



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
SEVENTEENTH MEETING (APIRG/17)
(Burkina Faso, 2 to 6 August 2010)

Agenda Item 3.4: Air Traffic Management

Outcome of the AFI Search & Rescue and Civil/Military Coordination and Cooperation seminar (Niamey, Niger 02-03 June 2010)

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the AFI Search & Rescue (SAR) and Civil/Military Coordination and Cooperation Seminar, held in Niamey, Niger, from 2 to 3 June 2010, for review by APIRG.

Action by the meeting is at paragraph 4.

References :

- [1] – APIRG/16 Report
- [2] – SP AFI / RAN Report
- [3]– Global ATM Forum on Civil/Military Cooperation

Related ICAO Strategic Objectives: A, D

1. INTRODUCTION

1.1. The Search & Rescue (SAR) and Civil/Military Coordination and Cooperation Seminar was an initiative arising, *inter alia*, from the guidances pertaining to APIRG conclusions and AFI RAN recommendations. It was also a follow up action to the first Global ATM Forum on Civil/Military Cooperation which was held in Montreal from 19 to 21 October 2009 at ICAO Headquarters. The seminar was conducted in the form of audiovisual presentations by selected speakers to share information and ideas with participants in an interactive way. The seminar was conducted in both English and French languages with simultaneous interpretation.

1.2. The target audience was Civil Aviation Administration (CAA) and Air Navigation Service Provider (ANSP) officials involved with SAR and civil/military coordination at the administrative and operational levels, military officials who functionally must address similar issues with the civil aviation community, SAR providers, user representatives and international/regional organizations dealing with related matters.

1.3. The Seminar was organized by the ICAO WACAF Regional Office at EAMAC (ASECNA's school) located in Niamey, Niger from 02 to 03 June 2010 and was attended by a total of 47 participants, from nine (09) States and two (2) International Organizations.

1.4. The Seminar speakers were from ICAO HQ and WACAF Office, EUROCONTROL, and General Civil Aviation Authority of United Arab Emirates. Presentations from Cospas-Sarsat and South African Department of Transport were also available.

2. DISCUSSIONS

2.1 Objective of the Seminar and Programme

2.1.1 The aim and objective of the Seminar was to provide and share information with participants, in order to support the AFI Region States and airspace users in their efforts to implement ICAO provisions and enhance effectiveness in the SAR and civil/military coordination and cooperation fields. The programme of the Seminar covered the following items

Search and Rescue

- a) Findings of the AFCAC/ICAO African SAR project 2002 - 2007 and their relevance today;
- b) Organizational options for SAR service provision, funding and regulation in Africa;
- c) Cospas-Sarsat Developments including MEOSAR - can Africa benefit?;
- d) Essential synergies between SAR and other civil aviation services in Africa.
- e) ICAO / UAE Global SAR Forum, Abu Dhabi, 21, 22 June - a sneak preview;
- f) Regional SAR issues

Civil/Military Coordination and Cooperation

- a) ICAO Provisions: SARPs, policies and guidance material (Annex 11, Resolutions, Doc 9554, Doc 9433 ...)
- b) Global ATM Operational Concept applicability to Civil Military coordination and cooperation and Flexible Use of Airspace (FUA)

- c) Outcome of the Global ATM Forum on Civil/Military Cooperation. New guidance material on Civil/Military Cooperation
- d) Regional Civil/Military issues

2.2 Presentations and Discussions

SAR

2.2.1 The participants were taken through the relevant provisions of the Chicago Convention, SARPs applicable to SAR particularly from Annex 12, Assembly Resolution A36-13 Appendix N: Provisions of Search and Rescue, and available guidance material including the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual (Doc 9731).

2.2.2 With respect to the material more applicable to the Region, the participants were presented with material from the AFI Basic Air Navigation Plan and guidance emanating from AFI Air Navigation Regional Meetings and APIRG meetings. In particular, the participants were made aware of the deficiencies recorded in each State with regard to the implementation of SAR requirements.

2.2.3 A brief summary was presented on AFCAC/ICAO African SAR project (2002-2007). SAR funding options were reminded. Discussions thereon showed that, for consideration of long standing difficulties in establishing compliant SAR services throughout the African continent and in attracting sufficient funding for such services, States needed to give active consideration, in conjunction with the ICAO regional offices, to reorganizing the provision of SAR services on the basis of areas of jurisdiction determined in consideration of needs and capacities. As a preliminary step, the attention of States should be directed to model legislation, regulations, letters of agreement, National SAR Plans and TORs for SAR coordinating committees that is accessible at www.icao.int/icao/eu/anb/atm/index_new06.htm on the understanding that harmonized legislation and standardized regulatory documents facilitate close cooperation and, ultimately, consolidated service provision. In advancing plans for sub-regionalized provision of services, guidance for AFI States may be taken from the ICAO SAR Project presently being conducted in the 14 SADC States in cooperation with the UAE, GCAA, ICAO ACIP, ICAO COSCAP and the ICAO ESAF Office.

2.2.4 Concerning SAR agreements, the participants were informed about the relevant provisions and how they could be applied, including the model agreement in the IAMSAR Manual (Doc 9731). The Seminar noted that implementation with respect to agreements was slow, one of the challenges being the multiples of government institutions involved in the agreements processes.,

2.2.5 In this regard a common wish of the participants was expressed that ICAO should convene a workshop of AFI States for the purpose of developing letters of agreement between States to the point of them being ratified by respective senior government personnel. Preparation for the workshop and follow up activities may need to be provided for the workshop to ensure the intended outcome of a comprehensive set of fully implemented letters of agreement.

2.2.6 Considering Cospas-Sarsat services, the stress was made upon the fact that while the application of satellite technology had great benefits in rapidly and accurately locating an accident site after activation of an ELT, AFI States needed to improve all crash alert and location systems components to take advantage of these benefits. In particular, attention is required to:

- mandate the carriage of ELTS;
- arrange registration of ELTS either or an internal database or the International Beacon Registration Database managed by the COSPAS-SARSAT Secretariat;
- nominate a SAR Point of Contact (SPOC) for receipt of incoming crash alert and location messages from the COSPAS-SARSAT System and arrange 24/7 manning of the SPOC by a competent person

Civil/Military Coordination/Cooperation

2.2.7 The first presentations covered ICAO SARPs, policies and guidance material contained in Annexes 2 and 11, Assembly Resolutions, Eleventh Air Navigation Conference (ANCONF/11) Recommendations, the Manual concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554), Manual concerning Interception of Civil Aircraft (Doc 9433), Global ATM Operational Concept (Doc 9854) applicability to Civil Military coordination and Flexible use of Airspace (FUA), the Global Air Navigation Plan (Doc 9750), Regional Plans and the ICAO Business Plan.

2.2.8 The seminar was informed that a Civil/Military Cooperation Manual is being developed by ICAO; it should be available by the end of this year.

2.2.9 The participants were reminded also with a number of provisions emanating from AFI RAN meetings (LIM AFI 1988, AFI7 RAN 1998) and APIRG meetings that constitute the available guidance material on the issue at the regional level.

2.2.10 The presentation by EUROCONTROL provided perspectives on experience of civil/military coordination and FUA from Europe Region. The participants appreciated that with the limited airspace in Europe, the high and increasing density of air traffic, the solution to accommodate growth lay in effective civil/military coordination and optimum sharing of the available airspace between the military and civil aviation operations.

2.2.11 The Seminar noted in particularly the three key elements to a successful enhanced civil/military coordination: the flexible Use of Airspace, interoperability of systems and collaborative decision-making. The Seminar noted the planning levels applied in Europe in the implementation of the FUA concept, *Strategic* – at high policy level, *Pre-tactical* – addressing day to day airspace allocation, and *Tactical* – involving civil and military ATS units effecting real-time use of airspace.

2.2.12 Participants were presented with the outcome of the first Global ATM Forum on Civil/Military Cooperation held in Montreal from 19 to 21 October 2009 which had the following objectives:

- Create awareness among participants on the need to improve civil/military cooperation on airspace use.
- Help participants understand the common requirements as well as the diverse operating needs of civil and military airspace users

- Identify areas in the world (ICAO Regions) where improvements in civil/military cooperation are needed.
- Develop an Action Plan to follow up in the form of the “Way Forward” addressing the civil and military relationship beyond the traditional civil/military cooperation and coordination and management of the airspace.
- Obtain support to present to ICAO General Assembly in 2010 an updated Resolution on Civil/Military Cooperation and Coordination that also recommend regional follow-up mechanisms that permit a continuation of activities at regional level to improve civil/military cooperation in the world.
- Discuss security issues that have arisen since 9/11 and to address the introduction of unmanned aircraft systems (UAS) into civil airspace.

2.2.13
that:

The seminar noted that, in summary, the deliberations of the Forum have shown

- Peace and stability are essential for social and economic development
- Mutual trust and confidence principal requirements for collaboration between civil and military
- Safety, security and efficiency are common civil and military values
- Efficiency for civil aviation means more capacity, less delays, cost and fuel burn (emissions)
- Efficiency for Military aviation means mission effectiveness (peace and through crisis) and realistic training- but equally more capacity, less delays, cost and fuel burn (emissions)
- Cooperation and coordination through communication
- Civil/military cooperation is essential at national, regional and international levels
- Airspace is a continuum and a common limited resource for all civil and military users
- Wide awareness and application of flexible use of airspace principles are a good common basis for global civil-military ATM coordination
- Civil-military interoperability is essential to optimize safe and efficient use of airspace for all users. Interoperability gaps must be duly addressed by the aviation community as a whole
- Integration of UAS is a challenge but also an opportunity for the growth of the aviation system
- International civil-military cooperation and coordination is indispensable requirement in both peacetime and in crisis situations
- A global civil-military interagency approach to security, incident pre-emption and management is needed, building on existing positive experiences which have great potentials for further growth.
- Much to be done not only on the flexibility of airspace use but also on compatible standards and procedures and on global interoperability of ATM/CNS systems.
- Successful collaboration requires: Communication, Education, Relationship and Trust

2.2.14 The seminar also noted that the general recommendation of the speakers of the Global event was to use ICAO as a forum for exchanges that facilitate interaction, producing a set of globally usable best practices. The clear consensus that comes out was that the aviation community, civil as well as military, have expressed a need and desire to work together to enhance the use of the airspace to the mutual benefit of all airspace users. In this regard, ICAO will serve as an international platform of gathering and a facilitator for various arrangements.

3. OUTCOME OF THE SEMINAR

3.1 The Seminar agreed to express the following recommendation as its outcome:

- a) Noted the low level of implementation of SAR requirements and the need to improve the cooperation, coordination, collaboration and communication between civil and military authorities to ensure the safety of air navigation;
- b) Urged AFI States to:
 - Develop and implement national SAR legislation
 - Enter into SAR bilateral and sub-regional agreements.
 - Establish Joint Aviation Maritime Rescue Coordination Centers where applicable
 - Implement national permanent committees in charge of civil/military coordination/cooperation issues; and
- c) Recommend to APIRG/17 to formulate appropriate conclusions and determine timeframe for the implementation of actions mentioned in b) above (develop performance framework form);

3.2 The Seminar was characterized by a high interest and interaction from participants who appreciated the material delivered by speakers in Search and Rescue and Civil/Military Coordination and Cooperation. The participants also expressed appreciation to the efforts of ICAO to organize the Seminar. The Seminar was successful in all intended respects in particular providing an opportunity for exchange of views between civil and military participants.

4. Action by APIRG

4.1 The meeting is invited to:

- a) Note the information contained in this paper and recommendations expressed by the seminar in paragraph 3.1
- b) Encourage States and Organizations concerned to provide continued support to the development of SAR and Civil/Military Cooperation activities; and
- d) Provide any appropriate guidance for the implementation of ICAO provisions in these fields.
