



GLOBAL AIR TRAFFIC MANAGEMENT FORUM
ON CIVIL/MILITARY COOPERATION
ICAO Headquarters, Montréal, Canada
19 to 21 October 2009

Optimization of Airspace Use
Sharing Experience and Best Practices

**From national towards international Regulations
Civil-Military Guidance Material**

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Dear Directors, Generals, civil and military representatives from around the world.

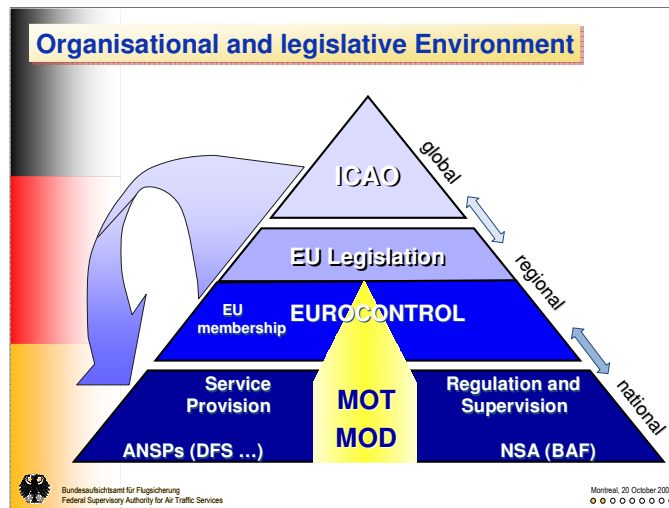
What a world premiere in ATM. Civil and military air traffic high representatives from around the world gather under the roof of ICAO to discuss the significance of a closer civil-military cooperation.

In my short presentation I will start with the basic scheme of the German/European regulatory framework. This should give you a glance of how aviation can be regulated in a commonly used airspace environment, nationally and internationally.

As a second part – and this will be on behalf of the preparatory team for this forum - I would like to present the ideas of that small committee of how ICAO could support States with some guidance material about civil-military cooperation.

Let me start with a overview on the organisational and legislative environment.





The Contracting States of ICAO formulate the common global standards.



In Europe, the legislative function of the European Union and the Single European Sky's legislation affects ATM to a great extent.

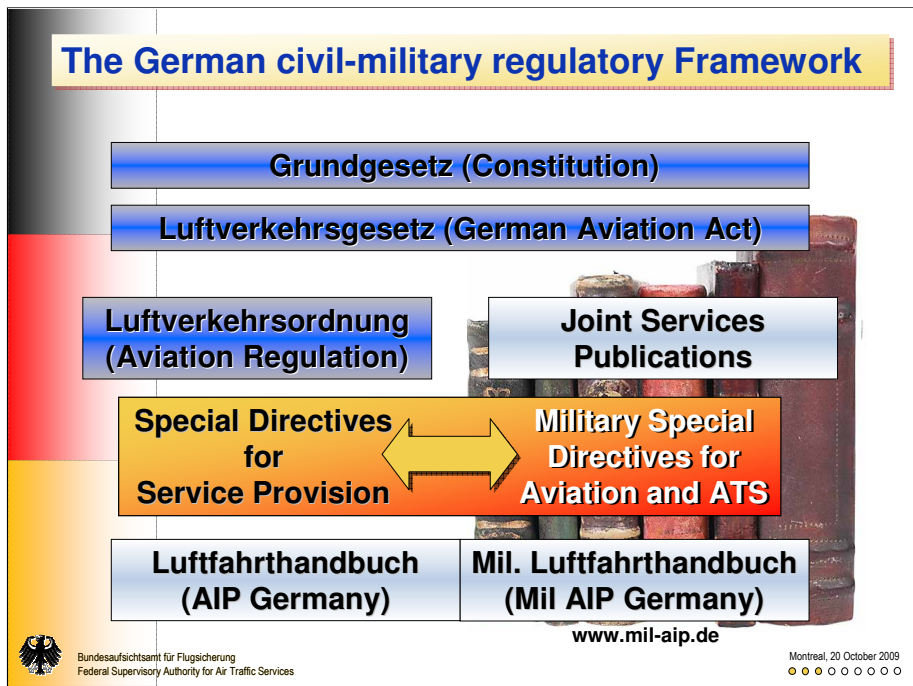
The influence to national regulation is still growing. But in terms of military aviation, the EU has factually no competence.

Yet, States and military organisations realised that particular elements of aviation will not work without incorporating the military. Therefore the dialogue started and some military organisations committed themselves to comply voluntarily with these rules as much as possible or feasible.

A further result of the European ATM framework is the division of service provision and regulation. This impacts the military aviation and service provision in their areas of jurisdiction similarly.

The bottom-up civil and military cooperation takes place in all relevant areas. Nowadays, this includes the rule-making processes as well.





In Germany, the air traffic administration is governed by the Basic Law, the Constitution. In parallel, the European Regulation impact the lower ranking legislative and regulatory processes to a considerable extend.



The German aviation act is binding for all aviation and service provision. Consequently, State aircraft may only deviate, if combat missions or sovereign tasks urgently require such action.



This general provision directs the subsequent Civil Aviation Regulation and, at equal level, the Military Joint Services Publication.



Special Directives for aviation take as well due account of the required commonalities. The civil and military ATM regulation are harmonised to a great extend.



Aviation regulations and orders are promulgate through the AIPs. Realise, that Germany has its own Military AIP, complementary to the civil one.



Civil and military Regulation

Safety – Harmonization - Interoperability

ICAO SARPs apply to a great extend

Doctrine in Aviation

Principles of Service Provision, and Flight Planning and Communication

Bundesaufsichtsamt für Flugsicherung
Federal Supervisory Authority for Air Traffic Services

Montreal, 20 October 2009
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Safety is predominant in the congested German system. Harmonisation, Interoperability and Efficiency are indispensable as well.



For German State aircraft the best to take “due regard for the safety” in accordance with Art. 3 of the Convention is to apply ICAO regulations as far as possible and feasible.

This heading is a kind of doctrine in our aviation system.

It applies as well, for example, to military service provision, flight planning or communication.

Let me quote from the Military ATM Services Manuals:

On principle, military air traffic services ... are also based on the following **international documents**:

Standards and Recommended Practices of ICAO

Standards of EUROCONTROL and regulations from the EU that contain guidelines for military ATM or affect these services.



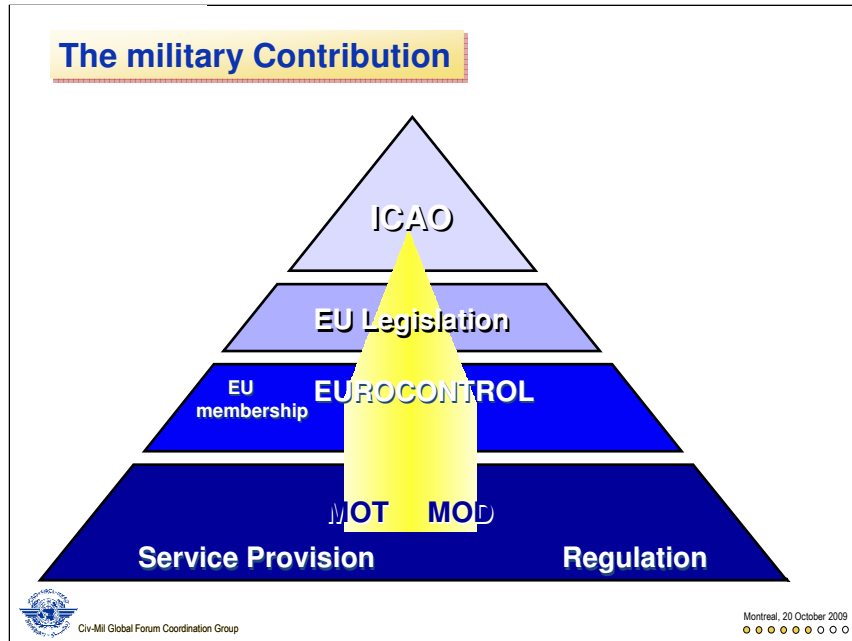


In this context, Germany could see a great potential, if the dialogue between the State aircraft operators and the civil aviation could be enhanced regionally and globally for the reasons of

- Safety
- Ecology and
- State budget

In this context some achieved civil-military working arrangements under EUROCONTROL could perhaps serve as “best practice” for the future arrangements in ICAO.





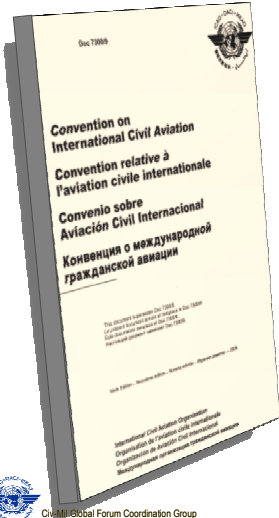
In Europe, for obvious reasons, State aircraft operations and the associated services became part of the processes and legal framework.



Tomorrow, we could see some common sets of ICAO SARPs which will allow us for more harmonised, interoperable, safe, efficient and environmentally sustainable civil and military aviation.



The Reason for Change



ICAO Convention
Preamble

ICAO Assembly resolves that

- 1.the common use by civil and military aviation of airspace and of certain facilities and services shall be regarded as to ensure the safety, regularity and efficiency ...
- 2....
- 3.the Council should endeavor to support States in the establishment of civil/military agreements by providing advice and guidance.

Associated practices:

- 1.Contracting States should as necessary initiate or improve coordination between their civil and military ATS to implement the policy of the Clause 1 above.
- 2....

Doc 7000

Convention on International Civil Aviation
Convention relative à l'aviation civile internationale
Convenio sobre Aviación Civil Internacional
Конвенция о международной гражданской авиации

International Civil Aviation Organization
Organisation de l'aviation civile internationale
Organización de Aviación Civil Internacional
Международная организация гражданской авиации

Montreal, 20 October 2009

OWMI Global Forum Coordination Group

In the light of the ICAO Convention the change towards a civil-military dialogue has started.

Today, a considerable number of ICAO documentations deal with civil-military dialogue, coordination and cooperation.

The 36th ICAO Assembly, in particular, resolved:

that the Council should endeavor to support States in the establishment of civil/military agreements by providing advice and guidance.

Furthermore the Assembly determined practices that:

Contracting States should initiate or improve their civil-military cooperation in order to achieve clause 1 as indicated at the top.

This was the root and enough motivation for our small team of civil and military specialists to start working.

This resulted in an outline for a Guidance Material.

This initial paper is available to the forum.



Forum Preparation Team



ICAO Civil/Military Cooperation

Need for cooperation

Point of start in the Regions

Spirit of a Guidance Material

The military task is a State's task, which requires honest and serious consideration to engage in time the future challenges and needs of civil and military aviation



Civ-Mil Global Forum Coordination Group

Montreal, 20 October 2009



Our team activity was directed by facts, figures and achievements from around the world.

- We need good cooperation to achieve a win-win situation for both, civil and military
- In the ICAO Regions some dialogues and activities have started already
- The Assembly's resolution inspired the team to act and to start to tear down some psychological barriers.

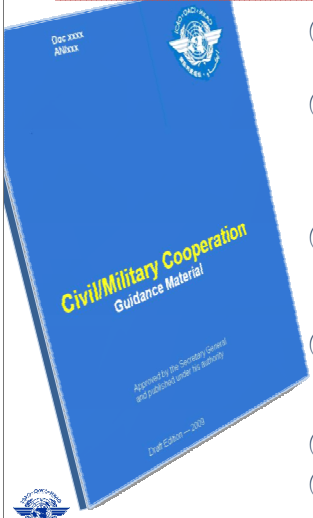








We understood:

The military task is a State's task, which requires honest and serious consideration to engage in time the future challenges and needs of civil and military aviation



ICAO Guidance Material









-  **Institutional framework**
(Global policy, existing ICAO documentation)
-  **Airspace organization and management**
(FUA, Collaborative Decision Making and ATM Security, ...)
-  **State aircraft operations**
(ICAO compatible and partially compatible operation, UAS ...)
-  **Interoperability of systems**
(Strategic, operational and technological perspectives)
-  **Future Opportunities**
-  **Annexes: Best Practices**

Civ-Mil Global Forum Coordination Group Montreal, 20 October 2009

As a follow up action, a drafting group should be established to work out the guidance material.

It should consist of:

-  **Institutional framework**
-  **Airspace organization and management**
-  **State aircraft operations**
-  **Interoperability of systems**
-  **Future Opportunities**
-  **and in Annexes some Best Practices especially referred to FUA**





Today, aviation drives business and economy more than ever.

States have to consolidate their interests and views in the budgetary, environmental and ecological environment, not only nation-wide but also internationally.

In aviation we should reach one understanding:

Involve the military at the beginning, generate confidence and dual partnership and collaborate in order to achieve benefits for the whole aviation system!

Things are changing over the time. How change happens in ATM is illustrated on that picture.

This Air China Jumbo operates safely from one of the most prominent fighter airbase in Germany.

This is no mystery.

It can eventually become a global reality! It lays in our hands to make this global change happen.

Thank you very much for your attention.