



INTERNATIONAL CIVIL AVIATION ORGANIZATION
MIDDLE EAST CIVIL/MILITARY COOPERATION SEMINAR

(Jeddah, Saudi Arabia, 16 – 19 September 2012)

SUMMARY OF DISCUSSIONS

1. INTRODUCTION

1.1 The seminar was convened by the International Civil/Aviation Organization (ICAO), in partnership with the Civil Air Navigation Services Organisation (CANSO), the International Airlines Transport Association (IATA), the Federal Aviation Administration (FAA) of the United States and with the support of Boeing Company.

1.2 The seminar was held at GACA President Office premises at the King Abdul-Aziz International Airport, Jeddah, Saudi Arabia from 16 to 19 September 2012. The participants of the seminar expressed their sincere gratitude and appreciation to the General Authority of Civil Aviation (GACA) of Saudi Arabia that generously provided all the support and logistic for this event.

1.3 The seminar was conducted in English as part of a worldwide campaign of regional civil/military cooperation events recommended by the Global Air Traffic Management Forum on Civil/Regional Cooperation (Montreal, October 2009) and endorsed by the 37th Assembly (October 2010).

1.4 The objectives of the event were to build on the Global Forum outcome providing States/International organizations in the Middle East region with information from Circular 330 AN/189 *Civil/Military Cooperation in Air Traffic Management*, to improve civil/military cooperation and coordination, to optimise airspace by applying the concept of flexible use of airspace in the regions, to share information between civil/military authorities and to analyse the impact of modernization efforts by States.

1.5 The seminar was attended by 98 participants from 10 States and 4 international organizations as at **Attachment A**. The documentation of the event is available in the ICAO Middle East Regional Office website: <http://www.icao.int/MID/Pages/meetings.aspx>

1.6 Dr. Faisal H. Al-Sugair, Vice President of GACA, Saudi Arabia and Mr. Jehad Faqir, ICAO Deputy Regional Director Middle East Office provided opening remarks. Major General Nasser Al-Ghamdi, Royal Saudi Air Force, Saudi Arabia, Mr. Neil Planzer, Associate Member Representative CANSO Executive Committee/Vice President Global ATM Solutions, Boeing Air Traffic Management, Mr. Mohammed Amin Al-Quran, Chief Commissioner/CEO Jordan Civil Aviation Regulatory Commission (CARC)/CANSO Middle East Chairman CEO Committee and Mr. Giorgio Cioni, Head of Airspace Management/NATO were keynote speakers of the event. Major General Mohammad Al-Sudais, Deputy Commander, Royal Saudi Air Force attended the opening session with other distinguished invitees.

1.7 Mr. Gustavo De León, Regional Programme Officer, Air Navigation Bureau, ICAO HQ, was the coordinator of the seminar and was assisted by Mr. Jehad Faqir, Deputy Regional Director, Mr. Saud Al-Aldoobi, Regional Officer ATM and Ms. Manal Wissa from ICAO Regional Middle East Office. Mr. Aon Al- Garni, General Manager Air Traffic Management, Mr. Saeed Al-Ghamdi and other personnel from GACA supported the organization of the event.

1.8 Messrs. Carlos Cirilo (IATA), Giorgio Cioni (NATO), Gustavo De León (ICAO), Saud Al-Adhoobi (ICAO), Roger Rapiet (FAA), Scott DeHart (FAA/CANSO), Sam Bolooki (Boeing) and Salem Jahdli (CANSO) acted as facilitators and/or moderators of the seminar.

2. DISCUSSIONS

2.1 On the first and second day of the seminar, participants were provided with presentations, which covered topics such as:

- a) Optimizing the relationship: Why should civil and military cooperate?
- b) Convey message from ICAO ATM Global Civil/Military Cooperation Forum (2009) and Circular 330 AN/189 *Civil/Military Cooperation in Air Traffic Management*;
- c) Setting the Scene for Civil/Military Cooperation in MID region with perspectives of CANSO Middle East Affairs and ICAO Middle East Regional Office, and
- d) States, Air Navigation Services Providers, International Organizations and users perspectives on Civil/Military Cooperation and regional developments.

2.2 On the second and third day, three discussion panels were held in reference to: “Civil/Military Collaboration-Regulatory Aspects”; “Optimize the use of the airspace and operational capabilities/enablers” and “Interoperability and challenges”. The results of the discussions of the participants during these panels are summarized below:

- a) All parties need to be signatories to agreements, thereby ensuring commitment from all parties to apply the agreements.
- b) Standard ICAO template should be used to draft agreements between civil and military parties.
- c) Each State should establish a Civil/Military committee with a high level decision making group supported by a lower level working group composed of subject matters experts.

- d) A decree is needed from a high level authority in each State to establish a Civil/Military committee for efficient use of ATM resources, especially airspace. Each State should also establish its own National Airspace Management Plan based on national law with clear terms of reference. A proper level of understanding for both parties should be achieved and a management cell should be established for day to day operations.
- e) To optimize civil/military use of airspace, States should carefully consider and define requirements for safety and security, benefits desired, the growth of air traffic, and enhancement of growth. Clear definitions for civil and military are required regarding Safety and Security. The appropriate regulations, agreements and procedures should be drafted in a way that commits both parties to agree and apply them after mutual understanding is reached between the parties.
- f) Flexible use of the airspace, daily planning and dynamic management procedures to manage the airspace will improve the efficiencies for civil aviation and military stakeholders in the Middle East region.
- g) Benefits from more efficient use of airspace are: reduced fuel usage, reduced flight times, reduced ATC workload, increased sector capacity, reducing flight track dispersions, create more usable airspace, allow more direct flights for military and civil aviation stakeholders, and improved mission complete rates.
- h) There is a lack of understanding between civil and military aviation users of each other needs, equipment limitations and requirements. This can only be improved by regularly scheduled meetings and communications with all parties. This includes having an open exchange of information, joint training and ensuring that the military is included in the beginning of the developmental stage of any proposed changes. These parties would include, at a minimum, civilian and military air traffic control, civilian representatives, and military representatives from National Guard, Air Force, Army and Navy as appropriate.
- i) PBN (RNAV and/or RNP) processes can optimize the use of the airspace and improve procedures. There is a need to raise the level of awareness of PBN with the militaries for greater understanding of the capabilities and benefits of PBN. An education and awareness campaign is required to maintain an appropriate level of knowledge for all parties.
- j) Communication and understanding must be improved between all of the aviation stakeholders. There is a gap in the understanding about new technologies that are available for use between aviation stakeholders and a lack of understanding regarding military missions' requirements, civil aviation needs, air traffic concerns and issues. Written binding documents for airspace usage and management (letters of agreement, memorandum of understanding, etc.) are needed to establish a baseline from which all parties can be trained and can also be changed as required to meet the future needs of the airspace users in the Middle East region.
- k) MID region has a Regional PBN plan and States have national PBN implementation plans. Go Teams visits (direct assistance) have been organized by ICAO/IATA. Military representatives should participate in these initiatives as part of the State's delegations.

- l) The following areas or systems are considered to provide early benefits for civil and military interoperability: sharing radar information, enhance system capabilities, joint SAR training, sharing human resources and integrating flight plan information.
- m) The aviation community in the Middle East should take action to increase civil/military interoperability on governance and regulatory areas, such as: develop familiarization programs for civil and military personnel, improve mutual understanding, exchange of information on software, databases, operating systems and procurement process applicable to civil/military coordination/cooperation.
- n) The interoperability is a joined requirement for civil and military, integrate coordination mechanisms such as coordination committees, and regional agreements.
- o) ICAO should facilitate civil/military interoperability organizing high level meetings with participation of all parties; coordinating action plans and conducting additional seminars/workshops inviting military representatives and adopting best practices.
- p) Early benefits for civil and military aviation if interoperability is applied can be obtained supporting coordination, automation, exchanging data, and sharing systems.
- q) States should improve civil/military cooperation interoperability through an appropriate education campaign.

3. RECOMMENDATIONS AND ACTION PLANS

3.1 As a result of discussions during the activities of the seminar, the following recommendations were developed. These recommendations are addressed to States, ICAO and other international organizations, as appropriate:

- a) Civil/Military cooperation/coordination principles and practices as outlined in the Circular 330 AN/189 *Civil/Military Cooperation in Air Traffic Management* should be elevated to the highest political level in the States in the Middle East region.
- b) Permanent civil/military working structures at regional and national level are necessary. States should create civil/military cooperation/coordination committees and working groups of subject matters experts with appropriate legislation and mechanisms to address, among other things: identification of shared goals, quality communications, transparent sharing of information, and human networking, as well as continuous improvement of access to airspace, infrastructure issues, interoperability and integration of future systems.
- c) States should make broader application of Flexible Use of Airspace (FUA) and ATM Security concepts; however, guidance material and additional training should be provided in order to gain the greatest benefits from these concepts.

- d) States should review special use airspace to accommodate the requirements of the users (civil/military) sharing the airspace and to alleviate congestion in major traffic flows and accommodate expected future growth of the region.
- e) States, ICAO, international organizations are encouraged to hold regular civil/military meetings/seminars/workshops to raise awareness of civil/military cooperation/coordination, PBN, and flexible use of airspace (FUA) and continue promoting the building of a trust based relationship between civil and military authorities.
- f) States should consider and aim for the enhancement of the interoperability between civil and military ATM systems, including radar data sharing, flight plan information, etc.

3.2 Due to time constraints during the event, there was no time to develop a draft action plan for Civil/Military Cooperation and optimization of the airspace in the Middle East region. This draft action plan would be based on the discussions, recommendations and lessons learned during the event that can then be used by States/ANSPs through the corresponding regional mechanism in MID region. The development of this draft action plan to address the recommendations of this seminar should be entrusted to an appropriate regional body at the earliest convenience of the region.

3.3 Some of the participants of the seminar expressed the need that the States of the Middle East region should continue bringing military representatives as part of their national delegations to the ICAO meetings as recommended by Assembly Resolution A37-15 Appendix O, "Coordination and cooperation of civil and military air traffic".

3.4 It was recognized by the seminar that ICAO should continue working closely with partners organizations having mandate/interest in promoting civil military cooperation in ATM in order to conduct coordinated, complementary and mutually beneficial activities in support of the States' use of Circular 330 AN/189 *Civil/Military Cooperation in Air Traffic Management*.

4. **CLOSING**

4.1 In the closing session, Eng. Mohammed Al-Salmi, Vice President for ANS, GACA and Mr. Jehad Faqir, ICAO Deputy Regional Director Middle East Office thanked the attendees for their participation in the event, that aimed to create trust among civil and military authorities, improve civil/military cooperation and optimize the use of the airspace, and closed the seminar.

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