THE AFRICA-INDIAN OCEAN (AFI) INTERREGIONAL CIVIL- MILITARY COOPERATION IN AIR TRAFFIC MANAGEMENT WORKSHOP 2023
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REGULATORY FRAMEWORK REQUIREMENTS – GROUP 3

Presented by Group 3 on 10 August, 2023

WHAT TYPE OF REGULATORY AFI REGION NEED TO HAVE IN PLACE?

WHAT TYPE OF FRAMEWORK CAN BE EASILY IMPLEMENTED?

DEFINITION OF REGULATORY FRAMEWORK

Legal mechanism that exist on national and international level they can be mandatory or voluntary

Challenges	Level (Strategic – Operational- Tactical)	Outcome
1. **Change Management – Changing the mindset**	Strategic level	Inter-ministerial initiative to come up with a law implementing a national body gathering all the relevant stakeholders
2. **Different Organizational Structures**	Operational level	MOU between Air Navigation Services Providers, Aerodromes Operators and military authorities
	Tactical level	LOA between Air traffic service Units and Air traffic Liaison Units
3. **Lack of clear guidance material to facilitate implementation**	Operational level	Harmonized regulations set up by the CAA, in close coordination with the military counterpart
	Tactical level	Standard Operating Procedures to be established by ATSU and military operational Units

Challenges	Level (Strategic – Operational- Tactical)	Outcome
4. Reluctance of the Military to engage in signing formal documents that would undermine their freedom to operate	**Strategic level**	**Inter-ministerial initiative to come up with a law implementing a national body gathering all the relevant stakeholders**
5. No Legal framework to enable escalation of issues to the highest authorities.	**Strategic level**	**Inter-ministerial initiative to come up with a law implementing a national body gathering all the relevant stakeholders**
	Operational level	**Decisions by CAA and military authorities to set up communication mechanisms**
	Tactical level	**Implement communication channels and appoint focal points to address issues escalation**
6. Managing specific Military undercover operations in a mixed operations airspace environment	**Tactical level**	**Procedures to be established between ATSU and military operational Units in order to share information on a need-to-know basis**

Challenges	Level (Strategic – Operational- Tactical)	Outcome
7. Very large and vertically high special use airspace – how to enable mixed usage	Strategic level	Issue a ministerial decree to enable mixed and flexible usage of some large special airspace
8. Frequent transfer of military personnel making continuity of discussions difficult.	Operational level	Appointment of permanent members of the joint committee for a medium to long period of time
9. Hindering Bureaucracy in approval of the resolutions of the joint Technical Coordination Committee.	Strategic level	Enact a law to guide the implementation the resolutions of the National Civil military Cooperation Committee
	Operational level	Set up an implementation and follow up committee to deal with pending issues

CONCLUSION

Given that airspace structures are very different from one country to the other or from one region to the other, we definitely need to think of regional initiatives under the umbrella of ICAO regional Offices in order to set up a common regulatory framework.

TOGETHER, LET'S BUILD A REFERENCE CIVIL AVIATION

THANK YOU