

Civil Military Best Practices: KCAA/Kenya Airforce Perspective

By

Dr. Michael O. Aomo, Ph.D

Manager, Air Traffic Services

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**Secretary to The Civil/Military Coordination
Technical Committee**

Introduction

The current ASM is largely strategic and pre-tactical with coordination being very cordial having:

- Established a Civil/Military Cooperation Committee that meets regularly on quarterly basis or as and when required.
- Developed Civil/Military Manual and Standard Operating Procedures.
- Developed, together with other Agencies, Memoranda of Cooperation among agencies.

Development of Civil/Military Cooperation Framework in Kenya

- Recognizing that the growing civil air traffic and mission-oriented military air traffic would benefit greatly from a more flexible use of airspace, representatives from:
 - Kenya Civil Aviation Authority,
 - Kenya Defence Forces,
 - The National Police Air wing,
 - Kenya Airports Authority,
 - Kenya Airways,
 - Kenya Association of Air operators,
 - National Disaster Management Unit,
 - Ministry of Infrastructure and Transport, and
 - Office of the Attorney Generals & Department of Justice

Aims of the Civil Military Coordination Committee

- Convened by the Director General Kenya Civil Aviation Authority, the Civil Military Coordination Committee:
 - develops coordination rules and procedures for approval and implementation by respective Civil and Military Aviation Authorities.
 - endorses and directly supports dissemination strategy of the rules and procedures, and
 - provides guidance on issues having an impact on military operations within the entire airspace.
 - monitors the implementation of these rules and procedures and recommend appropriate course of action where need be

Highlights on Areas of Successful Cooperation

- Joint forums for developing operating and coordination of procedures.
- Joint review sessions on the extension of SUAs.
- Joint sessions of UAS authorizations, coordination and communication procedures development.
- Regular Civil/Military Technical Coordination Committee meetings.

Joint Forums for Developing Operating and Coordination of Procedures

At Manda Military and Civilian Airstrips (to the South-East Coast of Kenya), in addressing safety concerns raised by the Military while operating at the two airports which are within proximity of 5 Nm:

- we have jointly created Lamu control zone;
- control of civilian traffic in and out of the zone be delegated to Lamu Military tower (Lamu Tower) given that Lamu Civil airport is not currently manned by KCAA staff;

Joint forums for Developing Operating and Coordination of Procedures Cntd ...

- The military has provided VHF frequency 124.2 MHZ to be used by civilian aircraft operating in the control zone in establishing contact with Lamu Tower;
- Draft flight operating procedures and the ground-to-ground coordination procedures between ACC/FIC and Lamu Tower. have been developed.

Joint Review Sessions on the Extension of SUAs

The Military recently requested for the extension of Military Training Area in Nanyuki HKD 34.

KCAA approved the Military request as follows:

- The lateral limits were approved as requested;
- The vertical limit was reviewed from GND-F180, to allow long haul departure flights to the north from JKIA climb and overfly the area thereby reducing distance, fuel burn and emission;

Joint Review Sessions on the Extension of SUAs Cntd

- The ATS/Military consultative meeting agreed that VFR traffic operations in and out of the airstrips within HKD34 would be permitted as long as they contact Nanyuki tower on FREQ 124.3 MHZ as per draft supplement and adheres to the tower restriction.

Joint Sessions on UAS Coordination and Communication Procedures Development

- In authorization of drones/UAS, Phase I involves security clearances.
- UAS Route Approvals Multidisciplinary committee.
- Action by various Agencies Drones/laser beam incidents have been reported (coordinated incidents response and communication).
- Mechanisms for reporting unauthorized UAS/laser beam operations (i.e., phraseologies and description of the incidents).

Regular Civil/Military Technical Coordination Committee Meetings

- Regularly held at least once quarterly, and at any other time when necessary.
- We have two levels of meetings: the Executive level (CEO, Commanders, PSs etc.) and the Technical level.
- Also established a Joint Technical Coordination Committee for the High-Altitude balloons.

Challenges

- We have been stuck for a while in implementation of FUA, though Kenya will be able to embark on the tactical level once real time sharing of surveillance and flight information data is achieved through modernization of ATM system which is currently on-going.
- A few bottlenecks still exist due to bureaucracy in approving requests and/or adopting the resolutions of the Joint Technical Coordination Committee.

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