



International Civil Aviation Organization  
Western and Central African Office

**Eleventh Meeting of the Air Traffic Services/Aeronautical Information Service/Search and Rescue Sub-Group (ATS/AIS/SAR SG/11)  
(Nairobi, Kenya, 26 - 30 April 2010)**

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**Agenda Item 9: Search and Rescue (SAR) and Civil/Military Coordination**

**Civil/Military Coordination**

(Presented by the Secretariat)

**SUMMARY**

This paper presents a review of civil/military issues, provides an update on relevant ICAO provisions, in particular Assembly Resolution A36-13 Appendix O, as well as on Global Air Traffic Management Forum on Civil/Military Cooperation convened at ICAO HQ in Montreal, Canada from 19 to 21 October 2009 .

Action by the meeting is at paragraph 3.

This Working Paper is related to Strategic Objectives: **A and D**

**1. INTRODUCTION**

1.1 Provisions relating to the subject of coordination of civil air traffic with military activities is covered in a number of ICAO documents, in particular: the Convention (Article 3) Annexes 2, 11 and 15, PANS ATM (Doc 4444), Air Traffic Services Planning Manual (Doc 9426), Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554) and Manual concerning Interception of Civil Aircraft (Doc 9433).

1.2 The 36th Session of Assembly adopted Resolution 36-13: on the *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation*, which is reviewed and updated as necessary at every Assembly Session for which a Technical Commission is established. Appendix O of the Resolution, the text of which has been reproduced at **Appendix A** to this working paper concerns Coordination of Civil and Military Air Traffic.

1.3 The Global Air Traffic Management Forum on Civil/Military Cooperation was successfully convened at ICAO HQ in Montreal, Canada from 19 to 21 October 2009. The event was held in follow up to Recommendations of the Eleventh Air Navigation Conference (Doc 9828, Rec. 1/2) concerning coordination with military authorities with a view to achieving enhanced airspace organization and management and as an integral supporting mechanism of the successful series of civil/military air traffic management summits instituted by the Air Traffic Control Association (ATCA).

1.4 Furthermore, the Forum was in follow up to ICAO Assembly Resolution A36 13, Appendix O, *Coordination of civil and military air traffic* wherein States were asked to take appropriate action to coordinate with military authorities to implement a flexible and cooperative approach to airspace organization and management. The event was intended to create awareness among civil and military policy makers and regulators, civil and military air navigation service providers (ANSPs) and civil and military airspace users, on the need to improve civil/military cooperation and coordination in support of an optimum use of airspace by all users.

1.5 The AFI 7 RAN Meeting in Abuja, Nigeria 12-23 May 1997 formulated Recommendation 5/3 – Civil/Military coordination, inter alia, urging States take a number of measures including establishment of appropriate civil/military bodies, informing military authorities about ICAO provisions, and arranging permanent liaison and close coordination between civil ATS units and relevant military units.

1.6 The APIRG 15 meeting in Nairobi, Kenya, 26 – 30 September 2005 recognized, amongst others, the imperative for cooperation between civil ATS and the military and accordingly formulated the following Conclusion.

**CONCLUSION 15/52: CIVIL/MILITARY COORDINATION**

*That, in order to ensure the safe and coordinated implementation of RVSM in the AFI Region, States ensure that the military aviation authorities are fully involved in the planning and the implementation process.*

**2. DISCUSSION**

2.1 The meeting may wish to acknowledge the increasing significance of coordination between civil ATS providers and relevant military authorities in order to address safety and efficiency concerns, in particular, with the increasing demand on the airspace due to growth in various civil aviation activities, the economic pressure facing the air transport industry, as well as increasing environmental concerns. These aspects have been duly considered in the ICAO Strategic Objectives as follows:

- Strategic Objective A: Safety – Enhance global civil aviation safety
- Strategic Objective C: Environmental Protection – Minimize the adverse effect of global civil aviation on the environment
- Strategic Objective D: Efficiency – Enhance the efficiency of aviation operations

2.2 The Global Air Traffic Management Forum on Civil/Military Cooperation, Montreal, October 2009 considered a Draft Outline of the ICAO Guidance on Civil/Military Cooperation, which had been prepared by an ICAO informal drafting group. One of the objectives in the drafting is that States will be requested to provide ICAO with information on their best practices for civil/military cooperation as well as for the management of airspace use. It is particularly important to note that, the word “cooperation” instead of the usual “coordination” has been used in the title of the said draft guidance material. This is consistent with the realization of the role of cooperation to facilitate a wider spectrum of issues including coordination. Further requirement of this concept is notable in the Global Air Navigation Plan (GANP), in particular Global Plan Initiatives (GPI) 1 and 8:

GPI 1- Flexible Use of Airspace: Scope – The optimization and equitable balance in the use of airspace between civil and military users, facilitated through both strategic coordination and dynamic interaction.

GPI 8 – Collaborative airspace design and management: Scope – The application of uniform airspace organization and management principles on a global basis, leading to a more flexible airspace design to accommodate traffic flows dynamically

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this working paper;
- b) agree to more comprehensively address the issues of civil military/coordination and cooperation in the next meeting of the Sub-Group.

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## APPENDIX A

<b>Resolution: 36-13</b>	<b>Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation</b>
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## APPENDIX O

**Coordination of Civil and Military Air Traffic**

*Whereas* the airspace as well as many facilities and services should be used in common by civil aviation and military aviation;

*Whereas* Article 3 (d) of the Convention requires that Contracting States, when issuing regulations for their State aircraft, have due regard for the safety of navigation of civil aircraft;

*Recognizing* that growing air traffic demand would benefit from greater access to airspace used for military purposes and that satisfactory solutions to the problem of common use of airspace have not evolved in all areas;

*Whereas* although full integration of the control of civil and military air traffic may be regarded as the ultimate goal, improvement in coordination in many States offers, at the present time, an immediate approach towards resolution of existing difficulties; and

*Recalling* 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;

*The Assembly resolves that:*

1. 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 international civil air traffic;
2. the regulations and procedures established by Contracting 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; and
3. the Council shall endeavour to support States in the establishment of civil/military agreements by providing advice and guidance.

**APPENDIX A**

**Associated practices**

1. Contracting States should as necessary initiate or improve the coordination between their civil and military air traffic services to implement the policy in Resolving Clause 1 above.
2. The Council should ensure that the matter of civil and military coordination in the use of airspace is included, when appropriate, in the agenda of divisional and regional meetings.
3. 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.

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