



ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 28: Aviation safety and Air Navigation Policy

ENHANCING CIVIL-MILITARY COOPERATION FOR AVIATION IN AFRICA

(Presented by the 54 Contracting States², Members of the African Civil Aviation Commission (AFCAC))

EXECUTIVE SUMMARY

This working paper describes guidelines for developing civil-military cooperation in the management of airspace used for both military and civil aviation activities in the Africa-Indian Ocean (AFI) Region.

Action: The Assembly is invited to:

- a) note the identified need to develop civil-military cooperation in airspace management;
- b) request ICAO to promote the concept and implementation of “flexible use of airspace” and the strengthening of civil/military coordination.

<i>Strategic Objective</i>	Safety and Efficiency of Air Navigation
<i>References:</i>	A37-15 Resolution; Doc 4444, <i>Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)</i> Doc 9854, <i>Global Air Traffic Management Operational Concept</i> Doc 9750, <i>Global Air Navigation Plan</i> Doc 9554, <i>Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations</i> Circ 330, <i>Civil/Military Cooperation in Air Traffic Management</i> APIRG/20 Report

¹ English and French versions provided by AFCAC.

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1. INTRODUCTION

1.1 There are currently two major airspace users (civil and military aviation) in the world. The civil aviation sector includes private, commercial or State-owned aircraft, the main activity of which is the transport, both domestic and international, of cargo and passengers. Military aviation includes state aircraft used for transport, training, security or defense missions. Both essential for the stability of the world and its economies, however, these two aviation sectors cannot generally operate simultaneously in the same airspace block; this requires the establishment of limits or segregation. States are therefore faced with the challenge of managing their limited airspace in a way that takes into account the needs of both civil and military aviation.

1.2 The success of such management depends on effective coordination, cooperation and interoperability of the various functions.

2. DISCUSSIONS

2.1 Noting that there is a need for international framework to bring together civil and military authorities, the ICAO Global Air Traffic Management Forum on Civil-Military Cooperation of 2009 the Forum recommended that ICAO should play a key role in improving the level of cooperation and coordination.

2.2 Recognizing that increasing civil air traffic and mission-oriented military air traffic would greatly benefit from a more flexible use of airspace, the Forum recommended that civil and military experts jointly develop advice and guidance on best practices for civil-military cooperation.

2.3 The issue of civil-military coordination has been discussed over the years in the ICAO Assembly and many resolutions have been formulated on it. At its 37th Session (28 September to 8 October 2010), the Assembly formulated Resolution A37-15, Appendix O, *Coordination and cooperation of civil and military air traffic*.

2.4 Circular 330, *Civil/Military Cooperation in Air Traffic Management*, prepared by experts from the civil and military sectors, provides guidance on successful practices in civil-military cooperation and provides examples. It recognizes that successful cooperation requires collaboration based on communication, education, shared relationships and mutual trust.

2.5 The twentieth AFI Planning and Implementation Regional Group meeting (APIRG/20), held in Yamoussoukro, Republic of Côte d'Ivoire from 30 November to 2 December 2015, formulated Conclusion 20/12 on coordination and civil-military cooperation, which stated that in order to facilitate civil-military cooperation, States must:

- a) consider the application of ICAO indicative elements, including Circular 330, and share these elements with their military counterparts;
- b) adopt a flexible use of airspace (FUA) approach by establishing restricted or dangerous prohibited areas in such a way that they are temporarily established, taking into account the needs of civil aviation;
- c) establish a legal framework to support effective coordination between civil and military authorities;

- d) incorporate the civil-military cooperation element into the training programme for both civil and military air traffic services personnel; and
- e) constantly review the existence of prohibited, restricted or dangerous areas in accordance with Recommendation 2/21 of LIM/AFI (1988).

2.6 In order to promote civil-military cooperation, relating to the recommendations of the Global Air Traffic Management Forum on Civil/Military Cooperation (2009) and endorsed by the ICAO Assembly (October 2010) which formulated Resolution A37-15, two workshops were organised in the AFI Region, from 25 to 28 November 2013 in Nairobi, Kenya and from 26 to 28 May 2015 in Niamey, Niger.

3. CONCLUSION

3.1 Having considered the above and in order to ensure better cooperation between civil and military authorities in the field of air traffic safety management, the following actions should be carried out:

- a) the establishment and implementation of specific training modules for ATM development in a mixed civil-military environment;
- b) the development by ICAO of additional guidance on the flexible use of airspace and the establishment of assistance groups for the benefit of States for the implementation of the concept of “flexible use of airspace” and the strengthening of civil-military coordination; and
- c) furthermore, military activities supported by drones are noted in some countries, which requires vigilance from air traffic services and reinforce civil and military cooperation to ensure aviation safety and efficiency.

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