



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Third Meeting (ATM SG/3)
(Cairo, Egypt, 22 – 25 May 2017)

Agenda Item 3: Global and Regional Developments related to ATM and SAR

CIVIL/MILITARY COOPERATION

(Presented by ICAO Secretariat)

SUMMARY

This paper presents the actual status on the work of the civil/military expert group which is currently developing the upgrade of the Circular 330 to a ICAO civil military manual.

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO CIRCULAR 330, Civil/Military Cooperation in Air Traffic Management

1. INTRODUCTION

1.1 As a result form the discussions at the 12th Air Navigation Conference, the ICAO ATMOPS Panel received a task to upgrade and convert the current ICAO Circular 330 (Civil Military Cooperation in ATM) into a manual. Since the rollout of the Circular 330 in 2010, additional guidance material (especially in areas the areas of dynamic airspace management, Flexible use of airspace over the High Seas and State aircraft operations) had been developed in several ICAO Regions which could also be considered for the new manual.

1.2 A drafting group was established in 2016 and started to work via numerous TELCONs on the development of a first strawman, which was then discussed at a drafting group meeting in ICAO HQ Montreal from 25 to 27 April 2017.

2. DISCUSSION

2.1 The global focus regarding Civ/Mil cooperation is to increase its effective implementation, especially in geographical areas that are prone to capacity and efficiency gaps. Additionally, it is also expected that an increased Civ/Mil cooperation will also have positive effects on safety, security and search-and-rescue. The current experience in civil military cooperation has shown a wide range of implementation examples throughout the world, which vary from high cooperation (even integrated Civ/Mil) to situation where Civil and Military stakeholders do not even talk to each other.

2.2 There is the intention to bring the current Circular 330 from an informative/suggestive document to a (in some areas) more descriptive document with a particular focus to include ways and solutions to increase the cooperation. Although being more descriptive and concrete it shall also remain globally acceptable and be implementation friendly. It is not the aim to create standards or recommendations, but rather to develop a common concept that encompass all needs and scenarios by its modularity; while incorporating trust building principles that will result in a global common understanding with commonly agreed terms, definition and concepts. It also not the intention that the new manual will overlap with existing ICAO Documents such as the *Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations* (Doc 9554) , the *Manual concerning Interception of Civil Aircraft (MICA)* (Doc 9433) or the *Air Traffic Management Security Manual* (Doc 9985).

2.3 The new Civ/Mil cooperation manual should provide States and all aviation stakeholders with clear, straight forward and non-compulsory, guidelines and tools. This manual should present States with practical solutions to overcome their national gaps and inefficiencies. The underlying idea is to increase the Civ/Mil cooperation by offering States all required elements that would encourage the increase of trust amongst stakeholders. The lack of reciprocal trust between Civil and Military stakeholders has been identified as a key element preventing the increase of Civ/Mil cooperation. This lack of trust is somewhat linked to other elements such as lack of reciprocal understanding of each other's needs and requirements.

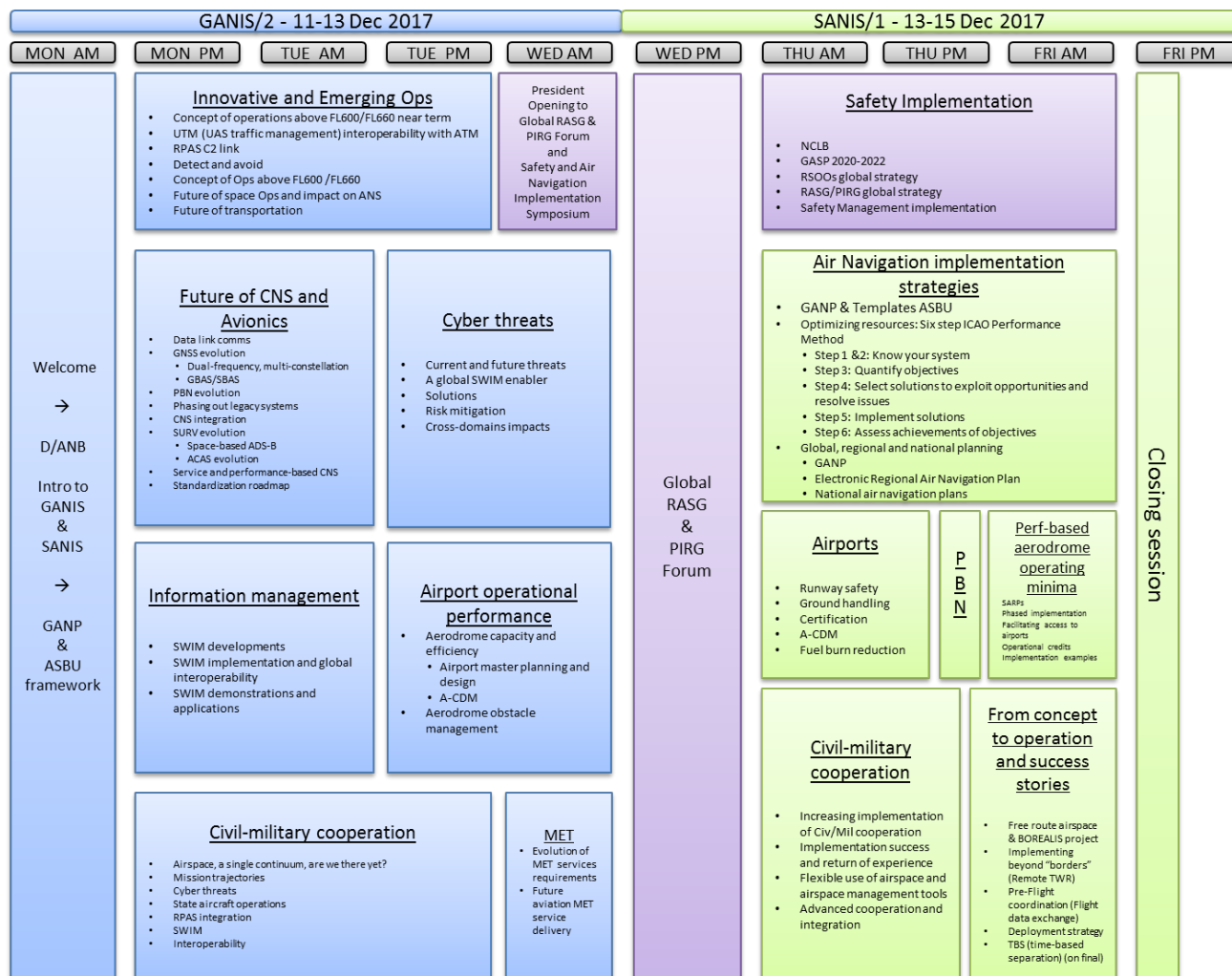
2.4 Therefore it is essential to have a clear and simple document providing the necessary guidelines that would on one hand allow the engagement into an increased civ/mil cooperation, but on the other hand would also enable States to choose the applicable methods, tools, or concepts that would fit for their individual national situation. This will be further supported by the introduction of a performance based approach that would provide all involved stakeholders with the opportunity to perform a step-by-step implementation and build the required trust by using facts and figures.

2.5 The draft outline of the new Civ/Mil Manual will include chapters such as:

- Objectives and Safety
- Security
- Coordination
- Airspace Management
- Interoperability
- Crisis and SAR (Search and Rescue)
- Performance
- State Aircraft Operations
- Operations over the High Seas

2.6 After an initial discussion at the drafting group meeting in Montreal, the individual chapters will be finalized before the end of May. It is planned to have the first draft of the manual ready for peer review and consolidation by the ICAO Secretariat around mid- June 2017. The draft manual will then be presented to the ATMOPS Panel in July 2017.

2.7 The objective is to have the unedited version published in time for the GANIS/SANIS 2017 (Global Air Navigation Industry Symposium & Safety and Air Navigation Implementation Symposium) which will be held in ICAO HQ Montreal, Canada from 11 to 15 December 2017.



ICAO GANIS/SANIS - Preliminary programme - For inquiries tombaert@icao.int

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the content of this paper.