



International Civil Aviation Organization

MIDANPIRG ATM Sub-Group

First Meeting (ATM SG/1)
(Cairo, Egypt, 1 - 3 April 2014)

Agenda Item 5: Airspace Management Issues

CIVIL/MILITARY COOPERATION AND FLEXIBLE USE OF AIRSPACE

(Presented by the Secretariat)

SUMMARY

This paper presents the developments related to Civil/Military Cooperation and Flexible Use of Airspace in the MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Assembly 38th Session
- MIDANPIRG/14 Report
- ICAO State Letter Ref: AN 6/13-14/105

1. INTRODUCTION

1.1 The ICAO 38th Assembly held in Montreal, Canada, from 24 September to 4 October 2013, emphasized that the airspace is a resource common to both civil and military aviation, and given that many air navigation facilities and services are provided and used by both civil and military aviation.

1.2 The 38th Assembly recognized that growing civil air traffic and mission-oriented military air traffic would benefit greatly from a more flexible use of airspace used for military purposes and that satisfactory solutions to the problem of cooperative access to airspace have not evolved in all areas

1.3 The flexible use of airspace by both civil and military air traffic may be regarded as the ultimate goal, improvement in civil/military coordination and cooperation offers an immediate approach towards more effective airspace management

2. DISCUSSION

2.1 The 38th Assembly recalled that the ICAO Global ATM Operational Concept states that all airspace should be a usable resource, any restriction on the use of any particular volume of airspace should be considered transitory, and all airspace should be managed flexibly.

2.2 The Assembly resolves that:

- a) the common use by civil and military aviation of airspace and of certain facilities and services shall be arranged so as to ensure the safety, regularity and efficiency of civil aviation as well as to ensure the requirements of military air traffic are met;
- b) the regulations and procedures established by Member States to govern the operation of their state aircraft over the high seas shall ensure that these operations do not compromise the safety, regularity and efficiency of international civil air traffic and that, to the extent practicable, these operations comply with the rules of the air in Annex 2;
- c) the Secretary General shall provide guidance on best practices for civil/military coordination and cooperation;
- d) Member States may include, when appropriate, representatives of military authorities in their delegations to ICAO meetings; and
- e) ICAO serves as an international forum that plays a role in facilitating improved civil/military cooperation, collaboration and the sharing of best practices, and to provide the necessary follow-up activities that build on the success of the Global Air Traffic Management Forum on Civil/Military Cooperation (2009) with the support of civil/military partners.

Associated practices

- a) Member States should as necessary initiate or improve the coordination and cooperation between their civil and military air traffic services to implement the policy in Resolving Clause 1 above.
- b) When establishing the regulations and procedures mentioned in Resolving Clause 2, the State concerned should coordinate the matter with all States responsible for the provision of air traffic services over the high seas in the area in question.
- c) The Council should ensure that the matter of civil and military coordination and cooperation in the use of airspace is included, when appropriate, in the agenda of divisional and regional meetings, in accordance with Resolving Clauses 3, 4 and 5 above

2.3 In connection with the above, MIDANPIRG/14, Jeddah, Saudi Arabia, 16-19 December 2013, emphasized on the need for sharing the airspace between Civil and Military. Accordingly, the meeting urged States to manage the airspace flexibly with an equitable balance between Civil and Military users through strategic coordination and dynamic interaction, which would lead to the implementation of the Flexible Use of Airspace (FUA).

2.4 MIDANPIRG/14 underlined that the low level of Civil/Military cooperation is the main impediment delaying the improvement of the MID Region ATS route network. Accordingly, the meeting urged States to implement the provisions of the AN-Conf/12- Recommendation 4/5 and agreed to the following Conclusions in order to foster the Civil/Military cooperation and improve the implementation of the FUA concept:

CONCLUSION 14/12: CIVIL/MILITARY COOPERATION

That, States be urged to

- a) develop necessary institutional arrangements to foster Civil/Military cooperation; and*
- b) arrange as necessary for the Military Authorities to be:*
 - i) involved in the airspace planning and management process;*
 - ii) aware of the new developments in civil aviation; and*
 - iii) involved in national, regional and international aviation meetings, workshops, seminars, etc., related to Air Traffic Management and Search and Rescue.*

CONCLUSION 14/13: FLEXIBLE USE OF AIRSPACE

That, States be urged to take necessary:

- a) follow-up actions to implement the provisions of Recommendation 4/5 of the AN-Conf/12; and*
- b) measures to implement the Flexible Use of Airspace (FUA) Concept through strategic Civil/Military coordination and dynamic interaction, in order to open up segregated airspace when it is not being used for its originally-intended purpose and allow for better airspace management and access for all users.*

2.5 The meeting may wish to note that the ICAO MID Regional Office issued State Letter Ref: AN 6/13-14/105 dated 16 April 2014 requesting States to take necessary measures to ensure the implementation of the above MIDANPIRG/14 Conclusions and to provide the ICAO MID Regional Office with an update on the action(s) undertaken before 20 May 2014. Accordingly, replies were received from Bahrain, Egypt, Jordan and Sudan indicating their good cooperation with their relevant military authorities.

2.6

2.7 The meeting may wish to recall that MIDANPIRG/14 highlighted that the mechanism of Go-Team could improve Civil/Military cooperation in the MID Region. The main objective of the Civil/Military Go-Team will be the enhancement of the Flexible Use of Airspace (FUA) implementation through visits to selected States to highlight the benefits that could be achieved through improved Civil/Military cooperation and sharing of the airspace serving international traffic flows, expressed in term of increased capacity and efficiency, reduced CO₂ emissions and enhanced safety. Accordingly, the meeting agreed to the following Conclusion:

CONCLUSION 14/14: MID CIVIL/MILITARY GO-TEAM

That,

- a) a MID Civil/Military Go-Team be established to expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region; and*

- b) *the details related to the scope, Tasks, Pre-Go-Team Visit arrangements, on-site activities, and outcomes of the Civil/military Go-Teams be discussed during the next ATM Sub-Group meeting.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Urge States to take necessary measures to implement the provisions of the A38-12 Resolution and MIDANPIRG Conclusions addressed at para 2.3 and 2.4, respectively, and provide feedback to the ICAO MID Regional Office related to the actions undertaken, by **15 August 2014**;
- b) discuss and agree on the details related to the scope, Tasks, Pre-Go-Team Visit arrangements, on-site activities, and outcomes of the Civil/military “Go-Teams” or recommend alternative actions, as deemed necessary.

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