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**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group
(APIRG/22)
(Accra, Ghana, 29 July – 2 August 2019)**

Agenda Item 4: Other Air Navigation Issues

4.4: Initiatives by States & Industry and other air navigation issues

CIVIL/MILITARY COOPERATION IN SOUTH AFRICA

(Presented by South Africa)

| SUMMARY | |
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| <p>The Air Traffic and Navigation Services Company (ATNS) is a provider of civilian 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 civilian traffic. 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 to as early as 1980, but was cemented by the National Airspace Master Plan of 2000.</p> <p>This Information Paper discusses the status of civil/military cooperation in South Africa as well as identified areas of improvement.</p> | |
| <i>Strategic Objectives</i> | <p>Safety, Air Navigation Capacity and Efficiency, Security and Facilitation, Economic Development of Air Transport and Environmental Protection.</p> |

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 air-force 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.

2.2 ATNS and SAAF currently manage up to 500 Flexible Use of Airspace (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.

2.3 The SAAF has given the undertaking that prior to requesting FUA, an operational requirement exists to use the airspace and due consideration will always be given to the impact on other airspace users. This is of importance in high density-controlled airspace. When FUA for the SAAF has been negotiated and agreed upon, the SAAF must be afforded the use of that airspace as agreed. In other words, if the SAAF has reserved airspace, the airspace must be cleared of all other traffic to accommodate the SAAF. Obviously, emergencies have priority irrespective of the circumstances.

2.4 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 daily to route civil air traffic.

2.5 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 since air traffic volumes are generally low at air force bases and military controllers can be better prepared for radar courses at civil aerodrome units.

2.6 Both organizations have realised that areas of improvement are possible, and that this relationship can be expanded. In their recent meetings, ATNS and SAAF have agreed to finalize agreements in the following areas.

2.7 As part of enhancing the civil/military relationship, a high-level agreement was concluded as part of a Joint Human Resource Strategy, 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.

2.8 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.

3. CONCLUSION

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The meeting is invited to take note of the level of Civil/Military co-operation in South Africa

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