



# ICAO - ACAC

## Civil Military Workshop

Experience in the EUR Region

ENNA, Algiers, Algeria 26 -28 March 2018



- Results from the Global ATM Forum should be communicated via a global campaign to support States in the implementation of provisions relating to civil/military cooperation and coordination
- ICAO should serve as an international platform to facilitate and enhance Civil/Military Coordination as well as to provide the necessary follow up activities



- Recommendation 4/5 – Civil/military coordination & cooperation and sharing of airspace





## ICAO Civil/Military Cooperation Symposium, 14 – 15 April 2015

- based on EANPG Conclusion 56/03 – Safety concerns regarding operations involving civil and military aircraft over the High Seas
- in reference to Second High-Level Safety Conference (HLSC 2015) Conclusion 1/2 –....e) States should ensure the safety of civil aircraft through civil/military coordination as outlined in the ICAO Circular 330 (Civil/Military Cooperation in Air Traffic Management) and should update that Circular on a regular basis
- in coordination with the EUROCONTROL initiative to discuss the aspects of improved safety for flight over the High Seas during a workshop in Brussels from 2 to 3 March 2015
- in support of the EASA technical analysis on the occurrences over the High Seas (with a special focus on the Baltic Sea) involving military aircraft in 2014

Over 70 participants from 22 States and 6 international organisations attended the ICAO symposium



## ICAO Civil/Military Cooperation Symposium Conclusions

- Clear and consistent view that safety is the prime consideration for all stakeholders, with the overall objective to prevent collisions.
- Recognise the need to ensure the regularity and efficiency of civil commercial operations and the ability of State aircraft to access High Seas airspace.
- General desire to increase predictability of flights operated not in accordance with ICAO provisions.
- Various examples of good practice but lack of a consistent approach leads to potential for confusion and misunderstanding.
- Some confusion around roles and responsibilities.
- No single measure or action that will improve the situation – rather a range of activities involving multiple stakeholders.
- There are a number of different airspace scenarios to be considered (coastal TMA, en-route airspace either in or straddling the territorial limit, oceanic airspace, moving aircraft-carrier type of operations, etc).
- In order to accommodate the growing need for optimised use of airspace, States should always seek to incorporate the different operational airspace user requirements for flight efficiency (Civil) as well as mission effectiveness (Military) reasons



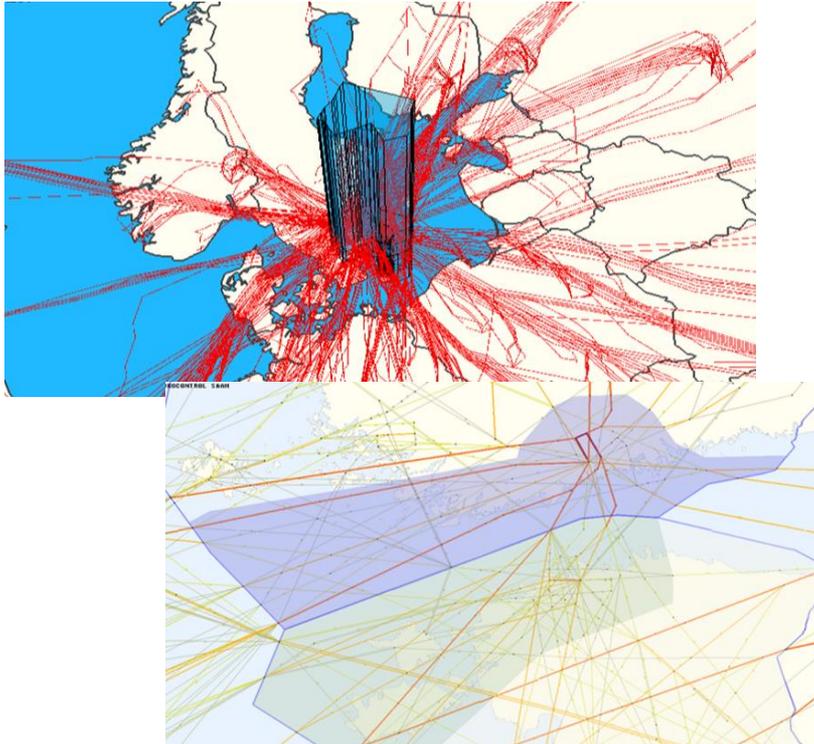
## ICAO Civil/Military Cooperation Symposium Conclusions

- ICAO documentation could be improved in a number of areas (eg, update/improve ICAO Circular 330 and merge with refreshed Doc 9554) to provide better ICAO Guidance to States.
- Encourage States to comply with Art 3 requirement and invite them to publish their due regard procedures (...for Operations not conducted in accordance with ICAO Provisions) for enhanced transparency. Provide an easy mechanism for doing this (e.g. a common website).
- Build on existing best practice wherever available.
- Provide guidance on what measures to consider for Operations not conducted in accordance with ICAO Provisions.
- Provide improved guidance on data sharing issues (flight plans, surveillance data).
- Establishment of special Project Team to address State Aircraft Operations in the High Seas airspace (Baltic Sea)



BSPT identified a number of aspects that would need to be addressed before any potential safety risk could be identified and mitigations proposed:

- Same level of awareness on operational aspects;
- Clear roles and responsibilities, plus good airmanship;
- Identification of major traffic flows and crucial areas ;
- Enhanced data sharing on cooperative and uncooperative aircraft;
- Clear understanding on reporting of occurrences and harmonisation of reporting provisions;
- Possible use of transponder codes, or FL limitations for State aircraft operations over High Seas;
- Possibility for predefined coordinates for flight planning purposes.

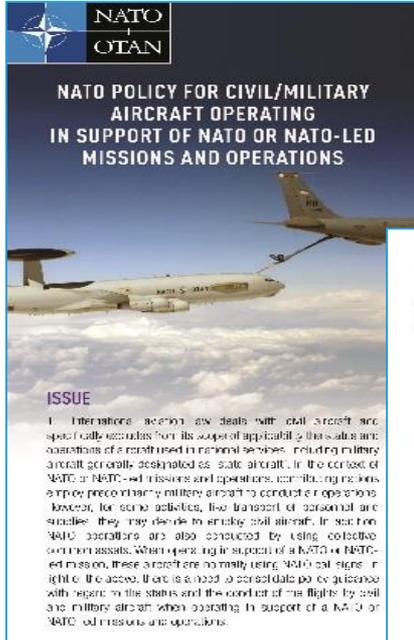


Sweden and Denmark (Copenhagen/Malmö), Finland/Estonia TMAs (Helsinki/Tallin TMAs) and Stockholm TMA

- Within Baltic Sea a number of “**Hot Spots**” exists (especially the Copenhagen/Malmö area and the Helsinki/Tallin area);
- Need to know military activities for flight planning and “collaborative decision making” purposes;
- Address the “perceived inadequate separation” aspect from civilian aircrews.



- Due to unknown aircraft in same airspace, in certain circumstances, leads to an uncertainty in Air Traffic Service (ATS) provision;
- EUROCONTROL's Integrated Initial Flight Plan Processing System (IFPS) had rejected "**Flight Plans**" for certain flight profiles (e.g. from St. Petersburg to Kaliningrad);
- Common understanding that "Flight Plans" are helpful to raise awareness for air traffic control planning;
- Need for increased cooperation (e.g. non-typical Flight Plans to be sent to all other involved Air Traffic Control Centres.



- Discussed different issues on national “Due Regard” provisions
- States made publicly available their national regulations/provisions regarding operations of State aircraft under Due Regard
- States to publish their national Due Regard regulations/provisions
- Publication of an ICAO EUR OPS Bulletin

<http://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/EUR%20Documents/EUR%20OPS%20BULLETINS/EUR%20OPS%20Bulletin%202015%20002%20final.pdf>



- **Collaborative data sharing** aspects between civil/military stakeholders on State aircraft operations, to include radar data from civil and/or military sources;
- EUROCONTROL's Civil-Military ATM Coordination Tool supports exchange and display of surveillance and flight plan data between civil and military;
- Use of a special transponder codes discussed, but determined would only be an improvement for cooperative State aircraft operations.



- State aircraft operations (under **due regard**) over High Seas
  - Denmark – defined in a national policy; partially publicly available
  - Estonia, Latvia and Lithuania – regulations are similar to civil operations (compliant to ICAO Annex 2 provisions)
  - Finland – operations under due regard have been published; not yet publicly available
  - Germany – defined in national policy; partially publicly available
  - Poland – operations under due regard are defined in a national policy which is similar to the NATO policy for State aircraft operations
  - Russian Federation – published in national regulations, flights over the Baltic Sea are mix of State aircraft operations and civil aircraft operations (which follow then the same ICAO Annex 2 provisions), regulations are part of the “Air Code of the Russian Federation” and the “Federal Rules of use of airspace of the Russian Federation”
  - Sweden – defined in a national policy; partially publicly available

- Russian Federation, Finland and Estonia agreed to define 7 new waypoints for State aircraft operations over High Seas; instead of the current string of LAT/LONG coordinates, for Flight Plan between St. Petersburg FIR and Kaliningrad FIR
- Check feasibility/legality of radar data sharing
- Identify focal points for civil and (where applicable) military aspects at operational ATS level – 24/7
- Needed an “Awareness Campaign” for flight operations over the High Seas (ICAO EUR OPS-Bulletin)
- Sharing the non-classified information on “Due Regard” operations in ICAO EUR Doc 032



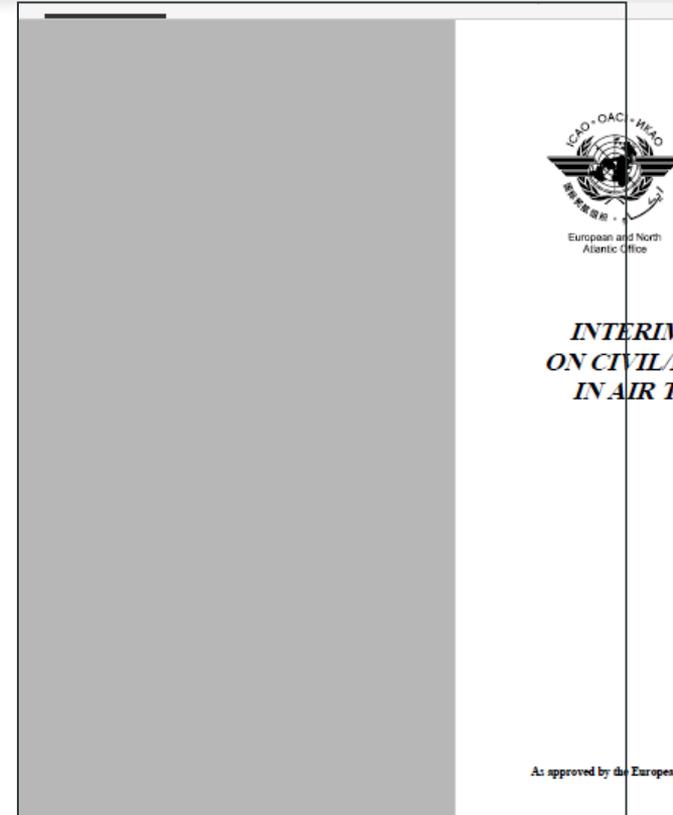
➤ **Guidelines to airspace users in order to raise their awareness on State aircraft operations especially in the High Seas airspace over the Baltic Sea**

- In Summary.....Over the High Sea only the relevant international law applies
- All States enjoy the freedom to overfly the high seas and so called “passages” (i.e. international straits)
- High seas start outside the territorial sea and the territorial sea extends up to a maximum of 12 NM from the national coastline
- High Seas airspace is not territorial airspace, hence national and/or other legislation DO NOT apply
- ICAO SARPs apply to civil aircraft over the High Seas, but not to State aircraft in military services (‘military aircraft’) or other State aircraft
- States must have due regard for the safety of civil aircraft and must have established respective regulations for national State aircraft



The cover of the EUR OPS Bulletin 2015\_002 features the ICAO logo at the top left and the title 'EUR OPS BULLETIN' in large blue letters at the top right. Below the title, it specifies 'Special Number: 2015\_002' and the date 'November 15 December 2015'. The main subject is 'Guidelines to airspace users in order to raise their awareness on State aircraft operations especially in the High Seas airspace over the Baltic Sea'. A sub-heading reads 'The practical meaning for airspace users that are operating over the High Seas'. The cover includes a map of the Baltic Sea region, a photograph of an aircraft carrier, and several bullet points providing key information. At the bottom, it lists the authors: 'Additional information by: ICAO/CAN/NOZ, CAN/NOZ/UK, Committee for Air Traffic Management, ICAO/EURO/NOZ, ICAO/NOZ/UK, ICAO/NOZ/UK, ICAO/NOZ/UK, ICAO/NOZ/UK'.

- **Interim Guidance Material on Civil Military Cooperation in Air Traffic Management**
  - Structure of this interim guidance material
  - Chapter 1: About this guidance material: describes the purpose and scope of this Interim Guidance Material.
  - Chapter 2: Flexible Use of Airspace: describes additional elements of FUA, especially on the application of FUA over the High Seas.
  - Chapter 3: Operation of State aircraft under due regard: provides examples from different States and international organisations on the operation of State aircraft over the High Seas.
  - Appendix A: EUROCONTROL European Route Network Improvement Plan, Airspace Management Handbook



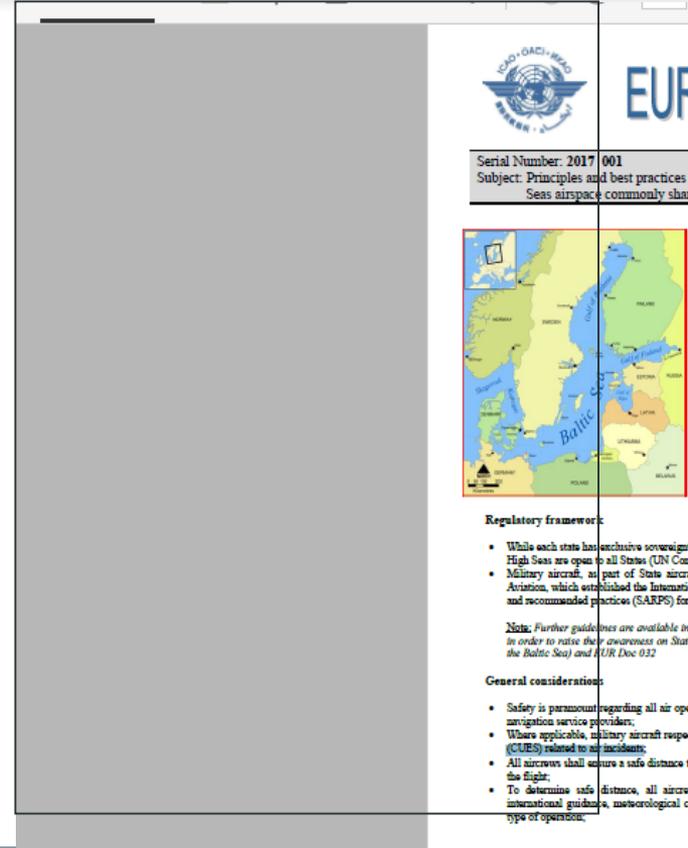
## ➤ Principles and best practices in case of air encounters, especially in the High Seas airspace commonly shared by civil & military aviation over the Baltic Sea

- Regulatory Framework
- General Considerations including references to Code for Unplanned Encounters at Sea (CUES) related to air incidents, MICA (ICAO Doc 9433) and Communication principles
- Best practices for the handling and resolution of air encounters between civil and military aircraft in peacetime from the perspectives of :

**Civil aircrews**

**Military aircrews**

**Air Traffic Control**



The thumbnail shows the cover of the EUR OPS Bulletin 2017\_001. It features the ICAO logo at the top left, the title 'EUR OPS Bulletin 2017\_001' at the top right, and a map of the Baltic Sea region in the center. Below the map, there is a section titled 'Regulatory framework' with a bulleted list of points. A 'Note' section follows, and then a 'General considerations' section with another bulleted list.

Serial Number: 2017\_001  
Subject: Principles and best practices in case of air encounters, especially in the High Seas airspace commonly shared by civil & military aviation over the Baltic Sea

**Regulatory framework:**

- While each state has exclusive sovereignty over its national airspace, the High Seas are open to all States (UN Convention on the Law of the Sea).
- Military aircraft, as part of State aircraft, are subject to the International Convention on Civil Aviation, which established the International Standards and Recommended Practices (SARPs) for the operation of aircraft.

**Note:** Further guidelines are available in the Code of Unplanned Encounters at Sea (CUES) (ICAO Doc 9557) and EUR Doc 032.

**General considerations:**

- Safety is paramount regarding all air operations in the High Seas.
- Where applicable, military aircraft respect the Code of Unplanned Encounters at Sea (CUES) related to air incidents.
- All aircrews shall ensure a safe distance from other aircraft in the flight.
- To determine safe distance, all aircrews shall take into account international guidelines, meteorological conditions, and the type of operation.



- ✓ Joint ICAO – ACAC Civil/Military workshop, March 2018
- Enhanced discussions with EDA (also in preparation for the ANC/13 WP on civ/mil cooperation) in April 2018
- Active support to the NATO AVC in May 2018
- Joint civ/mil symposium/workshop with EUROCONTROL Civil Military ATM Coordination unit in Summer 2018
- Civ/Mil workshop for States in the Eastern part of the Region, Georgia, Aug/Sep 2018
- Follow up from ANC/13 in Oct/Nov 2018
- Support the Roll Out of the new Manual



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THANK YOU