

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-group (AAO/SG5),  
Virtual, 23 to 26 August 2022**

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**Agenda Item 3: Achievement in Airspace and Aerodrome Operations****IMPLEMENTATION OF CIVIL-MILITARY COOPERATION AIRSPACE**

*(Presented by the Democratic Republic of the Congo)*

<b>SUMMARY</b>
<p>This working paper presents the progress made by the DRC in the implementation of civil-military cooperation for civil aviation safety. It also reports the DRC's feedback to APIRG Conclusion 23/6 on civil-military cooperation.</p> <p><b>Action required is at paragraph 3</b></p>
<p><b>REFERENCE(S):</b></p> <ul style="list-style-type: none"><li>- ICAO Cir. 330 - Civil-Military Cooperation in Air Traffic Management</li><li>- ICAO Doc 10088 - Manual of civil-Military Cooperation in ATM (unpublished)</li><li>- Final report of the APIRG/24 and RASG-AFI7 meeting</li></ul>
<p><b>Related ICAO Strategic Objective(s):</b></p> <ul style="list-style-type: none"><li>- Safety</li><li>- Air Navigation Capacity and Efficiency</li><li>- Security and Facilitation</li></ul>

**1. INTRODUCTION**

1.1. The DRC's experience with the implementation of civil-military cooperation in civil aviation can be summarised in two main periods:

- The era of cooperation before the formalised MOC; a brief history is given in point 2 below;
- The period after the signing of the MOC, which enabled the State to implement best practices as recommended by ICAO

**2. DISCUSSION**

2.1 In the Democratic Republic of Congo, civil-military cooperation in the field of aviation

has been established since the signing of Decree 65/198 of 30 July 1965, which stipulated that the Ministry of National Defence was responsible for carrying out search and rescue operations for civilian aircraft in distress on national territory and in its territorial waters. This constituted a first legal basis for civil-military cooperation which has been extended over time to other areas of civil aviation including AGA, ATM, AIS, CNS, MET, AIG, AVSEC, OPS, TRG, AIR etc.

2.2 Although the said cooperation was permanent in the major airports of the country, over time, it lost its legal context because it was not supported by a formal agreement between the stakeholders. The above-mentioned decree had become obsolete as it limited this cooperation to search and rescue operations. Some aeronautical activities of civil operators were affected by the low level of civil-military cooperation.

2.3 The implementation of effective civil-military cooperation in the Democratic Republic of Congo is a necessity for commercial air transport because the country has:

- nearly twenty airports with mixed civil and military use ;
- an airspace over a territory of more than 2.3 million km<sup>2</sup> , which constitutes an important corridor for air traffic in central Africa
- about ten special status airspaces including restricted and prohibited areas;
- some 100 civil air carriers operating alongside a multitude of state and UN aircraft, not to mention unmanned aircraft and aerospace devices used by scientists.

2.4 The flexible use of FZR4 is also a highlight of civil-military cooperation in Congolese airspace. But until 2020, this coordination still didn't take the format required by ICAO.

2.5 After the workshop held in virtual from 27 to 29 April 2021 by the WACAF regional office of our organisation, the DRC dwelt on the issue in order to meet the recommendations of conclusion 23/6 of the APIRG. Before the MOU was signed on 10 September 2021, several meetings bringing together national civil and military aviation experts were held at the initiative of the DRC Civil Aviation Authority.

2.6 Using the indicative elements of ICAO Doc 10088, the EUROCONTROL Guide to Information Exchange in Civil-Military Coordination (Eurocontrol-guid-183 edition 1.0 of 27/10/2020) and the Nigerian Sample Memorandum of Cooperation (MOC), the Congolese civil and military experts were able to develop a text of the MOC that was adapted to their working environment before submitting it to the heads of their respective entities for approval.

2.7 On 10 September 2021, the National Civil-Military Cooperation Committee met to sign the MOC, which was subsequently sent to the Government of the Republic and to ICAO through its WACAF regional office.

2.8 The signing of this MOC paved the way for a new method of cooperation and coordination of civil and military aeronautical operations in our airspace. A new legal framework will be put in place once the Government finishes processing the report transmitted to it by the Civil Aviation Authority. This will also allow for the composition of Civil-Military Coordination Committees at mixed airports and the development of operational procedures for civil-military coordination.

2.9 Since the signing of the agreement, several training sessions and workshops have been held for civil and military operators and service providers. This has led to greater efficiency in coordination at the operational level, particularly in the area of search and rescue.

2.10 Despite the efforts made so far, the challenge of implementing effective civil-military cooperation remains enormous. The difficulties encountered are due to the low level of awareness among stakeholders and the lack of human and logistical resources.

## **2 ACTION BY THE MEETING**

### **2.1 The meeting is invited to:**

- a) Take note of the progress made by the DRC in the implementation of civil-military cooperation for civil aviation safety;
- b) To take into account the challenges faced by the States of our AFI region regarding the implementation of civil-military cooperation and to organize awareness workshops in which the States should participate in a joint civil-military delegation.
- c) Encourage member states in the AFI region to sign their MOC.

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