



International Civil Aviation Organization

ASBU/SIP/Mexico/2012-WP/22

Dynamic management of Special Use Airspace

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Workshop on preparations for ANConf/12 – ASBU methodology
(Mexico City, 27 February-2 March 2012)

Overview



- **Rationale**
- **AOM – FUA**
- **Cooperation**
- **Global Forum**
- **Next steps**

The rationale



- Growing demand x finite capacity
- State responsibility
 - Civil aviation impact on the global economy and environment
 - Obligations to national/international security and defense
- Enhance civil-military cooperation and coordination



Airspace Organization and Management

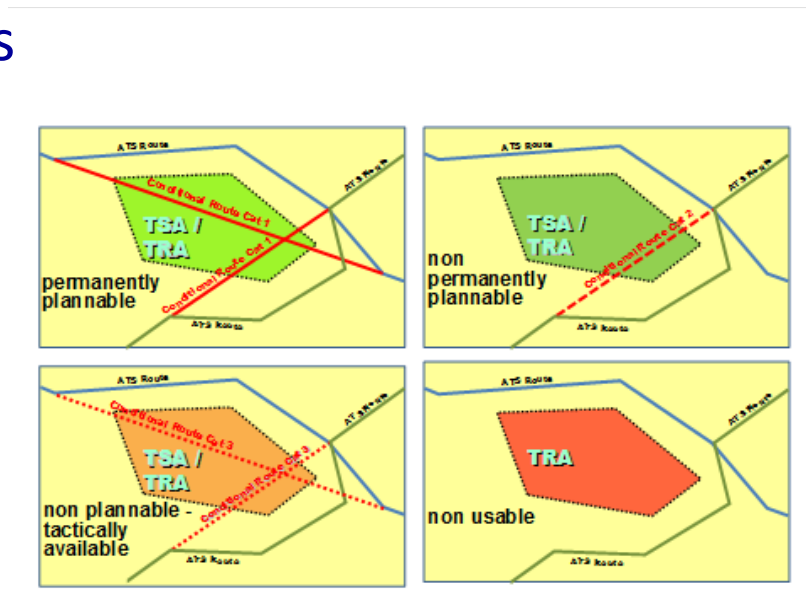


- Flexible use of airspace (FUA) is an airspace management concept based on the principle that **airspace should not be designated as purely civil or military, but rather as a continuum in which all user requirements are accommodated** to the greatest possible extent.

Airspace Organization and Management



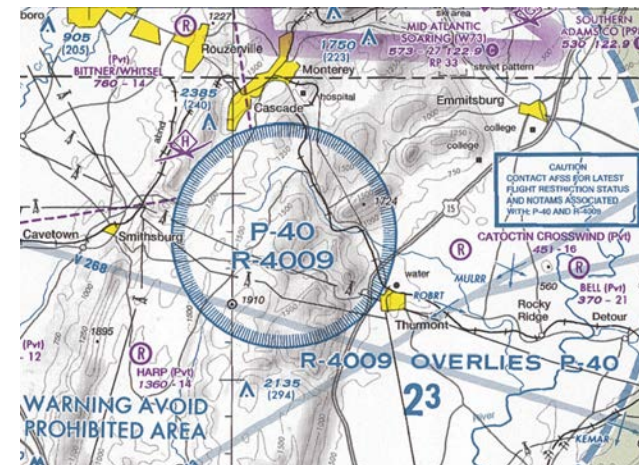
- The FUA concept means flexible and adaptable airspace structures
 - Conditional routes
 - Temporary reserved area
 - Temporary segregated airspace



Airspace Organization and Management

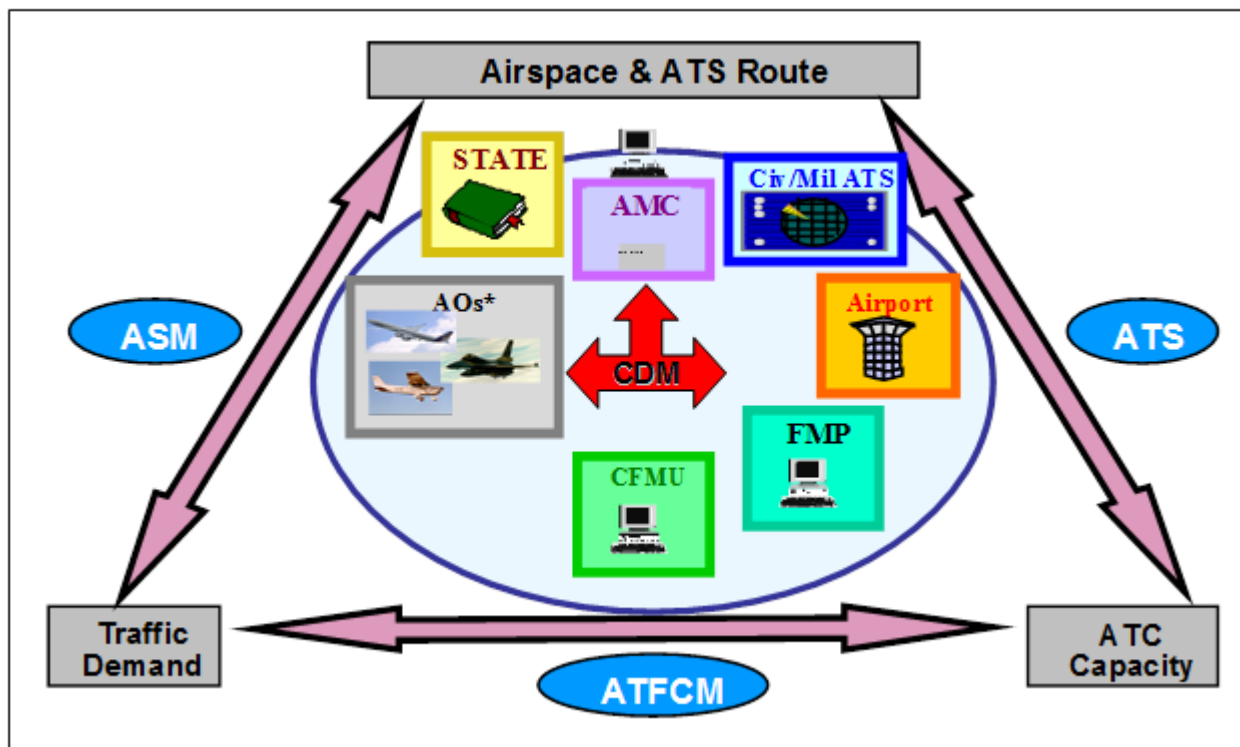
Special Use Airspace (SUA) Considerations

- Many so-called ‘prohibited’ areas may be more correctly described as restricted areas
- SUA may not be designated over the high seas or in airspace of undetermined sovereignty
- SUA should be as small as practicable
- Danger areas may be considered in lieu of restricted areas, if the pilot can determine the nature of the hazard
- SUA should only be activated when required. Activation by NOTAM, rather than permanently, is easier for the status to be discerned



Airspace Organization and Management

- Collaborative Decision Making (CDM) could be defined as the process whereby all ATM decisions, except tactical ATC decisions, are based on sharing of information relevant to air traffic operations between civil and military partners



State Aircraft Operations



Common Interests

Safety

No duplication or unnecessary equipage

User preferred routing

On time departure/arrival

Constant descent to landing

Efficiency

Security



State Aircraft Operations



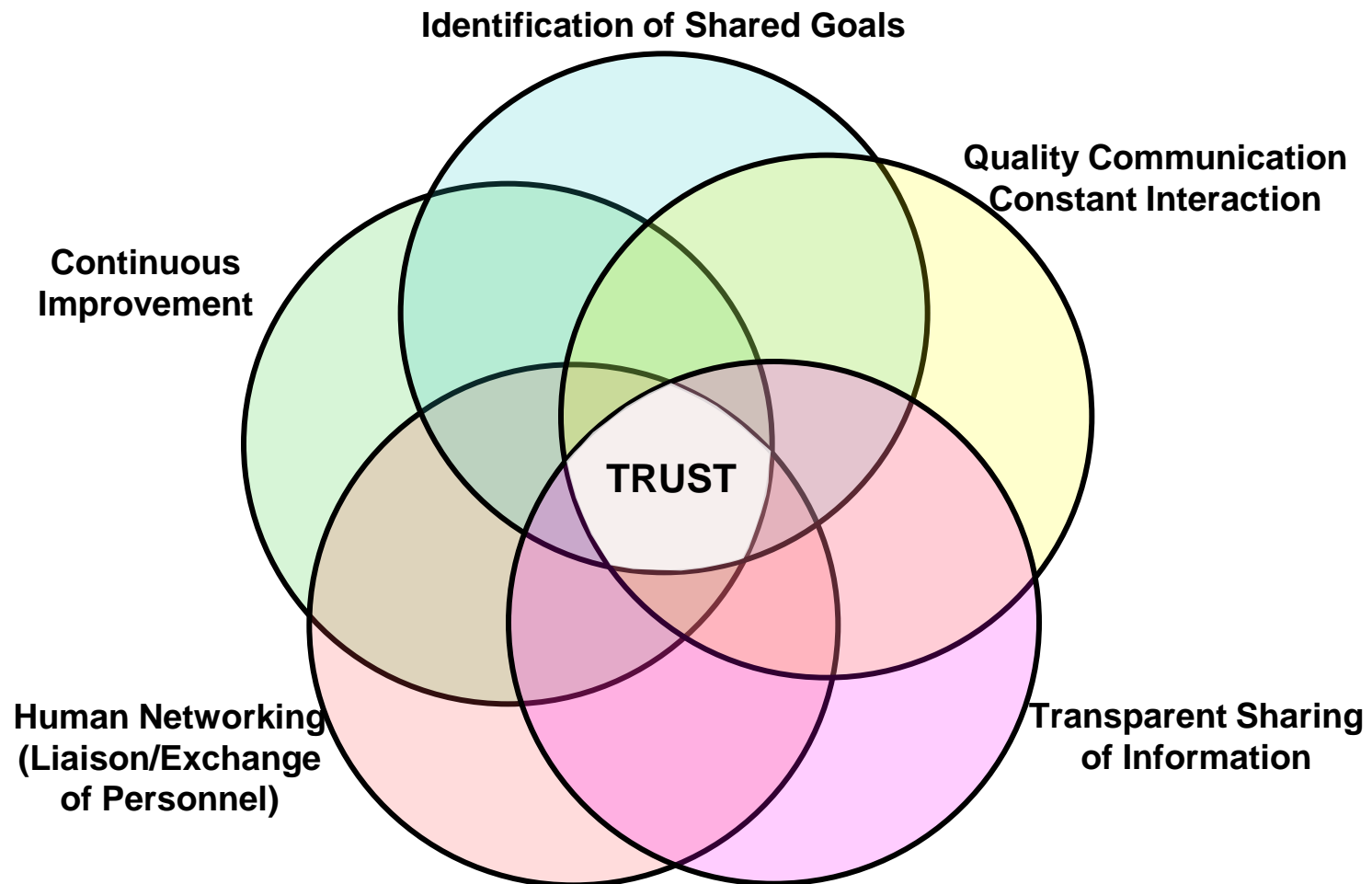
FULLY-COMPLIANT OPERATIONS
PARTIALLY-COMPLIANT OPERATIONS

State Aircraft Operations



- Unmanned Aircraft System (UAS) civil airspace integration was as example of how civil systems can take into account military needs
- with increasingly complex civil aircraft equipage requirements, non-compliant military or other State aircraft may become more difficult to manage using special handling status (STS)

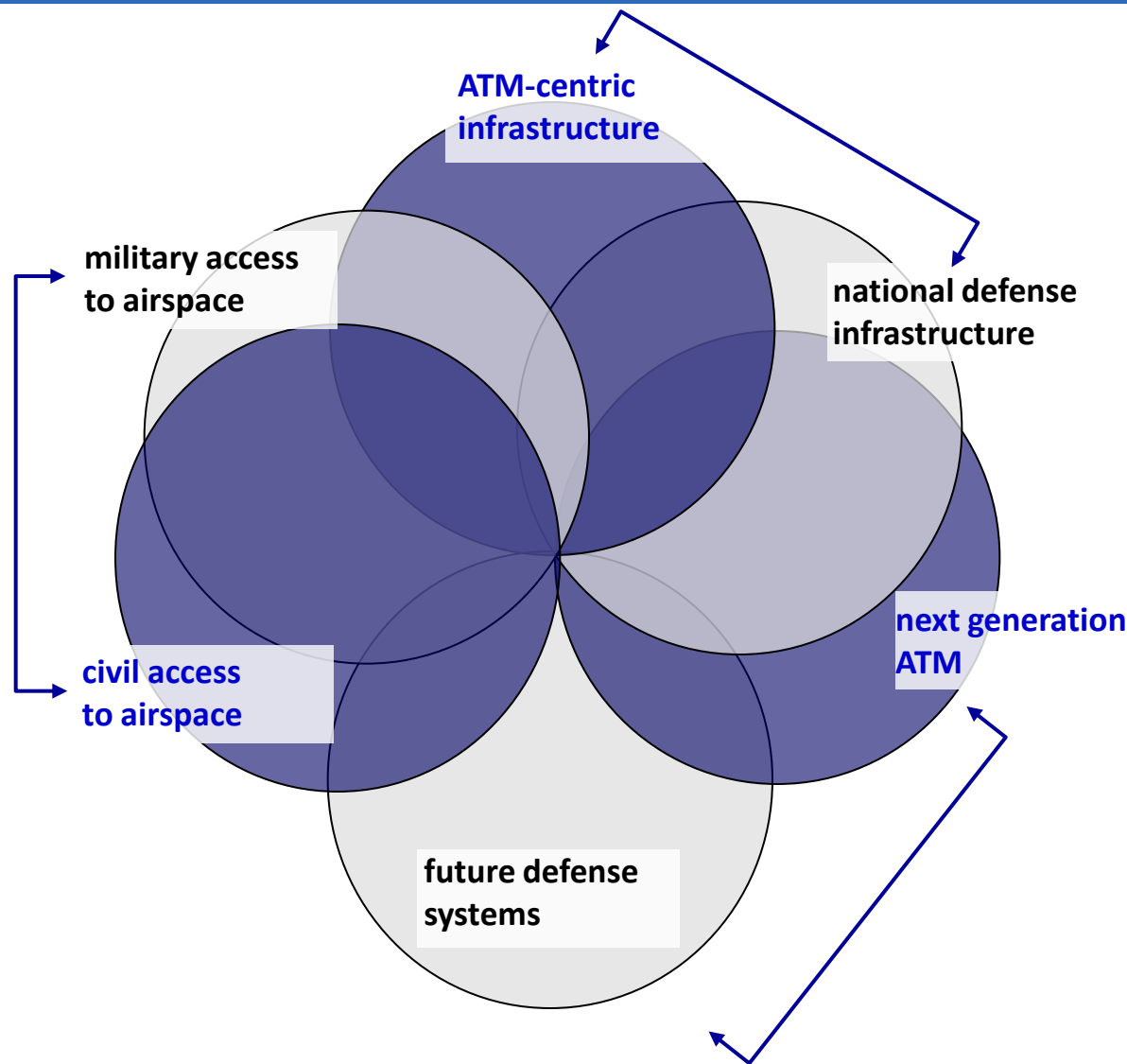
Cooperation



Cooperation – key characteristics



complexity
trust-based partnership
mutual support
shared resources
interoperability



Common efforts

ICAO urges States/Administrations to:

a) maintain continuous Civil and Military coordination as greater participation of military authorities in civil forums is necessary to facilitate optimum utilization of airspace; and

b) consider including their military counterparts in their delegations whenever possible.



Common efforts

- Military participation at civil ATM meetings and in ATS Centres would often lead to a better understanding of common needs
- Data sharing, including aircraft surveillance, between the civil and military can also facilitate Collaborative Decision-Making (CDM), a vital component of Air Traffic Flow Management (ATFM)
- Responses to Search and Rescue (SAR), Civil Defence emergencies, and national security events frequently require civil/military coordination





- **Rethink the traditional role of civil/military coordination and cooperation**
- **Civil/Military Cooperation handled by States impacts global air transport system**



Partners of the Forum

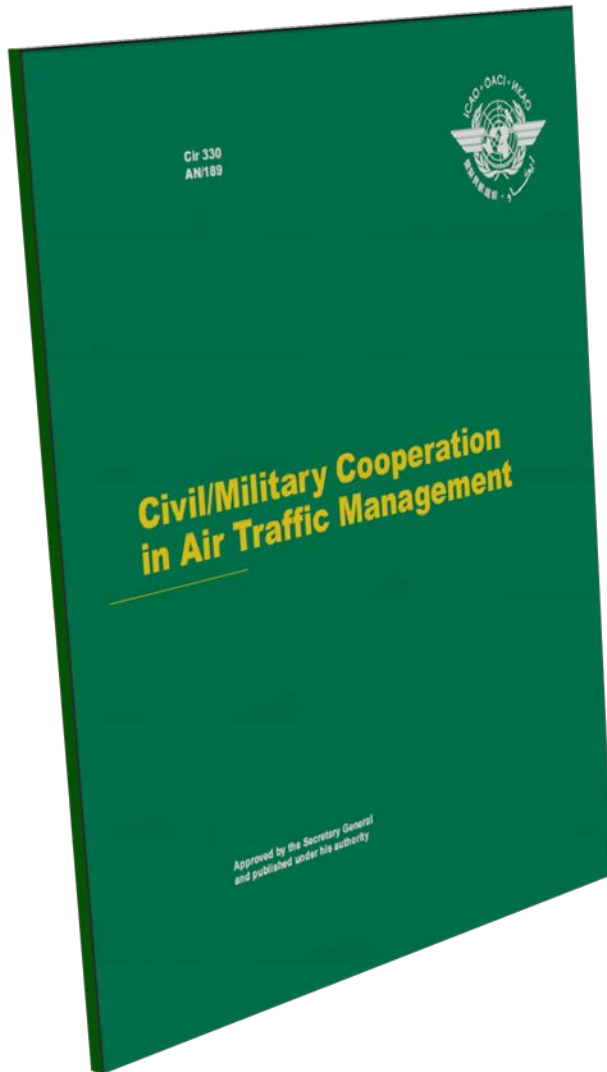
- **CANSO**
- **EUROCONTROL**
- **IATA**
- **NATO**
- **ATCA and UVS International**
- **States**

Summary of the Forum

- Mutual trust and confidence principal requirements for collaboration between civil and military
- Safety, security and efficiency are common civil and military values
- Efficiency for civil aviation means more capacity, less delays, cost and fuel burn (emissions)
- Efficiency for Military aviation means mission effectiveness and realistic training- but equally more capacity, less delays, cost and fuel burn (emissions)
- Cooperation and coordination through communication



- Application of flexible use of airspace principles are a good common basis for global civil-military ATM coordination
- Civil-military interoperability is essential



-  **Institutional and regulatory framework**
-  **Civil/Military Interoperability**
-  **Airspace organization and management**
-  **ATM Security and ATM in crisis situation**
-  **State aircraft operations**
-  **Summary - Civil-military Collaboration a global challenge**
-  **Appendices: Best Practices of Civil-military cooperation**

- Prepared by civil and military experts
- Offers guidance on and examples of successful practices for civil and military cooperation.





- **Promote civil and military cooperation through the Planning and Implementation Regional Groups (PIRGS)**
- **Civil/Military cooperation partners will collaborate to support regional civil/military events**
- **A second global forum at an appropriate time, to measure progress in civil/military cooperation and to determine the next steps**
- **A Civil/Military Cooperation Seminars/Workshops are planned**

ICAO

Uniting Aviation on

Safety | Security | Environment

