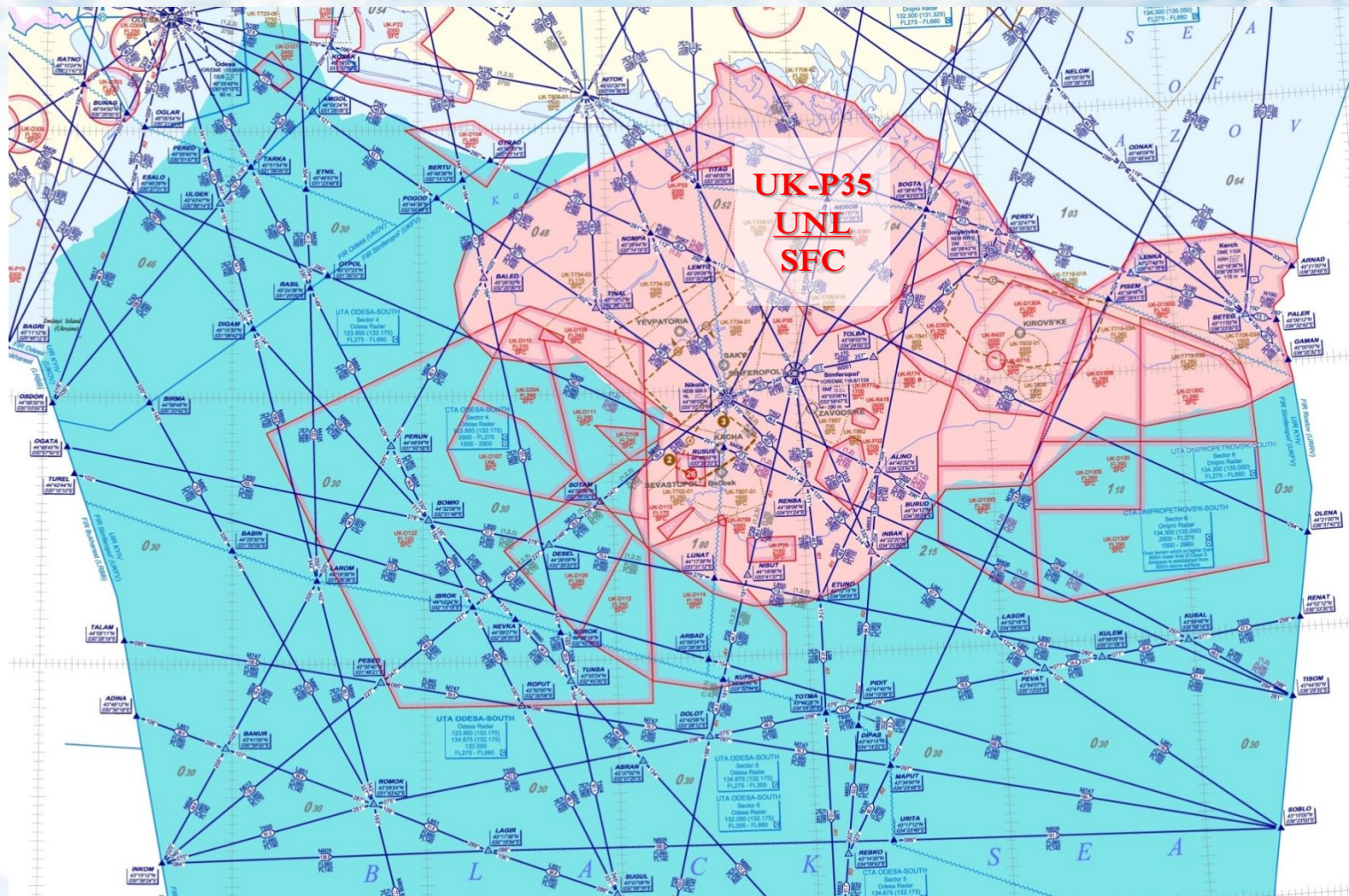


ANS provision over the High Seas from Civil-Military Perspective

ICAO Civil/Military Cooperation Symposium
Paris, France, April 14-15, 2015

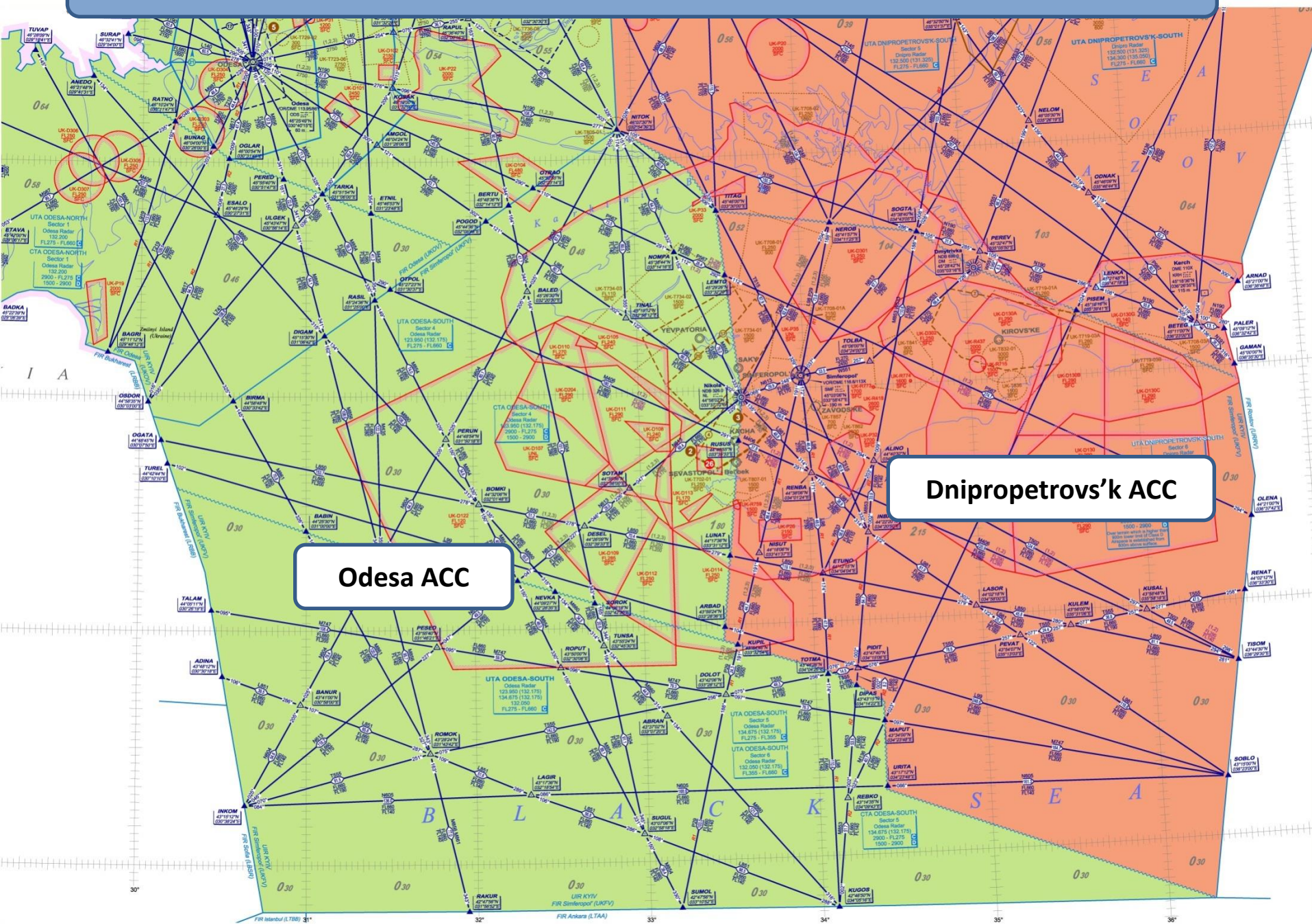
Ukraine, UkSATSE

Ukrainian Airspace Structure over the High Seas



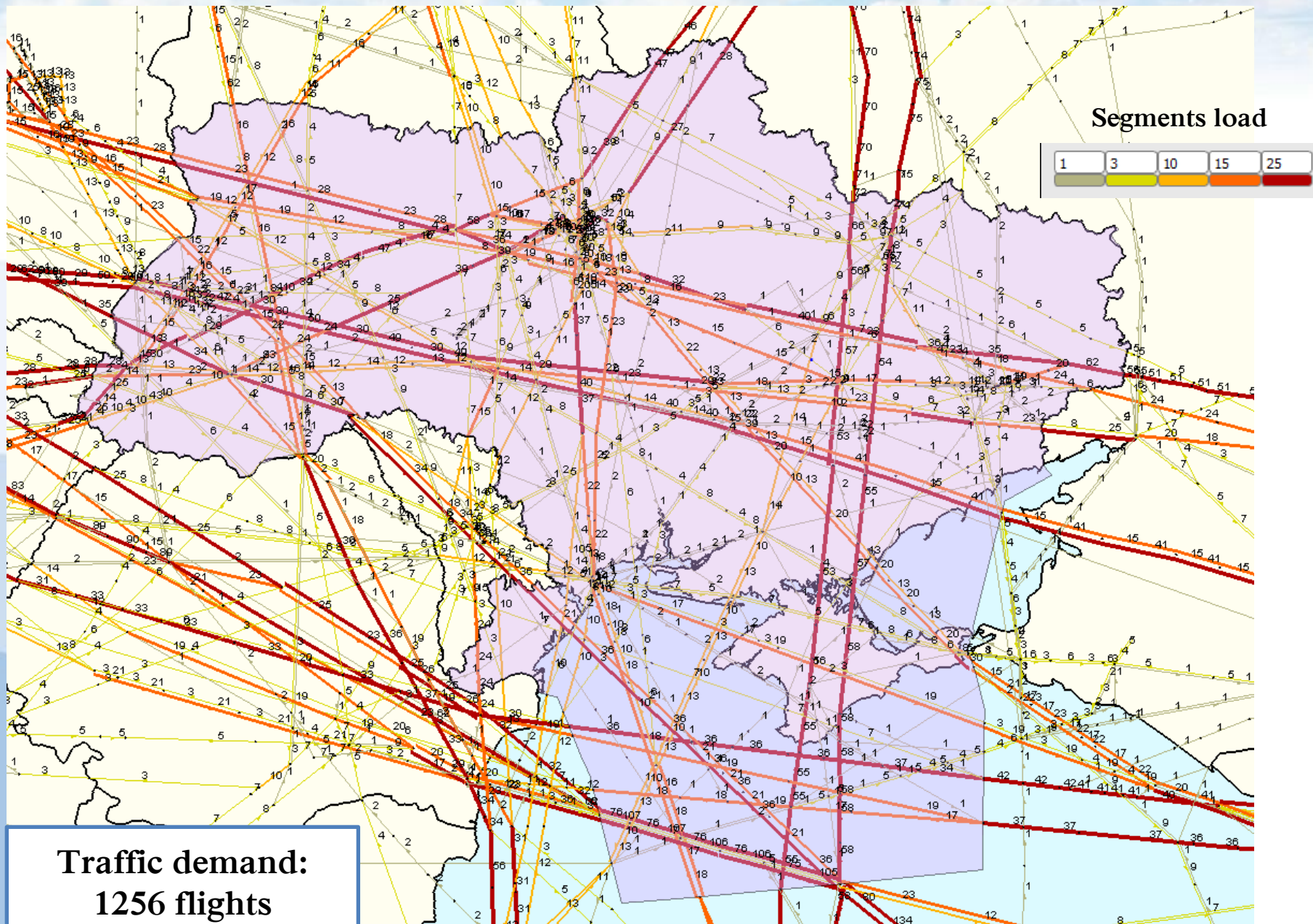
International airspace over the High Seas (the Black Sea) where the responsibility for ATS is delegated to Ukraine by international agreements establishing FIR boundaries between the Black Sea States including the Russian Federation, approved by the decision of the ICAO Council on February 17, 1997 (ref. no. EUR/NAT 96/38-ATS)

Areas of Responsibility of Odesa & Dnipropetrovsk's ACCs



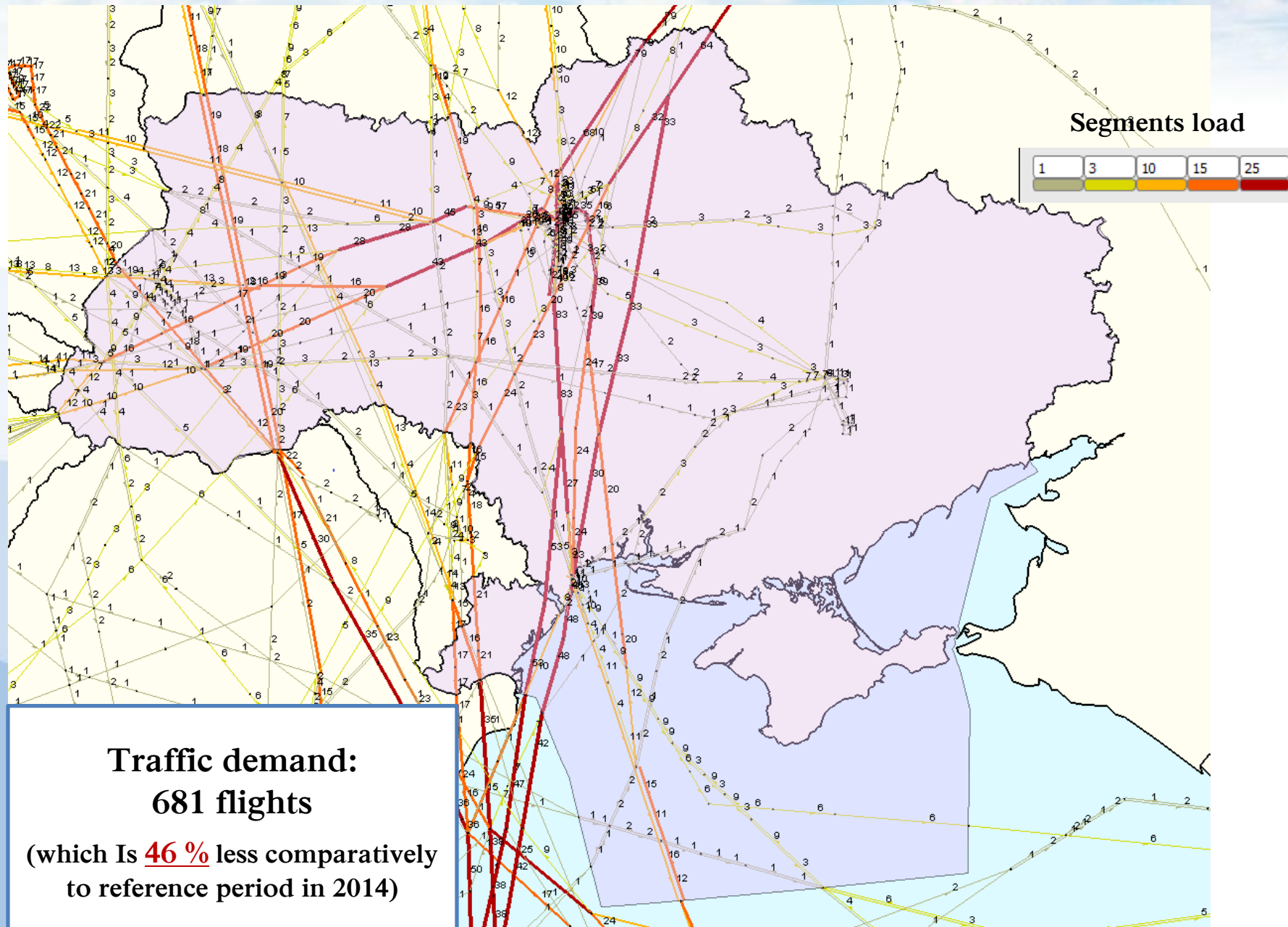
Air Traffic Flows distribution

Traffic sample: Saturday 29 March 2014



Air Traffic Flows distribution

Traffic sample: Sunday 29 March 2015



Provision of ATS over the High Seas

ATS provision within an international airspace over the Black Sea is provided by UkSATSE according to ICAO SARPs (Annex 11)

UkSATSE does not have any technical and procedural problems for service provision in the airspace under the responsibility of Ukraine.

➤ ICAO Annex 11

Its purpose, together with Annex 2, is to ensure that flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operation.

Chicago Convention

Article 3

a) This **Convention** shall be applicable **only to civil aircraft**, and shall not be applicable to state aircraft.

.....

d) The contracting States undertake, when issuing regulations for their state aircraft, that they will have due regard for the safety of navigation of civil aircraft.'



What rules should be applied to State aircraft over the High Seas

Civil-Military Cooperation in ATM

Main pillars:

➤ *ICAO Annex 11*

2.17.1 Air traffic services authorities shall establish and maintain close cooperation with military authorities responsible for activities that may affect flights of civil aircraft.

2.18.1 The arrangements for activities potentially hazardous to civil aircraft, whether over the territory of a State or over the High Seas, shall be coordinated with the appropriate air traffic services authorities. The coordination shall be effected early enough to permit timely promulgation of information regarding the activities in accordance with the provisions of Annex 15.

➤ *Ukraine*

Civil-military coordination at operational level is provided by JCMS via appropriate bodies of Armed Forces of Ukraine to address operational issues during planning phase and airspace use activities in order to ensure safety and effectiveness of air traffic during simultaneous GAT and OAT operations.

Civil-military coordination procedures between appropriate civil and military units are set on the basis of the Manual for the interactions.

The immediate exchange of timely and correct civil-military coordination information is supported by means of direct communication facilities.

Civil-Military Cooperation in ATM

- *ICAO Doc 9554 “Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations”*

3.2 Examples of military activities which may pose a threat to civil aircraft and which should be coordinated with ATS authorities include:

- a) practice firing or testing of any weapons air-to-air, air-to-surface, surface-to-air or surface-to-surface in an area or in a manner that could affect civil air traffic;
- b) certain military aircraft operations such as air displays, training exercises, and the intentional dropping of objects or of paratroopers;
- c) launch and recovery of space vehicles; and
- d) operations in areas of conflict, or the potential for armed conflict, when such operations include a potential threat to civil air traffic.

ICAO definition «Activities Potentially Hazardous to Civil Aircraft Operations»

Should the military group or solo OAT flights over High Seas without providing FPL or any information to ATS unit and with switched-off SSR transponder be considered as the potential hazards to civil aircraft operations



Civil-Military Cooperation in ATM

ASM co-ordination letter of agreement

between

**Airspace Management Cell and
Coordinating Centre for the Use of
Airspace of**

Bulgaria

and

Ukrainian

**Airspace Management and Planning
Centre**

(In force since 01 July 2010)

Agreement on operational cooperation

between

**Main Air Traffic Management Centre
of**

Russian Federation

and

Ukrainian

**Airspace Management and Planning
Centre**

(In force since 16 June 2011)

Agreement on operational cooperation between Main ATM Centre of Russian Federation and UKRAEROCETRE:

Para 2. “The Parties consider that **the basis for the uniform application of interaction principles**, as well as Rules, Standards and Procedures for the airspace use shall be the commitments made by both States, being ICAO member States, **in the framework of International Civil Aviation Organization, related to the implementation of the European Air Navigation Plan provisions (ICAO Doc 7754)** in the Eastern part of the European ICAO Region...”

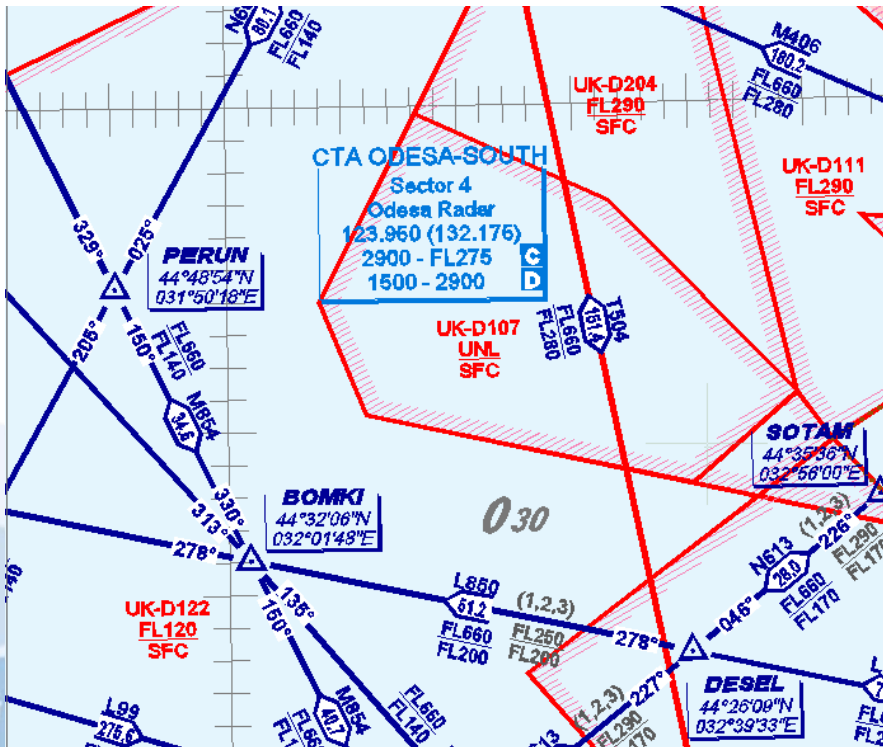
Para 4. “**When planning activities in the airspace over the High Seas where ATS is delegated to the neighboring State, Parties shall inform each other about planned activity** (co-ordinates of the area, the lower/upper limits, start/end time of activity, the level of hazard for civil aircraft), if information is not classified, **not later than 7 days before the activity**, in order to ensure NOTAM timely development and publication. **For urgent cases It shall be done immediately** upon information receiving”.

Promulgation of information regarding the activities

➤ ICAO Annex 15

2.1.2 Each Contracting State shall ensure that the provision of aeronautical data and aeronautical information covers ... those areas over the High Seas for which it is responsible for the provision of air traffic services.

An example, plannable military activity within UK-D107.



(A0362/15 NOTAMN

Q) UKFV/QRDCA/IV/BO /W /000/590/4447N
03229E016

A) UKFV B) 1502240500 C) 1502281700

D) DAILY 0500-1700

E) AREA UK-D107 ACTIVATED.

SEGMENTS OF ATS ROUTES NOT FLIGHT
PLANNABLE:

SOTAM-DESEL N613

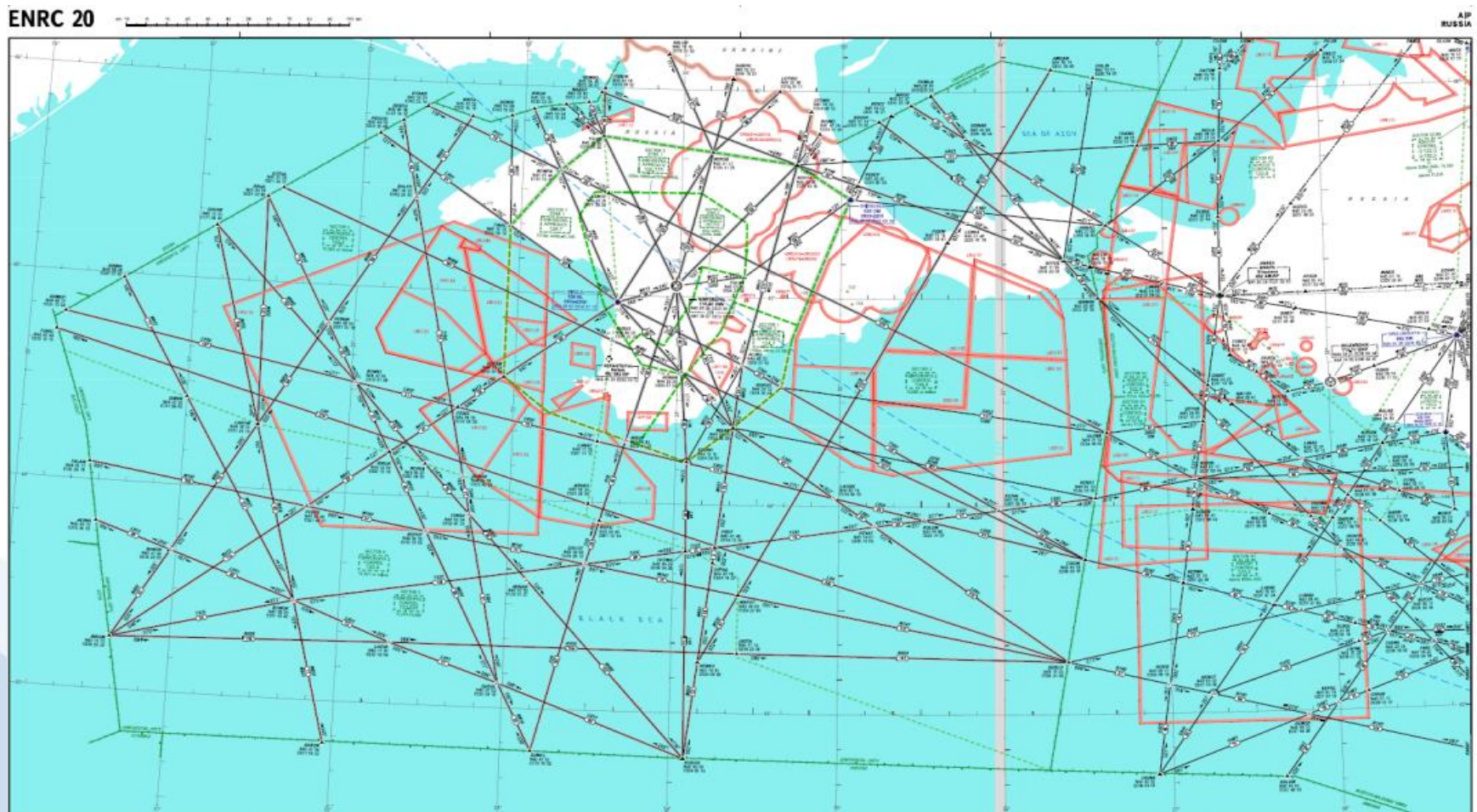
BOMKI DCT KUKIV

KUKIV DCT BOMKI.

F) SFC G) FL590)

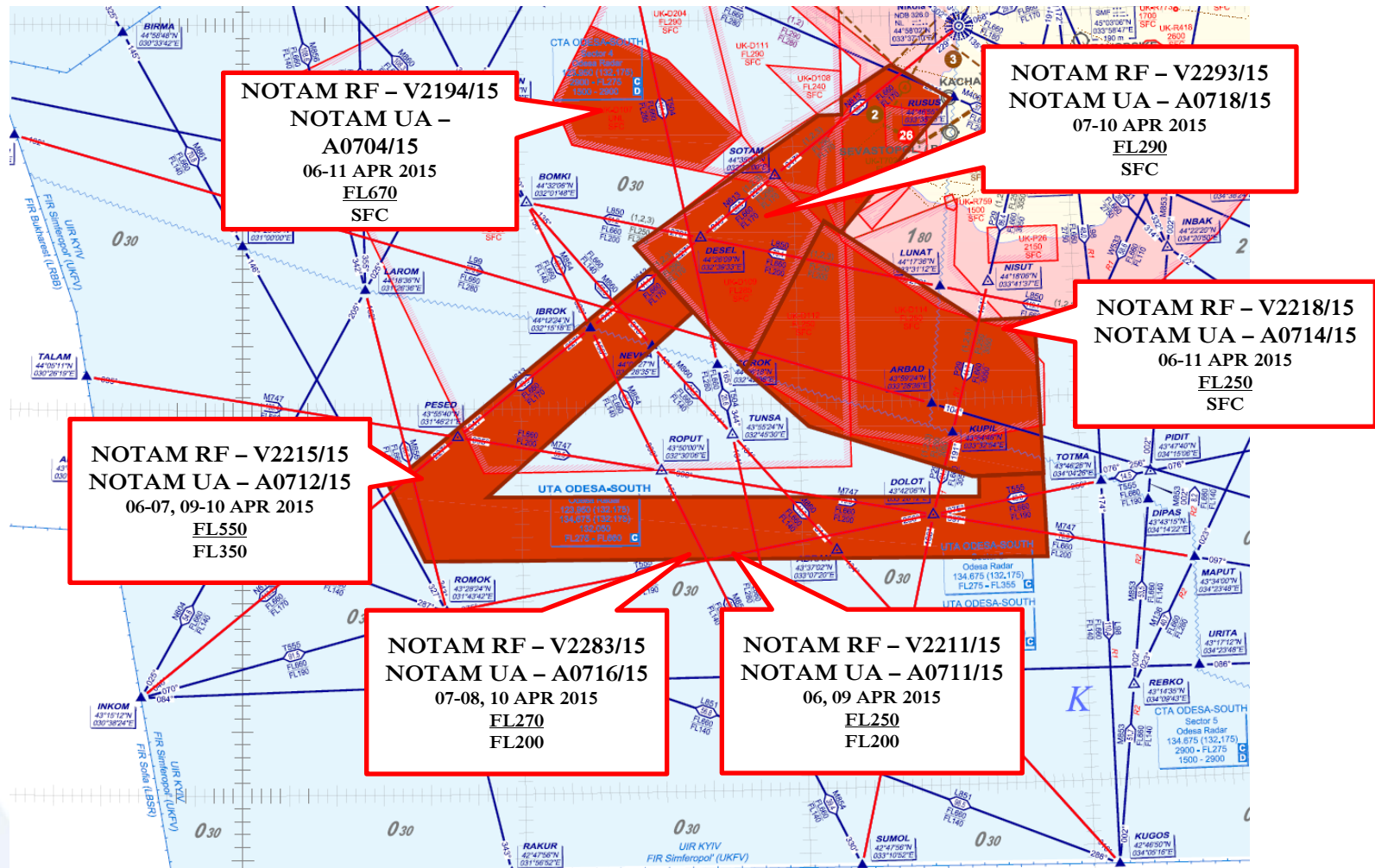
Potential Hazards over the Black Sea

Publication by Russian Federation of aeronautical information, including NOTAMs, about activation of dangerous areas in the airspace over the High Seas within Simferopol FIR, not observing the ICAO Annex 15 requirements



Potential Hazards over the Black Sea

Uncoordinated Russian Federation military activities over the high seas with the appropriate ATS authorities, as required by the ICAO Annex 11 provisions (#2.18)



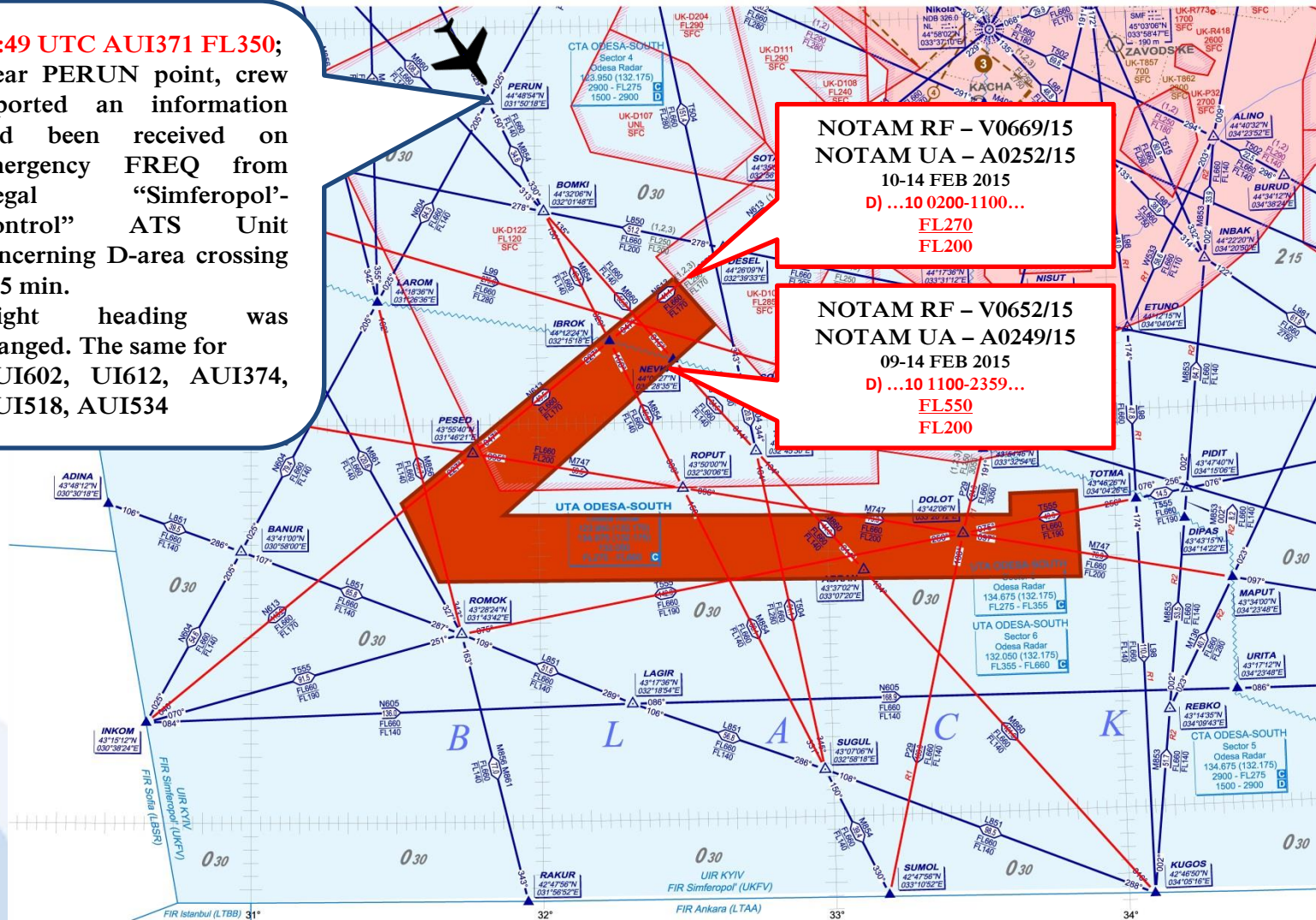
In case of receiving Russian Federation requests about military activities, Ukraine publishes the necessary NOTAMs it according to Annex 15 (#2.1.2)

On February 10, 2015 – activation of D - area by Russian Federation out of period published by corresponding Ukrainian NOTAM without any preliminary coordination and information to Ukrainian ATS units

03:49 UTC AUI371 FL350;
Near PERUN point, crew reported an information had been received on emergency FREQ from illegal “Simferopol’-Control” ATS Unit concerning D-area crossing in 5 min.
Flight heading was changed. The same for AUI602, UI612, AUI374, AUI518, AUI534

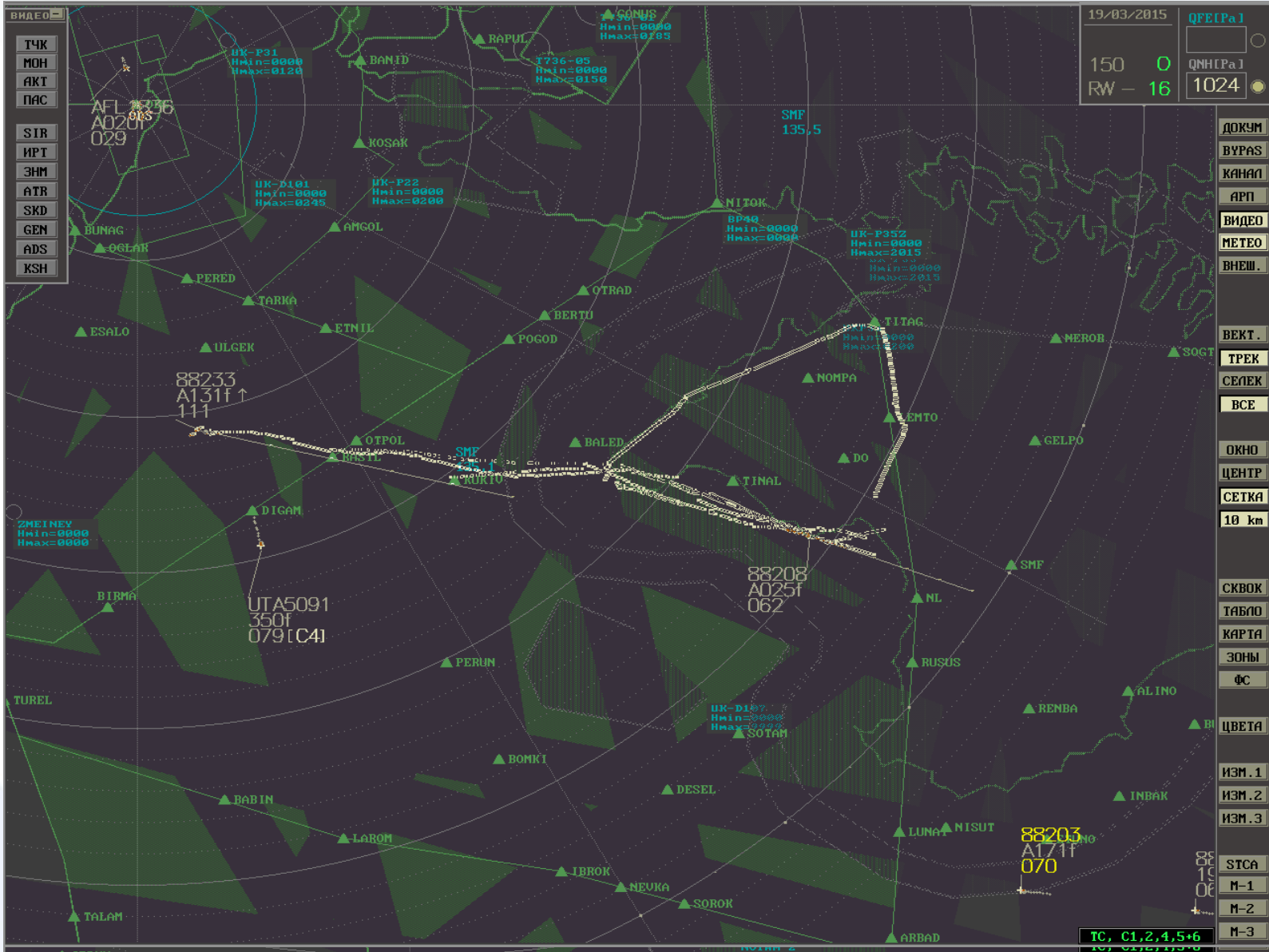
NOTAM RF – V0669/15
NOTAM UA – A0252/15
10-14 FEB 2015
D) ...10 0200-1100...
FL270
FL200

NOTAM RF – V0652/15
NOTAM UA – A0249/15
09-14 FEB 2015
D) ...10 1100-2359...
FL550
FL200



Potential Hazards over the Black Sea

Military group or solo flights without providing FPL or any information to Ukrainian ATS unit and with switched-off SSR transponder





Ukraine - EUROCONTROL / ICAO

SAFETY CASE

regarding provision of air navigation services
within Ukrainian airspace and airspace over the High Seas
where the responsibility for ATS is delegated to Ukraine



The participants of the Symposium are invited to:

Note that Ukraine takes all necessary measures based on safety arguments to safeguard the safety of air navigation and continues a proper service provision within airspace over the High Seas where the responsibility for ATS is delegated to Ukraine

Proposals

Each Contracting State:

- ensure that the provision of aeronautical data and aeronautical information covers those areas over the High Seas for which it is responsible for the provision of ATS according to item 2.1.2 of ICAO Annex 15**
- ensure coordination between military units and appropriate ATS authorities during the planning of military activities in the airspace over the High Seas according to item 2.18 of ICAO Annex 11**
- ensure timely informing (at least seven days' advance notice) to appropriate ATS authorities about military activities potentially hazardous to civil aircraft operations in order to ensure NOTAM timely publication according to item 5.1.1.4 of ICAO Annex 15**

ICAO:

- provide a proposal how the State aircraft can be fully or partially compliant with ICAO SARPs**

Thank you
for your attention

