

REPORTS FROM REGIONS

CIVIL/MILITARY COORDINATION IN THE AFI ESAF REGION

Presented by

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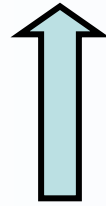


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The challenge

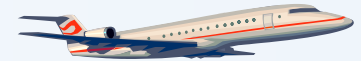
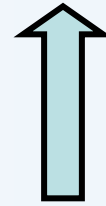
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Up to: UNLIMITED



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OVERVIEW

- **Status of special use airspace in the AFI Region**
- **AFI Regional Air Navigation Meeting Recommendations**
- **AFI Planning and Implementation Regional Group**
- **Conclusion**

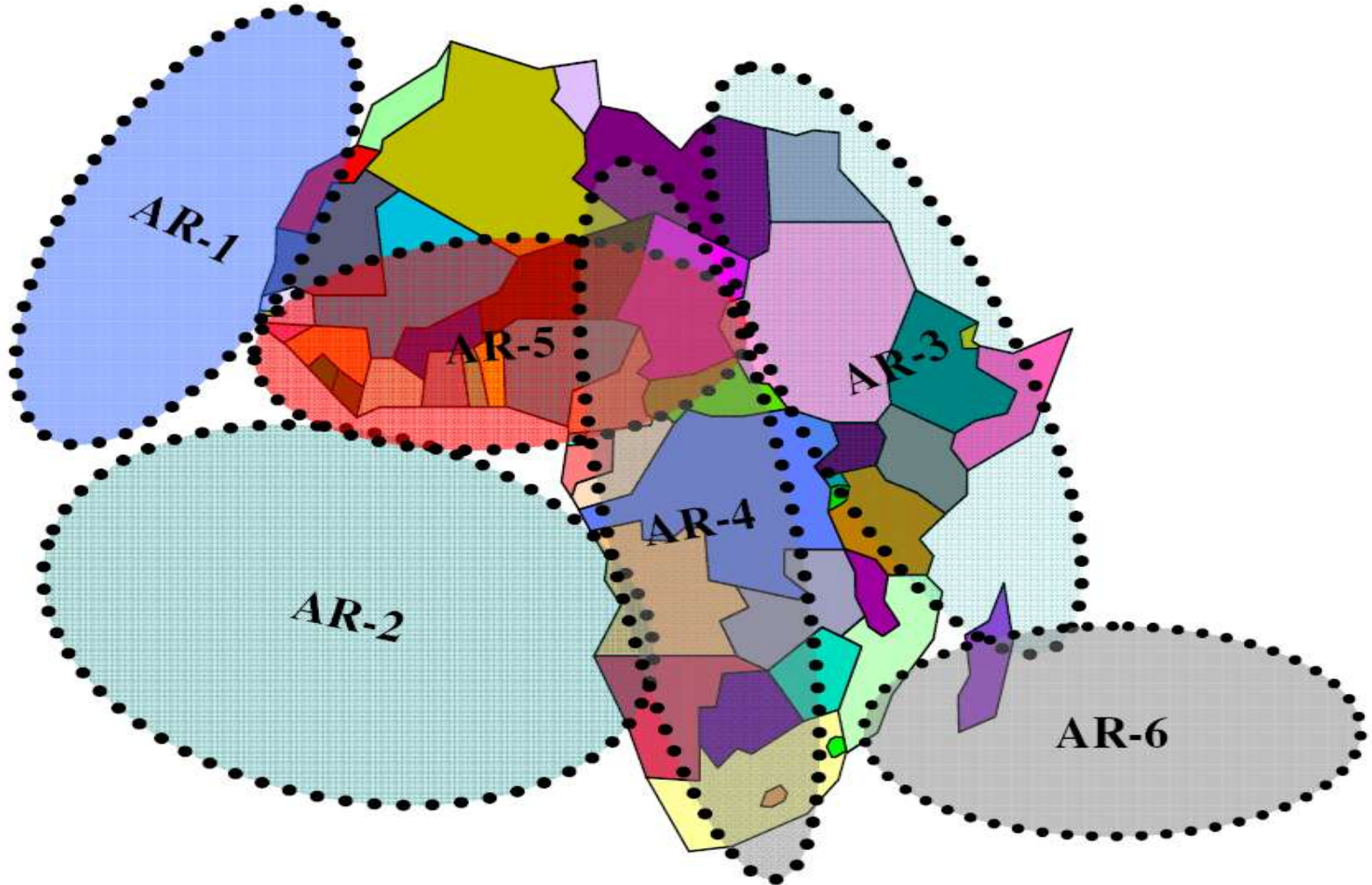


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AFI AREAS OF ROUTING

AREAS OF ROUTING AR-1 TO AR-6



Traffic by Areas of Routing

Area of routing		2005	2020	Growth % 2005-2020
AR1	Europe - South Atlantic (EUR/SAT) oceanic routes	26203	53820	4.9
AR2	Atlantic Ocean interface between AFI, NAT and SAM	2029	5000	6.2
AR3	Europe - Eastern Africa routes including the area of the Indian Ocean (EUR/AFI East)	46268	84522	4.1
AR4	Europe - Southern Africa routes (EUR/AFI South) including Continental Southern Africa routes	77995	138208	3.9
AR5	Continental Western Africa routes including coastal areas	39935	201923	11.4
AR6	Trans-Indian Ocean area interface with ASIA/PAC Region	4607	8535	4.2



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Status of Special Use Airspace the AFI Region

States	Danger Areas	Prohibited Areas	Restricted Areas	Total
Angola	1	1	6	8
Botswana	5	4	13	22
Burundi	0	0	0	0
Comoros	N/A	N/A	N/A	N/A
Djibouti	11	0	5	16
Eritrea	N/A	N/A	N/A	N/A
Ethiopia	0	0	2	2
Kenya	9	11	3	23
La Réunion	N/A	N/A	N/A	N/A
Lesotho	1	0	0	1
Madagascar	N/A	N/A	N/A	N/A
Malawi	2	4	6	12
Mauritius	5	6	5	16
Mozambique	2	2	13	17
Namibia	1	3	5	9
Rwanda	N/A	N/A	N/A	N/A
Seychelles	0	0	1	1
South Africa	7	0	13	20
Swaziland	1	0	1	2
Tanzania	3	1	3	7
Uganda	6	4	0	10
Zambia	1	6	11	18
Zimbabwe	5	10	31	46



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Status of Special Use Airspace in the AFI Region

- AR 4 represents most of the current Regional traffic including traffic between high density airspaces in Europe and Africa
- Includes flights of up to 12 hours
- Although the number of existing special use airspace is relatively not high, existing ones have a significant negative impact, particularly on long haul flights



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AFI RAN Recommendations

- **LIM AFI RAN (1988) Rec. 2/20: Civil/Military Co-ordination**
- **States, in order to achieve optimum use of airspace with a maximum degree of safety...**
 - establish appropriate civil/Mil Coord. Bodies
 - arrange liaison & close coordination with air defence units
 - avoid penetration of controlled airspace by military aircraft
 - principles - if un-coordinated penetration unavoidable:
 - Std. radar separation, outside ground & wx clutter, military radar operator proficient in civil control, direct speech civil/mil comm., follow agreed procedures



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AFI RAN Recommendations (cont.)

- LIM AFI RAN (1988) Rec. 2/21: Promulgation of Prohibited, Restricted, and Danger Areas
- States be encouraged to:
 - Refrain to the extent possible (from establishing these airspaces)
 - Principles when establishing (**not outside territorial limits**):
 - give due regard to need not to prejudice safety...
 - provide adequate buffer
 - use standard terminology in designation of areas
 - promulgate information regarding the establishment
 - closest possible coordination between ATS and responsible military authorities
 - review continuing need for the established airspace
 - **If establishing outside** territorial limits is unavoidable:
 - **Obtain prior full information** on impact, reduce impact
 - **Limit** size and duration; consider aircraft nav capability, means to monitor & ability to interrupt/terminate the activities
 - **Based** on arrangements with ATS



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AFI RAN Recommendations (cont.)

- LIM AFI RAN (1988) Rec. 2/22: **Civil/Military Co-ordination**
- In order to promote civil/military co-ordination throughout whole Region
 - States establish civil/mil **bodies** pursuant to Rec. 2/20
 - Consider desirability of **permanent secretariat** of such bodies
 - Make **ICAO provisions** on civil/mil co-ordination **known to military** authorities, and encourage **familiarization visits** to ATS units



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AFI RAN Recommendations (cont.)

- **AFI 7 RAN (1997) Rec. 5/3: Civil/Military Coordination**
- States, in order to achieve optimum civil/mil. coordination and joint use of airspace with maximum degree of safety...
 - Establish appropriate civil/Mil Coord. Bodies [**improves LIM AFI Rec. 2/22 (a)**]
 - Make ICAO provisions (outlined in the Rec.) known to Military authorities [**improves on LIM AFI Rec. 2/22 (c)**]
 - Arrange permanent liaison and close civil/mil coord. [**improves on LIM AFI Rec. 2/20 (b)**]
 - Take steps to prevent uncoordinated mil. penetration of controlled airspace [**improves on LIM AFI Rec. 2/20 (c)**]



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AFI RAN Recommendations (cont.)

- **AFI 7 RAN (1997) Rec. 5/4: Ratification of Article 3 *bis* to the Convention... (Doc 7300)** (non-use of weapons against civil aircraft; requirement to land and compliance by aircraft, non-use of aircraft for purposes inconsistent with the aims of the Convention...)
- **That States, which have not yet done so, ratify, as soon as possible, the Protocol incorporating Article 3 *bis* into the Chicago Convention as established in Assembly Resolutions A25-1 and 25-2**
 - **Note:** As of August 1, 2009, 21 of the 51 States that had not ratified the Protocol were in the AFI Region.



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State that had not ratified Article 3bis as of August 1, 2009

- | | |
|-------------------------------------|---------------------------|
| 1. Cape Verde | 11. Liberia |
| 2. Central African Republic | 12. Mauritania |
| 3. Chad | 13. Mozambique |
| 4. Comoros | 14. Rwanda |
| 5. Congo | 15. Sao Tome and Principe |
| 6. Democratic Republic of the Congo | 16. Sierra Leone |
| 7. Djibouti | 17. Somalia |
| 8. Equatorial Guinea | 18. Sudan |
| 9. Gabon | 19. Swaziland |
| 10. Guinea-Bissau | 20. Zambia |
| | 21. Zimbabwe |



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AFI Planning & Implementation Regional Group (APIRG)

- **APIRG 15 Concl. 15/52:** *Civil/Military Coordination*
- That, in order to ensure the safe and coordinated *implementation of RVSM in the AFI Region*, States ensure that the military aviation authorities are fully involved in the planning and the implementation process.
- In September 2008 RVSM was successfully implemented in the AFI Region; One year later, no significant concerns have been experienced



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APIRG (cont.)

- APIRG 15 Concl. 15/31: *Application Of Flexible Use Of Airspace (FUA)*
- That:
 - States adopt a FUA approach in establishing prohibited, restricted or danger areas such that these areas are established on a temporary basis, taking into account the needs of civil aviation; and
 - States constantly review the existence of prohibited, restricted or danger areas pursuant to **LIM/AFI (1988) Recommendation 2/21.**



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APIRG (Cont.)

- *Coordination of Activities*
- APIRG ATS/AIS/SAR Sub-Group will be submitting proposal to APIRG to dissolve the PBN TF and the GNSS/I TF and establish **PBN/GNSS TF**
- **GPI-1, Flexible use of airspace** is among the GPIs that are closely associated with the work programme of the PBN/GNSS TF



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Conclusion

- **Special use airspace is an area where significant airspace efficiency gains can still be made**
- **Much can be achieved through cooperation with military authorities.**
- **AFI States stand to benefit much from implementing the relevant Assembly Resolutions, Regional Recommendations and Conclusions**



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Collaborative Use of Airspace



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THANK YOU



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