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CAPACITY & EFFICIENCY

Virtual Workshop on the implementation of an effective Civil – Military Cooperation

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Introduction

- The aviation sector is a significant contributor to the economy for many States.
- The growth of civil aviation activities needs to be protected and encouraged.



Airlines needs

- Access to the optimum route ,and the most efficient flight level.
- Reduce fuel costs, and emissions.
- Availability of alternative routings for better response to changing operational conditions(e.g. weather conditions..etc)
- Predictability.



Why States are encouraged to implement an effective Civil–Military cooperation and coordination?

- Meet their obligations under the Chicago Convention and its annexes(i.e. Article 37, Article 3, Article 3 d) , Annex 2, Annex 11..etc).
- Increase user flexibility, maximize efficiencies and increase system capacity, while concurrently improving safety and hence the attractiveness of the airspace.



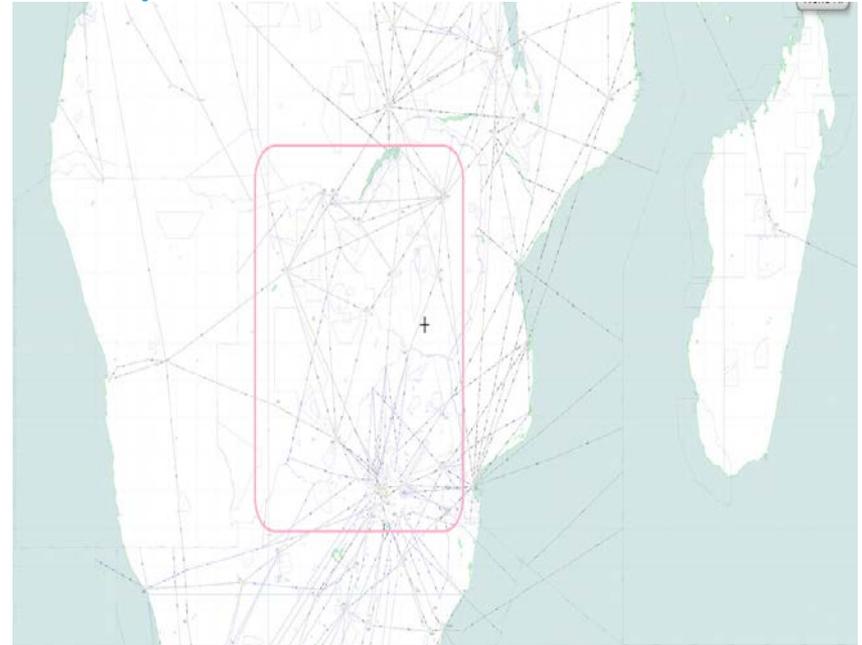
How States can support improved operational flexibility?

- While the flexible use of airspace by both civil and military air traffic is regarded as the ultimate goal, States can identify and prioritize easily achievable changes that will bring obvious and direct safety and efficiency benefits.

Short term changes-improvements in Civil/military coordination and cooperation

States are urged to :

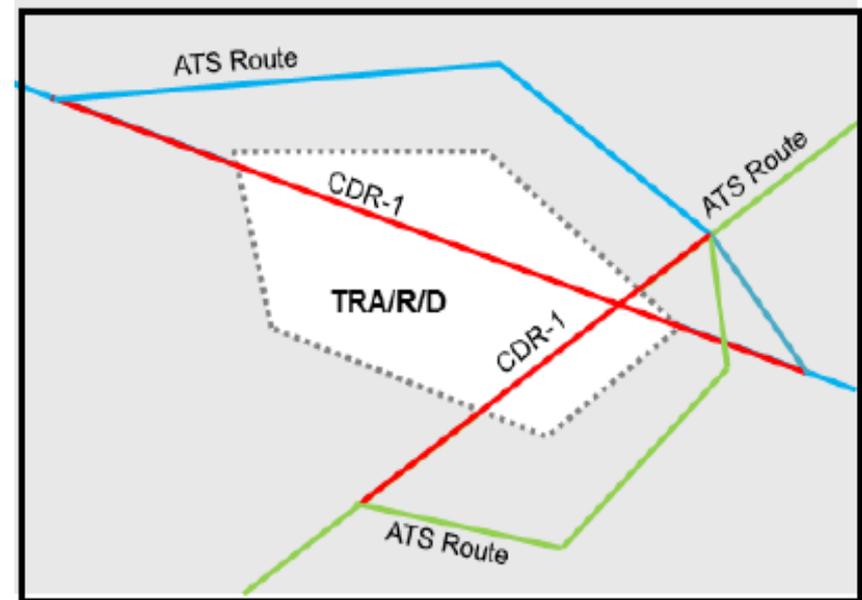
- Develop coordination procedures between ATS and Military units .
- Review existing coordination process between civil and military units (i.e. informal arrangements , LOAs) to focus more on Airspace users' needs in terms of flight efficiency.
- Perform regular review of existing airspace structure and the usage of existing Special use airspaces (SUA)(e.g. prohibited areas, restricted areas, danger areas) in order to:
 1. Change the type of areas according to the actual usage (e.g. from prohibited to restricted area)
 2. Reduce the vertical limits and dimension of restricted, danger and prohibited areas
 3. Reduce the number of restricted, danger and prohibited areas



Short term changes -improvements in Civil/military coordination and cooperation

States are urged to :

- Ensure the availability of direct communication between civil ATS units and appropriate military units
- Publish Category 1 Conditional Routes (CDR) where restrictions are not flexible to accommodate other use.
- Form a high-level civil-military aviation cooperation policy board- Civil / Military Cooperation Committees.





Medium and Long term changes-improvements in Civil/military coordination and cooperation

States are urged to :

- Implement Basic FUA
- Implement Enhanced FUA as the need arises.



The way forward

- The development of any operational structure framework for civil-military cooperation and coordination should follow a project management approach which follows the below steps:
 1. Identify the needs of the various stakeholders and the objectives to be achieved,
 2. Define national requirements according to (airspace structure , national security requirements, ATM complexity)
 3. Define the ConOps for cooperation, coordination and flexible use of airspace.
 4. Conduct a gap analysis against the existing baseline in terms of structures, cooperation and coordination mechanisms, airspace organization, management and policies, and thus determine the implementation requirements.
 5. Develop an action plan to close the gaps.



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