

# INTERNATIONAL CIVIL AVIATION ORGANIZATION



## AFRICA-INDIAN OCEAN (AFI) SEMINAR ON CIVIL/MILITARY COORDINATION AND COOPERATION

*(Niamey, Niger, 26-28 May 2015)*

### SUMMARY OF DISCUSSIONS

*Prepared by the ICAO Western and Central African Office*

The views expressed in this Summary of Discussions should be taken as those of the Africa-Indian Ocean (AFI) Seminar on Civil/Military Coordination and Cooperation and not of ICAO. This Summary of discussions will be submitted to the respective States and organizations for necessary action.

The designations employed and the presentation of material in this document do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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### **Appendix A: List of Participants**

## SUMMARY OF DISCUSSIONS

### 1. INTRODUCTION

1.1 The AFI Seminar on Civil/Military Coordination and Cooperation, hosted by the Civil Aviation Authority of Niger (ANAC), was convened at the Coker Conference Centre of the *Ecole Africaine de la Météorologie et de l'Aviation Civile (EAMAC)* in Niamey, Niger from 26 to 28 May 2015.

1.2 The seminar results from a recommendation of the 14th AFI Plan Steering Committee held in Montreal in October 2014, in support of a worldwide campaign of regional civil/military cooperation events recommended by the Global Air Traffic Management Forum on Civil/Military Cooperation (Montreal, October 2009) and endorsed by the 37th Assembly (October 2010).

1.3 The objective of the event was to build on ICAO Circular 330 pertaining to civil and military cooperation in Air Traffic Management (ATM), with focus on the most relevant aspects of this Circular, conveying the message of the Global ATM Forum on Civil/Military Cooperation (2009) which had asked that ICAO serve as an international facilitation platform between civil and military authorities to promote collaboration, communication, education and trust in the optimization of airspace by applying the concept of flexible use of airspace (FUA).

1.4 The seminar was attended by 105 participants from twenty-five States and one organization. Discussions were conducted in the English and French languages with simultaneous interpretation. The documentation of the event is available on the ICAO ESAF/WACAF Regional Office website: <http://portal.icao.int/AFICIVMIL> [1].

1.5 Mr. Sadamba Tchagbele, Director, Ecole Africaine de la Météorologie et de l'Aviation Civile (EAMAC) in Niamey welcome the participants, while recognising the dignitaries from both the Republic of Niger and the International Civil Aviation Authority (ICAO) who were present at the opening ceremony.

1.6 In his opening address, Mr. Raymond Benjamin, ICAO Secretary General reiterated the importance of having close civil/military cooperation and coordination to facilitate better optimization of the airspace and to be able to deploy military units quickly into search and rescue areas for rescuing of survivors, highlighting global efforts to address these concerns following the MH370 and MH17 incidents in 2014. He expressed recognition of the responsibilities of military authorities in safeguarding their territories and urged all parties to recognise that the airspace is a common resource that should be managed efficiently by both civil and military counterparts to support the development of the civil aviation industry at national level.

1.7 Mr. Gustavo De León, Regional Programme Officer, Air Navigation Bureau, ICAO HQ, was the coordinator of the seminar. He was assisted by Messrs. Albert Taylor and David Labrosse, Regional Officers Air Traffic Management/Search and Rescue from the Dakar and Nairobi ICAO Regional Offices respectively.

### 2. DISCUSSIONS

2.1 On the first two days of the seminar, presentations from ICAO, Kenya, Togo, Niger and ASECNA were made, providing an overview of ICAO Circular 330 and impact in the area of air traffic management (ATM), in addition to outlining perennial challenges faced by both civil and military authorities of States in the establishment of an effective mechanism to support and sustain coordination and cooperation between them. It was also noted that the some States had already started the process, albeit at a slow pace and that more effort and commitment were required from both civil and military

authorities in order to strengthen cooperation between them. The presentations covered in general the following topics:

- a) Overview of ICAO Circular 330-AN/189;
- b) Why the need for civil/military coordination and cooperation;
- c) The roles of Civil Aviation Authorities in facilitating dialogue and sensitization;
- d) National and Regional challenges to cooperation; and
- e) Why the need for civil/military regulations;

2.2 On the second day of the seminar, three working groups (panels) were formed to discuss civil/military cooperation aspects as follows:

- a) Panel 1: Civil/Military cooperation - regulatory aspects.

Discussions were focused on the scope of civil/military cooperation in the context of a national ATM regulatory framework.

- b) Panel 2: Optimizing the use of the airspace and operational capabilities.

Discussions were focused on how to better optimize the use of airspace and operational capabilities in the context of civil/military cooperation.

- f) Panel 3: Interoperability (challenges and opportunities).

Discussions addressed issues of interoperability.

2.3 Based on the discussions that took place during the panel sessions of the seminar, the following findings were identified :

- a) That the flexible use of airspace (FUA) can improve airspace optimization and efficiency and produce major benefits by:
  - i) having more direct routes/trajectories to users.
  - ii) Increasing airspace capacity.
  - iii) decreasing fuel costs for all users.
  - iv) reducing ATC workload.
  - v) allowing timely arrival and departure of flights.
  - vi) improving airspace safety.
  - vii) having a positive impact on the economic growth of a State.
  - viii) reduced environmental impact (carbon dioxide emission).
- b) Absence of effective regulatory framework in States to enable effective coordination and cooperation between civil and military authorities.
- c) Lack of interoperability and harmonization of ATM systems between civil and military authorities to enable sharing of flight data and other essential information.
- d) Lack of trust on how information on military operations that are provided to civil ATC units is treated (issue of confidentiality).

- e) Absence of a national, high-level civil/military coordination body comprising of decision makers from civil and military authorities, including users and other stakeholders.
- f) Lack of a designated Military Liaison Officer to coordinate operational matters with the civilian air traffic control units, with the objective of ensure safety of civilian and military aircraft when they operate outside of military airspace.
- g) The need for civil and military authorities to review and have a common understanding of the term ‘military operational flights’ as its meaning was being interpreted differently by the military authorities on one side and air navigation service providers on the other side.
- h) General lack of understanding by civil counterparts on the needs of military entities, and vice-versa.
- i) Reorganisation of airspace and routes should take into consideration the expectations of both civil and military airspace users.

2.4 Information was provided to the participants on Remotely Piloted Aircraft (RPAs), guidance material and the RPA Symposium (2015) which had called for the establishment of a Panel to progress the development of SARPs related to RPAS. The seminar undertook discussion on the impact of RPAs in civil/military coordination and cooperation.

### **3. RECOMMENDATIONS**

3.1 As a result of the presentations and group discussions, the seminar developed the following recommendations which are to be addressed by States, ICAO and other international organizations, in order to improve civil/military coordination and cooperation in the optimization and flexible use of airspace in the AFI Region for the benefit of all airspace users:

1. States should ensure that elements pertaining to civil/military cooperation are included in the training syllabus of:
  - a) air traffic control officers (both civil & military),
  - b) military pilots; and
  - c) refresher training of personnel mentioned in a) and b) above.
2. States that have not done so should establish a national, high-level civil/military coordination body comprising of decision makers from civil and military authorities, including users and other stakeholders, with clear terms of reference, in order to manage the process of co-operation and coordination and to address safety issues impacting on air navigation in their airspace.
3. States’ Air Navigation Service Providers (ANSPs) and military authorities should review and agree on a common understanding of ‘military operational flights’.
4. States undertake a continuous review of all segregated airspace (restricted, prohibited and danger areas) published in their AIPs with the objective of assessing and updating the validity and operational requirements of such areas so that they can be redefined, opened up or deleted for better optimizing the airspace.
5. States should put in place mechanisms to enhance interoperability between civil and military ATM systems to facilitate sharing of operational data essential for the safety and efficiency of air navigation.

6. States' Civil Aviation Authorities (CAAs) should continue to play a leading role in facilitating dialogue with their military counterparts in order to foster closer cooperation between civil and military authorities.
7. States are urged to take into consideration civil/military coordination issues when concluding Military Cooperation Agreements, especially during periods of conflict.
8. ICAO is requested to convene a workshop for the AFI Region during 2016 with the aim of facilitating the development of a template for civil/military cooperation agreement and guidance for the establishment of national high-level civil/military coordination body.

#### 4. **CLOSING**

4.1 Mr. Mam Sait Jallow, Regional Director, ICAO Western and Central African Office in Dakar, Senegal, thanked the Government of the Republic of Niger, ANAC, EAMAC, ASECNA and the Chairman of the AFI Plan for hosting and supporting the event in Niger. He appreciated the professionalism displayed by the participants and the amicable way in which the discussions were undertaken and encouraged them to continue improving their working relationship when they return back to their respective administrations.

4.2 In his closing remarks, Mr. Seydou Yaye Amadou, Director General ANAC, thanked the moderators and the participants for their enthusiasm and active participation throughout the three day seminar. He recognized the positive outcome emanating from their contributions which made the event a success. He then went on to close the seminar.

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