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UNITING AVIATION

# ICAO CIV/MIL Cooperation Conference – India

## ICAO Civil/Military Policy

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# Civil/Military Objectives

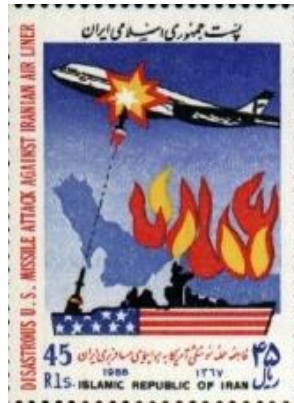
- Why have civil/military cooperation?
  - civilian and military aircraft **safety** is a key objective



# 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



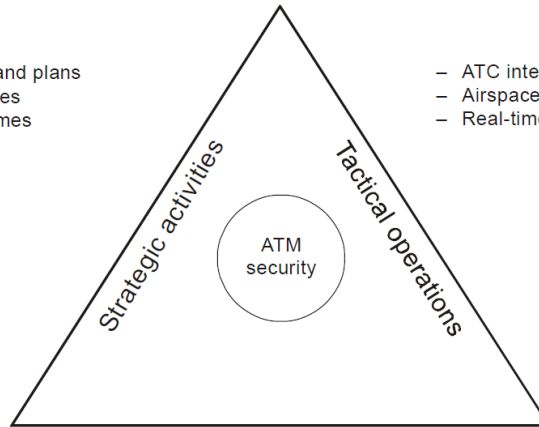




# ICAO Civil/Military Policies

## 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).*

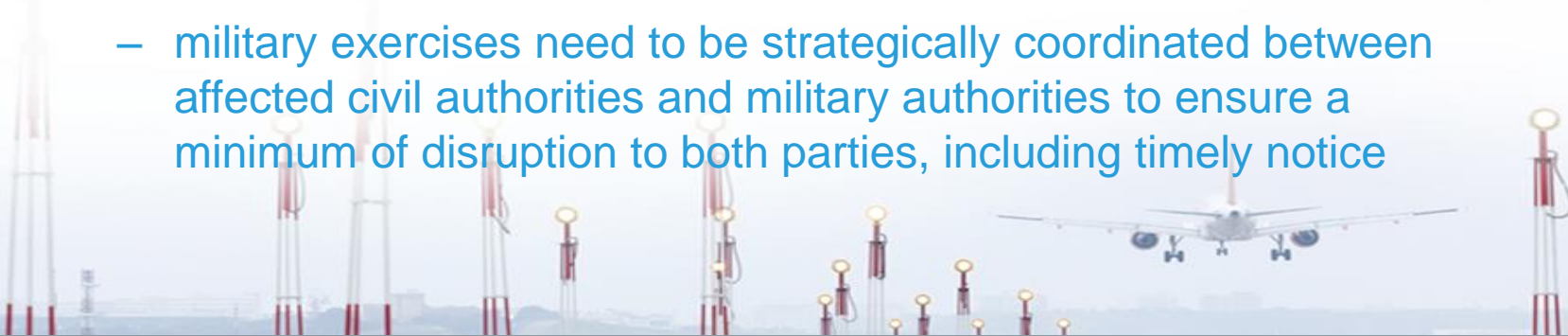




# ICAO Civil/Military Policies

*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

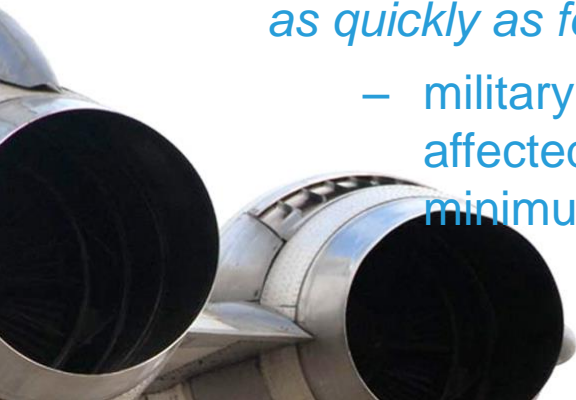




# ICAO Civil/Military Policies

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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).*

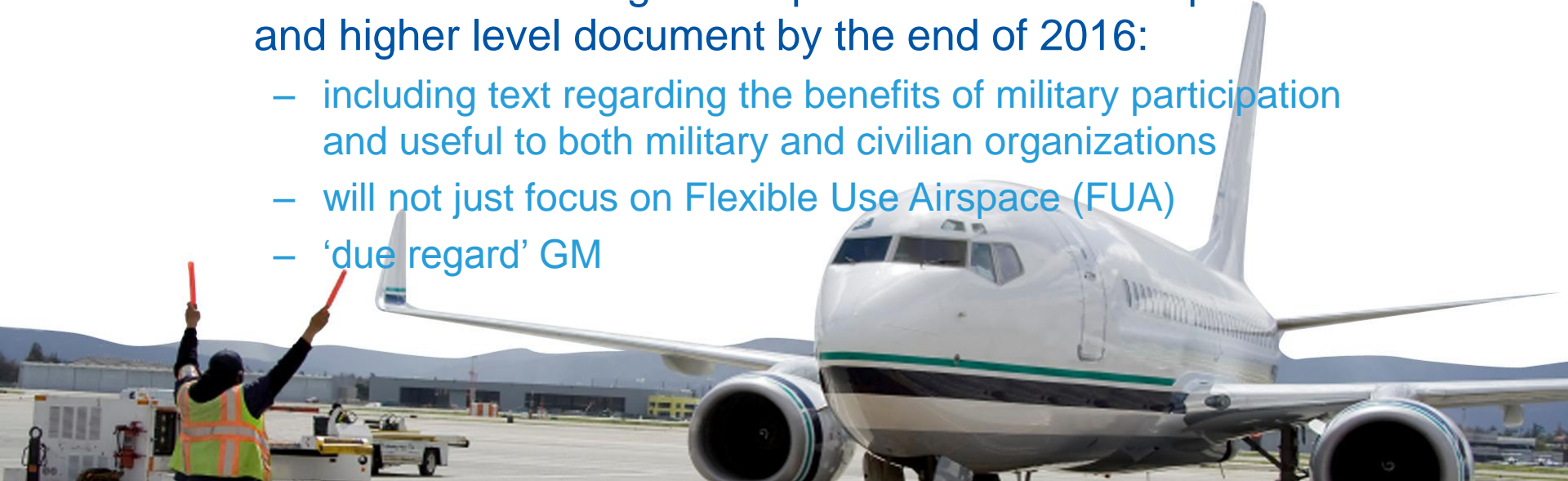
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# ICAO Developments

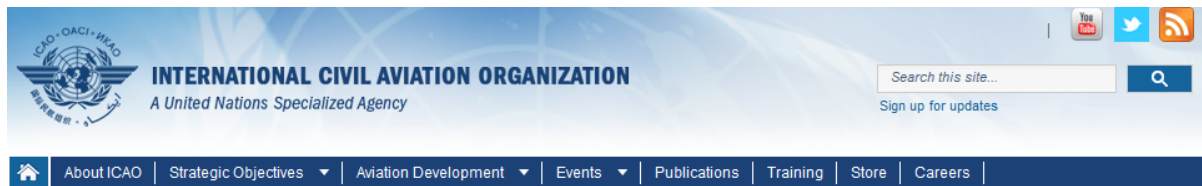
- Circular 330 is being developed into a more comprehensive and higher level document by the end of 2016:
  - including text regarding the benefits of military participation and useful to both military and civilian organizations
  - will not just focus on Flexible Use Airspace (FUA)
  - ‘due regard’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





# ICAO Developments

## ICAO Conflict Zone Information Repository and SPACE CZ Briefing



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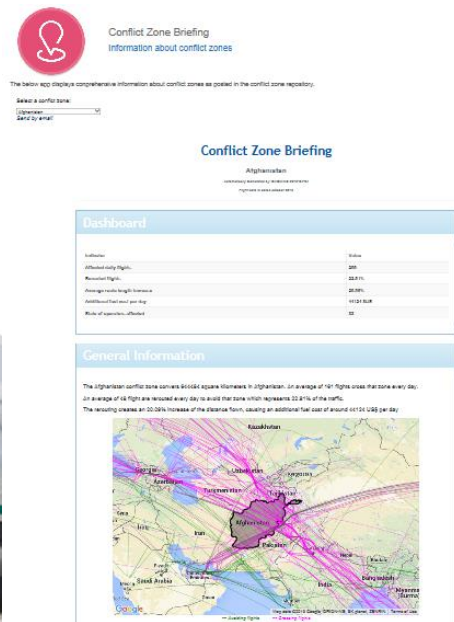
### Conflict Zone Information Repository

Select a state to view all posts affecting its territory or choose ALL POSTS to see all posts:

Afghanistan

Click on a row below to display more information on the conflict zone post.

State Affected	Reporting State	Information Source Type	Information Title	Valid From	Valid To
Afghanistan	United Kingdom	NOTAM	Hazardous situation in Afghanistan	2016-01-04	2017-01-04
Afghanistan	France	Aeronautical Information Circular (AIC)	Request to French carriers for flights over Afghanistan	2015-01-17	2017-01-17
Afghanistan	Germany	NOTAM	Security Afghanistan - Potentially hazardous situation - FIR Kabul (OAKX)	2016-03-01	2016-03-29
Afghanistan	Germany	NOTAM	POTENTIALLY HAZARDOUS SITUATION - FIR BAGHDAD (ORBB)	2016-02-09	2016-04-07



Conflict Zone Briefing  
Information about conflict zones

The below app displays comprehensive information about conflict zones as posted in the conflict zone repository.

Select a conflict zone:  
[Dropdown Menu]


Conflict Zone Briefing  
Afghanistan  
[Detailed Information]

Dashboard

Location	Afghanistan
Affected Only Flight	000
Reserved Flight	00000
Average route length (kilometers)	00000
Airport/terminal name per day	00000000
Mode of operation affected	00

General Information

The Afghanistan conflict zone covers 65464 square kilometers in Afghanistan. On average 141 flights cross that zone every day. On average 68 flights are cancelled every day, as a result that zone which encompasses 22.81% of the world's traffic. The resulting increase in 50-50% increase of the distance flown, causing an additional fuel cost of around 1000 USD per day.





# 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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