



International Civil Aviation Organization

MIDANPIRG ATM Sub-Group

First Meeting (ATM SG/1)
(Cairo, Egypt, 9 – 12 June 2014)

Agenda Item 5: Airspace Management Issues

**CIVIL/MILITARY COORDINATION AND IMPLEMENTATION OF
FUA CONCEPT IN JORDAN**

(Presented by Jordan)

SUMMARY

The purpose of this working paper is to present the experience of Jordan in Civil/Military Coordination and handling all aspects of coordinated activities and agreements between military and civil authorities, The Jordanian ASM system is under continuous development and modernization in close cooperation between civil and military authorities. This cooperation helps out the enhancement included in this working paper

Action by the meeting is at paragraph 3.

REFERENCES

- Circular 330

1. INTRODUCTION

1.1 The FUA concept includes consideration of effective communication, cooperation and coordination necessary to ensure a safe, efficient and predictable use of airspace. The establishment of joint Civil/Military Coordination entities for airspace organization and management is essential to the realization of current and future CNS/ATM initiatives. Meeting future air traffic requirements for increased safety, security, capacity, efficiency, environmental sustainability, and sovereignty depends on effective Civil/Military coordination.

1.2 Civil/Military coordination has started in Jordan in 2006 , the process moved rapidly to improve civil and military coordination in Air Traffic Management (ATM) and Airspace Management (ASM).

1.3 In 2011, Jordan had restructured its airspace by presenting new ATS route network and realignments which constitute the most preferred profiles, connecting all the neighbouring states through Jordan FIR with least distance expected, military had much envelopment in this enhancement.

1.4 To establish flexible use of airspace by introduction the allocation of airspace on day-by-day basis, a simple airspace management cell is provided, a Civil-Military Coordination

Committee (CMCC) is formulated ever since, and to be considered a National Airspace Policy Body with representatives from both sides. The (CMCC) body formulates the national ASM policy and carries out the necessary tactical, operational and strategic planning, taking into account national and international airspace users' requirements.

1.5 The decision-making levels can be identified easily by each authority, and in a manner, that can, guarantee levels of influence for both the military and civil airspace users. Task Force members of (CMCC) provide their inputs so that a consolidated document could be prepared for final review and endorsement by the Top of Management for Civil and Military organizations.

2. DISCUSSION

2.1 The output of the Civil/Military Coordination is deemed coordinated between Civil and Military authorities based on existing Flexible Use of Airspace (FUA) concept:

- a) Route-Network Restructure.
- b) Conditional ATS route (Category one: permanently plannable) ATS Route-UM690.
- c) Radar data sharing
- d) Unmanned Aerial systems operations
- e) SAR operations, which have been delegated to military authorities.
- f) Military authorities are quite involved in the airspace planning and management process, and aware of all new developments take place in the air traffic management.
- g) Military authorities in Jordan are involved in national, regional and international aviation meetings, seminars, related to Air Traffic Management and Search and Rescue operations.
- h) Pending coordination for adopting CDOs and CCOs ATS route structure.
- i) Military participation in CNS/ATM field, such as GNSS policy adoption process, communication systems support

2.2 Efforts were made to ensure that Civil/Military Coordination in Jordan does not constitute conflict with National Aviation Regulation and airspace Users Requirements. Therefore, 60% of Jordanian airspace is reserved for civilian use and **100% airspace availability during those periods where no activities are required.**

Pending Issues

2.3 There are some indicators that the present Jordanian ASM shows modernization and development in order to achieve more efficient use of airspace, by both Civilian and Military users. The most adequate solution is to develop an integrated Civil/Military ASM system, which can be executed from one joint operation room.

3. ACTION BY THE MEETING

3.1 The meeting is invited to consider the content of para 2.1 and take action as appropriate.