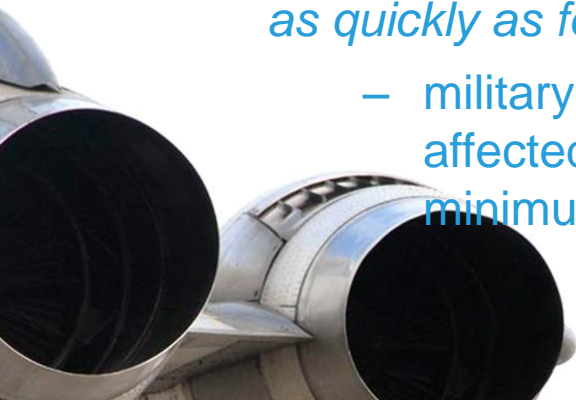




ICAO Civil/Military Policies

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ICAO Civil/Military Policies

ATM procedures for handling UAS should mirror those for manned aircraft whenever possible (Circular 330).

- civil Air Navigation Service Providers and CAAs should ensure that air navigation planning takes into account military aircraft requirements, including UAS where possible





ICAO Civil/Military Policies

SAR flights, whether civil or military, must be given high priority and handled as expeditiously as possible. (Circular 330).

- civil Air Navigation Service Providers and CAAs should ensure that air navigation planning takes into account military aircraft requirements, including UAS where possible





Circular 330 Development

- Circular 330 is being developed into a more comprehensive and higher level document by the end of 2016:
 - including text regarding the benefits of military participation and useful to both military and civilian organizations
 - will not just focus on Flexible Use Airspace (FUA)
 - ‘due regard’ GM





Conclusions

- Safety is a key objective of CIV/MIL cooperation but it is not the only deliverable
- CIV/MIL cooperation needs a systemic focus
- Pre-coordinated and promulgated activity is important
- Circular 330 provides global guidance, and is being updated





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