



Civil Military Cooperation



- Overview
- Why military and Civil together ?
- Benefits of optimizing the airspace
- The effect of Restricted Airspace
- Summary

- With the increase of the airspace users either by the Civil operation and or military the Airspace is becoming saturated and more traffic are being held on ground as a result of the airspace limitations ,
- The effect of traffic delay is not only time but fuel and emission is a factor that should be considered .
- The efficiency of the Airspace utilization will be accomplished only by cooperation of all stakeholders Airspace users , ANSP , Military and industry.

Why military and civil together ?

- Civil and military are using the same airspace .
- Using the same Navigation aids.
- Natural weather Phenomena is affecting both operations (e.g. volcanic ash , tropical storm, hurricanes etc.)
- Both Operators share Aeronautical information.
- The airspace congestion is affecting all users .

Coordination Areas

- Establish handling procedures for operation within the restricted area.
- Exchange data , information and regular review of airspace structure , update and or enhancement .
- To establish contingency plans in case of ANSP infrastructure disruption and or failure .
- Coordinate the Flexible use of airspace mechanism (release areas or Flight levels for civil use once area is not active) .

- Efficient PBN operation will not be achieved .
- CDO Continuous Descent Operations for RNAV STARS will not be efficiently utilized that would result on more fuel, noise and emission .
- Optimum requested Flight level will not be obtained
- Avoiding restricted areas will result on Longer Route avoiding these areas .
- Optimum ATM will not be efficient and will result on more Pilot/ATC communication.

- Since Civil and military Operations share the same Airspace usage , considering Airspace Optimization for the purpose of managing Air traffic volume becomes a very important necessity.
- Airspace optimization is a major factor in saving time and fuel thus reducing emission for which the international aviation community is obligated to.
- Airways or flight level allocation thought military restricted areas can be made available using on board advance technology assuring aircraft centerline.
- It is very vital to increase the civil Military coordination by:
- Conducting face to face regular meetings between ANSP and military.
- Military to be more represented in the regional meetings .



THANK YOU

