

Civil/Military Cooperation Regulations in India

AIRSPACE AND ITS USE

CIVIL USE:

- Commercial aircraft for transportation of passengers & Cargo
- Government owned aircraft for transportation
- Aircraft engaged in aerial operations
- Private aircraft – including balloons, airships

MILITARY USE:

- Transportation of passengers and cargo by air
- Military Operations & Training
- National Security

REGULATIONS FOR USE OF AIRSPACE

REGULATIONS FOR CIVIL USE:

- ICAO SARP's – Annex 2 & Annex 11
- ICAO PANS ATM – Doc 4444 & Cir 330
- Indian Civil Aviation Rules/Regulations

REGULATIONS FOR MILITARY USE:

- Transportation – similar to Civil use
- Military Operations and Training – far different from Civil use. The Indian Aircraft Act, Rules and Regulations are not applicable to Military aircraft

USE OF AIRSPACE

- **REGULATIONS** for civil and military being different – both cannot operate **simultaneously** within the same ‘Block of Airspace’
- **Solution – Segregate** – Establish boundaries of different ‘Block of Airspaces’ for Civil and Military
- **Cons:**
 - Civil & Military operations in segregated airspaces
 - Limited growth potential for both civil and military
 - Economically inefficient
 - Not an optimal solution

GROWTH OF AVIATION IN INDIA

- Indian aviation (both civil & military) is growing at a tremendous rate
- The domestic market of 70 Million passengers in 2014–15 is like to touch 100 Million this year. International traffic to/from and overflying India has also increased considerably
- Similar is the story of Indian Military aviation
- For safe, secure, efficient, economical growing aviation operations **Government of India** decided to **formalise** “Flexible Use of Airspace”

GOVERNMENT OF INDIA – DECISION

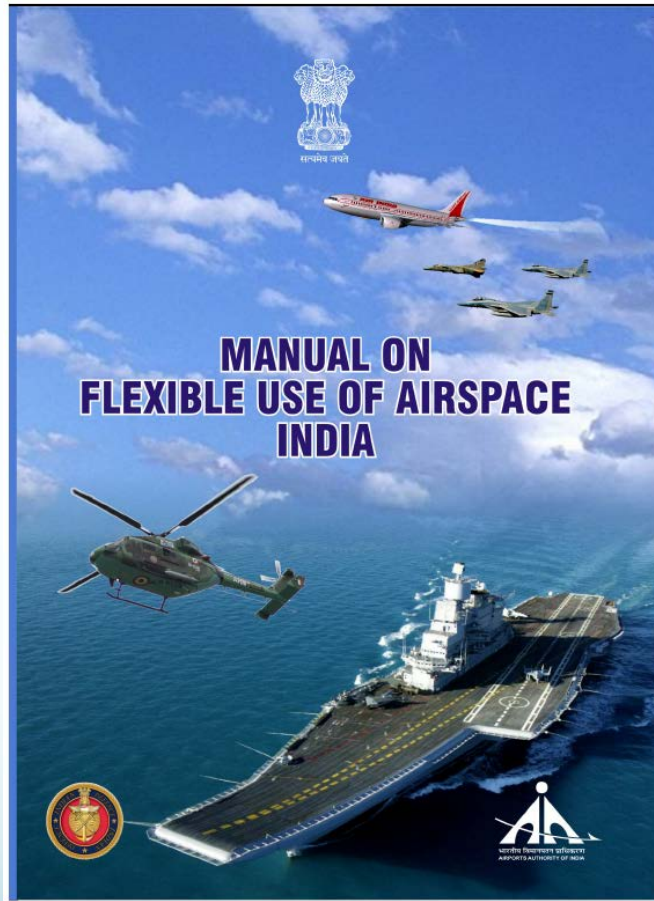
Government of India established:

- ‘National High Level Airspace Policy Body’ (**NHLAPB**) under Chairmanship of Secretary, Civil Aviation for implementation of Flexible Use of Airspace in India and to formulate of Airspace Use Policy
- NHLAPB was empowered to constitute appropriate Committees/Sub-committees for implementation

NHLAPB constituted

- National Airspace Management Advisory Committee (NAMAC) and was tasked to review **FUA Manual** prepared by a Sub-Committee

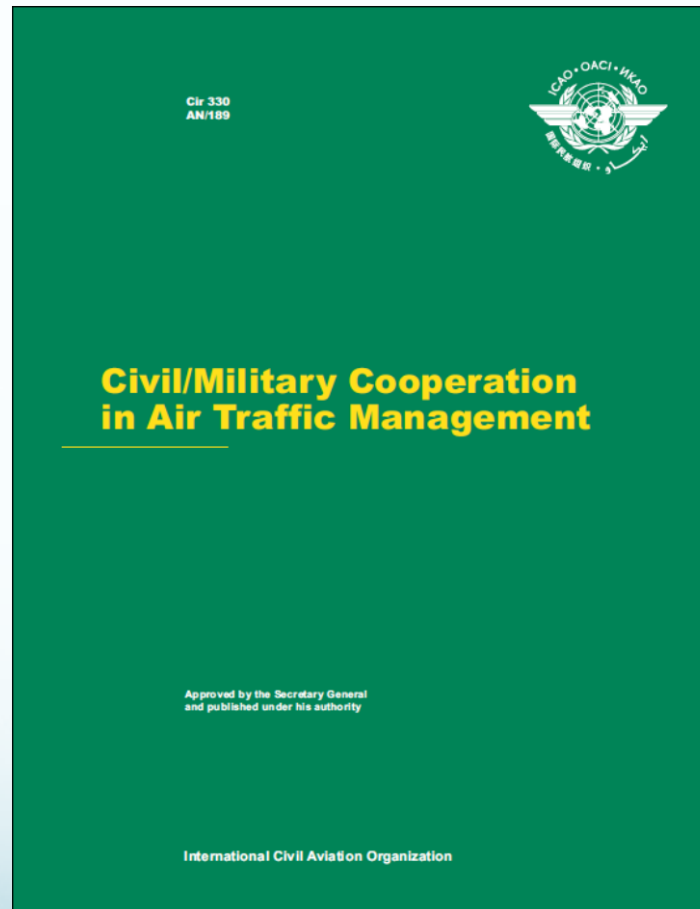
Manual on Flexible Use of Airspace (available on AAI website)



Manual on Flexible Use of Airspace

- **FUA Manual approved by NHLAPB**
 - is aimed at providing **comprehensive guidelines** for matters pertaining to implementation of FUA in India
 - has taken into consideration recommendations of the **ICAO Cir 330** on Civil/Military Cooperation in Air Traffic Management
 - will apply to all civil and military use of flexible airspace structures and Conditional route networks

ICAO Cir 330



Flexible Use of Airspace (FUA)

- **Implementation of FUA**
 - Promotes the optimal, balanced and **equitable** use of airspace by civil and military users through strategic coordination & dynamic interaction
- **Optimal flight paths permit**
 - Reduction in operating costs of airspace users
 - Protection of the environment
 - Provide airspace for military requirement
 - Take into account security considerations

Flexible Use of Airspace – Authority

- **FUA Manual**
 - Essentially provides comprehensive guidelines for “Flexible Use of Airspace”
 - The guidelines have “administrative authority” and have inter-ministerial sanction/approval
 - The Manual is not backed by legislative power
- It would be appropriate to provide legal sanction/authority to FUA

THE AIRCRAFT ACT & RULES

The Aircraft Act empowers Central Government to make rules on various subjects, including rules on

- air-routes by which aircraft may enter or leave India, or may fly over India
- the prohibition of flight by aircraft over any specified area, either absolutely or at specified times, or subject to specified conditions and exceptions
- the authorities by which any of the powers conferred by the Act are to be exercised

THE AIRCRAFT ACT & RULES

- The Central Government is empowered to make Aircraft Rules relating to airspace management
- Present Aircraft Rules empower DGCA to issue Civil Aviation Requirements (CARs) to adopt ICAO SARPs
- DGCA has issued CARs for Annex 2 and Annex 11
- Central Government should promulgate **Aircraft Rules on Airspace Management** and bring FUA under these rules

Airspace Management Rules – Proposed Objectives

- The Airspace Management Rules may
 - propose the following objectives:
 - a) National Security;
 - b) Efficient use of airspace;
 - c) Equitable access to airspace for all users;
 - d) Protection of the environment; and
 - e) Fuel saving
 - Provide legal sanction to FUA Manual

THANK YOU