



INTERNATIONAL CIVIL AVIATION ORGANIZATION

MIDDLE EAST OFFICE

SEARCH & RESCUE AND CIVIL/MILITARY COORDINATION SEMINAR (SIP)

(CAIRO, EGYPT 26-27 MAY 2008)

SUMMARY OF DISCUSSIONS

1. INTRODUCTION

1.1 Type of seminar, place, duration and attendance

1.1.1 The Search & Rescue (SAR) and Civil/Military Coordination Seminar was a Special Implementation Project (SIP) conducted in the form of audio/visual presentations by selected speakers to share information and ideas with participants.

1.1.2 The target audience was Civil Aviation Administration (CAA) and Air Navigation Service Provider (ANSP) officials involved with SAR and civil/military coordination at the administrative and operational levels, military officials who functionally must address similar issues with the civil aviation community, SAR providers, user representatives and international/regional organizations dealing with related matters.

1.1.3 The Seminar was held by the ICAO MID Regional Office at Le Passage Hotel in Cairo, Egypt from 26-27 May 2008 and was attended by a total of 55 participants, including experts, government officials and advisors from twelve (12) States and four (4) International Organizations.

1.1.4 The Seminar speakers were from ICAO HQ and MID Office, Cospas-Sarsat Secretariat, EUROCONTROL, IATA, I.R. Iran (Civil Aviation Organization) and United States (Department of Defense). The list of participants and speakers is at **Attachment A** hereto.

1.1.5 Mr. Jehad Faqir, Deputy Regional Director and Mr. Mahmood Rasoli Nejad from Iran moderated the Seminar Sessions.

1.1.6 Mr. Seboeso Machobane, Regional Officer ATM was the Secretary of the Seminar, supported by Mr. Gustavo De León, Technical Officer ATM from ICAO HQ.

1.2 **Objective of the Seminar and Programme**

1.2.1 The objective of the Seminar was to provide and share information with participants, on ICAO provisions and guidance material, experiences and practices in MID States and other ICAO Regions, as well as views, ways and means on implementation. The programme of the Seminar covered the following items:

Search and Rescue

- Global guidelines for SAR services: Annex 12 and the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual
- Regional SAR perspectives: SAR Systems and implementation issues in MID Region
- SAR agreements
- Cospas-Sarsat services, particularly to 406MHz Beacon owners and SAR Organizations

Civil/Military Coordination and Flexible Use of Airspace (FUA)

- ICAO Provisions: SARPs
- Regional Civil/Military issues: MIDANPIRG perspective
- Regional Civil/Military (including UAV) issues: Experiences in other ICAO Regions
- FUA: Airspace user perspectives
- FUA: Experiences in other ICAO Regions
- Regional Civil/Military issues and FUA: States' perspectives

Uncoordinated Flights over the Red Sea Area:

- Implementation of procedures adopted by the MIDANPIRG/10 meeting

2. PRESENTATIONS AND DISCUSSIONS

2.1 Mr. Jehad Faqir, Deputy Regional Director delivered the opening remarks on behalf of Mr. Mohamed R.M. Khonji, Regional Director. Mr. Faqir thanked the delegates for their attendance, speakers, their States and Organizations for the time and other resources expended to support the Seminar.

2.2 Mr. Faqir recalled the aims and objectives of the Seminar, and citing, inter alia, the primary tenets of both SAR and Civil/Military coordination, stressed the goals of safety and efficiency. He noted that the Seminar came in the backdrop of significant growth of air transport, the height of which was in the MID Region, high fuel cost and increasing environmental concerns, all of which exert tremendous pressure on the issue of efficient use of airspace. While acknowledging the difficulties faced by States, such as staff turnover which impedes essential continuity, he challenged the participants to take the opportunity presented by the Seminar to identify how best to cooperate at State level in order to achieve effective SAR and the optimal use of the limited airspace available.

SAR

2.3 The participants were taken through the relevant provisions of the Chicago Convention, SARPs applicable to SAR particularly from Annex 12, Assembly Resolution A36-13 Appendix N: Provisions of Search and Rescue, and available guidance material including the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual (Doc 9731).

2.4 With respect to the material more applicable to the Region, the participants were presented with material from the MID Basic Air Navigation Plan, which was highly informed by the Limited MID Regional Air Navigation (RAN) meeting held in 1996. The participants were made aware of the requirement to provide update information to ICAO regarding the status of implementation of SAR requirements, the SAR Point of Contact (SPOC), and that the information is to be published in the AIP.

2.5 Participants were reminded of the ICAO requirements regarding change from 121.5MHz Emergency Locator Transmitters (ELT) to 406MHz beacons, and registration of the same with the Cospas-Sarsat Secretariat before 1 February 2009. To this end, highlight was made of the MIDANPIRG/10 Conclusion 10/49: *406 MHz Beacon Registration Database (IBRD)*.

2.6 Concerning SAR agreements, the participants were informed about the relevant provisions and how they could be applied, including the model agreement in the IAMSAR Manual (Doc 9731). The Seminar noted that implementation with respect to agreements was slow, one of the challenges being the multiples of government institutions involved in the agreements processes, and that to this effect, the ATM/SAR/AIS SG/9 meeting had formulated Draft Conclusion 9/9: *Search and Rescue (SAR) Agreements*, aimed at fostering implementation.

2.7 The Cospas-Sarsat presentation discussed, inter alia, the objectives of Cospas-Sarsat, and the benefits of beacon registration. The presentation highlighted the importance of changing to and registering the 406MHz beacons whose services (provided by Cospas-Sarsat) offers far more benefits than the 121.5MHz beacons. The attention of the participants was drawn to the fact that, as of February 2009 Cospas-Sarsat services will no longer be available for 121.5 MHz beacon users, which would bring the users of 121.5 MHz beacons to the pre-1985 era, when there was no satellite coverage service for the beacons.

2.8 The participants were informed about the Cospas-Sarsat beacon usage forecast, that by 2009 nearly 500,000 121.5 MHz beacons would still be in use, which brings up the question of how they will be provided with services, that States and users have to address. In this context, the need to have registered the 406MHz beacons by the February 1, 2009 deadline and the requirement for States to provide SPOCs as early as possible to ICAO and Cospas-Sarsat Secretariat was underscored.

Civil/Military Coordination

2.9 Under civil/military coordination and flexible use of airspace (FUA), the presentations covered ICAO SARPs, policies and guidance material contained in Annexes 2 and 11, Assembly Resolutions, the Manual concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554), Manual concerning Interception of Civil Aircraft (Doc 9433), Global ATM Operational Concept (Doc 9854) applicability to Civil Military coordination and Flexible use of Airspace (FUA), the Global Air Navigation Plan (Doc 9750), and the ICAO Business Plan).

2.10 Participants noted that there were a number of provisions that constitute the States' responsibilities. Participants also noted the available guidance material and that some of the material was in the process of being updated. The Seminar noted that the LIM MID (COM/MET/RAC) RAN meeting in 1996 had identified the difficulty of coordination with non-Regional military units operating in the Region. The participants noted however, that the LIM MID RAN meeting had nevertheless, for safety of civil aircraft operations, considered it essential that formal civil/military coordination arrangements be established at the operational level between extra-regional naval units and air traffic control units in adjacent States. The RAN meeting had also identified the need for additional guidance material in this regard.

2.11 The Seminar was informed about the Regional achievements in civil/military coordination and application of the FUA concept, despite challenges concerning military requirements. The participants were presented with developments within the ambit of MIDANPIRG, particularly the MIDANPIRG/10 meeting Conclusions regarding the civil/military coordination, uncoordinated flights over high seas, and implementation of Global Plan Initiative 1 (GPI 1): *Flexible Use of Airspace*, for which a project and a list of tasks have been adopted.

2.12 The presentations by EUROCONTROL and the USA provided perspectives on experiences of civil/military coordination and FUA from other Regions. The participants appreciated that with the limited airspace in Europe, the high and increasing density of air traffic, the solution to accommodate growth lay in effective civil/military coordination and optimum sharing of the available airspace between the military and civil aviation operations.

2.13 The Seminar noted in particular the harmonized States' commitment in Europe, which was supported by international government structures within the European Union (EU) and legislative instruments. It was noted that EUROCONTROL was a major party which in partnership with the European Union (EU) played a significant role in enhancing civil/military coordination.

2.14 The EUROCONTROL presentations also briefly covered the issue of unmanned aerial vehicles (UAV). Participants noted that flying UAVs in Europe was difficult due to complexity of airspace, that UAV operations had mostly been limited to military activities within segregated airspace, and that regulation was difficult, since current regulatory provisions were intended for a manned aircraft environment. The Seminar noted the approach taken by Europe regarding integration of UAVs into the airspace, inter alia, that operation of UAVs needed to fit the existing ATM system, and not the other way round.

2.15 The Seminar was presented with an animated demonstration of the European airspace structural complexity and traffic. It was noted that on 16 May 2008 there were 31,702 flights in the European Civil Aviation Commission (ECAC) member States area. Participants noted that despite the high density areas that were currently being used, there were unused parts of the airspace that could be better used with adequate planning and preparation. However, that to fully utilize conditionally available airspace and to implement other forms of sharing of the airspace, appropriate tools and training were, particularly in the case of Europe, imperative.

2.16 The Seminar was also informed about the modified operational use of the nominal Prohibited, Danger and Restricted airspaces, in order to make them more accessible where applicable. The Seminar noted the planning levels applied in Europe in the implementation of the FUA concept, *Strategic* – at high policy level, *Pre-tactical* – addressing day to day airspace allocation, and *Tactical* – involving civil and military ATS units effecting real-time use of airspace.

2.17 The presentation from US Department of Defense provided a perspective from the United States whose principles were applicable in their continental US, and off-shore operations. The Seminar noted that the US National Airspace System (NAS) had been placed under the responsibility of the Federal Aviation Administration (FAA) as the “single manager,” to operate a common system of air traffic control and navigation for both the civil and military aircraft. Also, that there is a common training and certification process for both the civil and military controllers.

2.18 Through examples of past experiences, participants noted once again the importance of coordination which enables planning to use the airspace that the military might make available for civil use from time to time. Other important aspects were the review of special use airspace structures, to ensure that they fit the profile of operations as closely as practical, not only in size but shape, and the increased use of the concept of *cooperation*, which goes beyond the simple element of *coordination*.

2.19 From the presentation by Iran, the Seminar noted the communication, navigation and surveillance (CNS) capabilities deployed in the Tehran Flight Information Region (FIR), particularly radar coverage infrastructure which has been increasing and now covers nearly all of the Tehran FIR. The participants were also informed about the Iranian successes in civil/military coordination and cooperation. Among others, the cooperation which had resulted in Iran’s ability to implement a number of direct route structures arising from the Asia to Middle East/Europe, South of the Himalayas (EMARSSH) project which presented the ATS routes for implementation in 2002.

Uncoordinated Flights over the Red Sea Area

2.20 The Regional Office made a presentation recalling the efforts towards addressing the problems of uncoordinated flights over the Red Sea area by formal Regional bodies, the initiatives and coordination process undertaken by various stakeholders: States, Arab Civil Aviation Commission, and users, which led to the procedures that were adopted by MIDANPIRG.

2.21 Participants noted that despite the procedures, problems were still being experienced, particularly by the Sana’a area control centre (ACC) due to some flights and operators who do not fully follow the procedures. The importance of adhering to the procedures and reporting of incidents were highlighted, and so was the continuing role of IATA to promote awareness and adherence to the procedures.

3. OUTCOME OF THE SEMINAR

3.1 The Seminar agreed to express the following as its outcome:

Under the SAR field, the Seminar:

- a) urged the MID States to assess the need for training of the SAR Technical personnel and to communicate the results to the ICAO MID regional office for appropriate actions;
- b) considered that MID States should give increased priority to the implementation of SAR agreement in accordance with MIDANPIRG Conclusion 10/48 and ATM/SAR/AIS SG Draft Conclusion 9/9, and consider the inclusion of Search and Rescue exercises (SAREX) Cooperation as part of SAR agreements;

- c) urged the MID States to review and update as necessary the MID ANP SAR requirements through the appropriate regional mechanism; and
- d) noted the critical impact of non-availability of Cospas-Sarsat coverage of 121.5MHz beacons as of 1 February 2009, and that States should take necessary action in accordance with MIDANPIRG Conclusion 10/46.

Under Civil/Military Coordination, the Seminar:

- a) urged ICAO to develop global guidance material for civil/military cooperation to assist States to implement the Flexible Use of Airspace (FUA) concept as indicated by the Global Plan Initiative 1 (GPI-1) and that MID States should explore means of using other Regions' experiences in the implementation of FUA; and
- b) considered that while the global guidance material is available, the development of Regional guidelines for civil/military cooperation will facilitate optimum use of the airspace by all its users, civil or military. It was also considered that these Regional guidelines for civil/military cooperation should be developed through an appropriate Regional mechanism.

3.2 Mr. Mohamed R.M. Khonji, Regional Director issued certificates of attendance to the participants and delivered closing remarks. In delivering the closing remarks, Mr. Khonji expressed the gratitude of the MID Office for the high participation which included officials from the military, the seminar speakers and others for their various roles and support.

4. CONCLUSION

4.1 The Seminar was characterized by high interest and interaction from participants who appreciated the material delivered by speakers. The Participants also expressed appreciation at the efforts of the MID Region to organize the Seminar. The Seminar was successful in all intended respects, in particular the following:

- (a) Development of appreciation for the stakeholder obligations under relevant international legal instruments;
- (b) Development of appreciation for and familiarity with ICAO provisions and guidance material pertinent to implementation;
- (c) highlighting mechanisms that are at the disposal of States and that may be used to achieve implementation;
- (d) identifying operational mechanisms, including procedures, that may be applied and that may be improved; and
- (e) generally providing an opportunity for interaction between stakeholders.

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