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ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 38: Civil/Military Cooperation

CIVIL/MILITARY COOPERATION IN SOUTH AFRICA

(Presented by South Africa)

EXECUTIVE SUMMARY

The Air Traffic and Navigation Services Company (ATNS) is the sole provider of civilian air traffic control in South Africa. The South African Air Force (SAAF) provides military air traffic control at various airforce bases as well as flight information service in the areas surrounding military flying training areas to both military and civilian traffic. In order to manage civil and military cooperation in South Africa, various legislative and regulatory frameworks, operational procedures, letters of agreements, memoranda of understanding, as well as consultation and information sharing were agreed upon. This cooperation dates back to as early as 1980.

This information paper discusses the current status of civil/military cooperation in South Africa as well as identified areas of improvement.

1. INTRODUCTION

1.1 The Air Traffic and Navigation Services Company (ATNS) is the sole provider of civil air traffic control in South Africa. The South African Air Force (SAAF) provides military air traffic control at various air force bases as well as flight information service in the areas surrounding military flying training areas to both military and civil traffic.

1.2 ATNS provides civil air traffic control at twenty airports including two area sectors as well as three sectors of flight information service. The SAAF operates seven airforce bases and herein provides aerodrome as well as approach control service. Additionally, a flight information service is provided in areas surrounding their respective flying training areas.

1.3 In order to facilitate this cooperation, various agreements between the ATNS and SAAF have been concluded. These include legislative and regulatory framework, operational procedures, letters of agreement, memoranda of understanding as well as structures for consultation and information sharing.

2. STRUCTURES FOR INFORMATION SHARING AND CONSULTATION

2.1 ATNS and SAAF hold routine meetings at executive (ATNS/SAAF Executive) and senior management level (Operational Sub-committee) to discuss matters of common interest as well as for information sharing.

3. FLEXIBLE USE OF AIRSPACE (FUA)

3.1 South Africa has come a long way with the concept of FUA. ATNS and SAAF currently manage up to 400 FUA events per month. The tactical use of any given airspace by the SAAF, as flying training areas, and by ATNS for routing civil air traffic, is conducted on an hourly basis. This arrangement is successful due to both organizations having a mature understanding of FUA, correct attitude and information regarding both organizations' objectives, continuous contact and communication at executive and senior management level as well as existence of formal agreements. Restricted airspace is also managed in terms of FUA principles and there is no restricted or prohibited airspace above flight level 195. The SAAF has also deployed a permanent staff member in the ATNS Central Airspace Management Unit to facilitate coordination.

4. SHARING OF AIRSPACE/PROVISION OF SERVICE

4.1 The South African division of airspace and roles of service providers are documented and clear to all users. Civil and military airspace, where in close proximity, may be delegated from one organization to another. ATNS takes over the provision of the service during closure of military flight information service, after SAAF hours of service. The Waterkloof Military Terminal Area is utilized on a daily basis to route civil air traffic.

5. **TRAINING**

5.1 The SAAF and ATNS have a joint aerodrome control training agreement in which ATNS personnel can be trained in the SAAF training institution. This increases training capacity for both organisations. The SAAF training is accredited by the South African Civil Aviation Authority. In terms of this agreement, the SAAF aerodrome controllers could also validate their ratings in ATNS towers. This is advantageous due to the fact that air traffic volumes are generally low at air force bases and military controllers can be better prepared for radar courses at civil aerodrome units.

6. **AREAS OF IMPROVEMENT**

6.1 Both organizations have realised that this relationship can be expanded and have in their recent meetings agreed to finalize agreements in the following areas.

6.1.1 Joint Human Resource Strategy. As part of enhancing the civil/military relationship, a high level agreement was concluded to support a national ATM resource strategy. As part of this strategy, the recruitment tools for both the organizations will be harmonized. Training syllabus for both aerodrome and approach radar control courses will be standardised.

6.1.2 Harmonisation of infrastructure. The Air Traffic Management infrastructure needs of the two organizations are similar in many areas. The needs among other include surveillance equipment, technical expertise, as well as other technologies such as air situation displays, weather information systems, as well as aeronautical information management systems. The aim of this discussion is to ensure ATM system integration, harmonisation of Capital Expenditure and acquisition to avoid duplication in deployment of resources and standardising ATM equipment were feasible.

7. **CONCLUSION**

7.1 The meeting is invited to take note of the level of Civil/Military cooperation in South Africa