

Civil/Military Cooperation in South Africa

This Presentation discusses the status of civil/military cooperation in South Africa as well as identified areas of improvement.

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CIVIL AVIATION
AUTHORITY



Scope

- ❖ INTRODUCTION
- ❖ STRUCTURES FOR INFORMATION SHARING AND CONSULTATION
- ❖ FLEXIBLE USE OF AIRSPACE (FUA)
- ❖ SHARING OF AIRSPACE/PROVISION OF SERVICE
- ❖ TRAINING
- ❖ AREAS OF IMPROVEMENT
- ❖ CONCLUSION

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Introduction

❖ Airspace management is the process by which airspace options are selected and applied to meet the needs of the ATM community. Key concepts include:

a) all airspace will be the concern of ATM and will be a usable resource;

b) airspace management will be dynamic and flexible;

c) any restriction on the use of any particular volume of airspace will be considered transitory; and

d) all airspace will be managed flexibly. Airspace boundaries will be adjusted to particular traffic flows and should not be constrained by national or facility boundaries.

❖ Refer: ICAO Doc 9854 – Global Air Traffic Management Operational Concept

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Introduction

- ❖ The Air Traffic and Navigation Services Company (ATNS) is a 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
- ❖ ATNS provides civil air traffic control at 21 airports including designated airspace within the 2 continental flight information regions and 1 Oceanic Flight Information Region. The SAAF operates seven air-force bases and herein provides aerodrome as well as approach control service.
- ❖ In order to facilitate this cooperation, various agreements between ATNS and SAAF have been concluded.

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Structures for Information Sharing and Consultation

- ❖ ATNS and SAAF have created an Executive engagement platform and one at a Senior management level.
- ❖ Together these two entities hold routine meetings at the ATNS/SAAF Executive, and Operational Sub-committee to discuss matters of common interest as well as for information sharing.
- ❖ Initial agreement signed in 2000.
- ❖ Revised ATNS/SAAF Co-Operation agreement signed July 2023.
- ❖ Focus on co-operating and exploring areas within the ATM field by identifying projects in delivery on the organisations respective mandates.

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Flexible Use of Airspace (FUA)

Principle of FUA

- ❖ The airspace should not be designated as either pure civil or military airspace, but rather be considered as a continuum in which all user requirements have to be possible.

Implementation of FUA

- ❖ The flexible use of airspace concept originated to enhance civil-military co-operation and co-ordination.

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Flexible Use of Airspace (FUA)

Implementation Timelines:

- ❖ 1997 – FUA Concept initiated
- ❖ 2000 - The South African National Airspace Master Plan (SA NAMP) published in August 2000 states that: “In addition to a Control, Advisory, Information and Alerting Service a Comprehensive Flow Management Service will be provided to ensure minimum delays and optimum fuel loads with maximum payloads on preferred routes”.
- ❖ 2001 - ATNS was tasked with the implementation of this concept and the Central Airspace Management Unit (CAMU) was established in March 2001.
- ❖ 2002 – Application of FUA in South African Lower Airspace – 1500FT AGL – FL195 (AIC 40.1)
- ❖ 2009 - The CAMU flow management system was implemented in 2009 – was used during FIFA World Cup™ in 2010.

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Flexible Use of Airspace (FUA)

- ❖ ATNS and SAAF currently manage over 500 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.

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Flexible Use of Airspace (FUA)

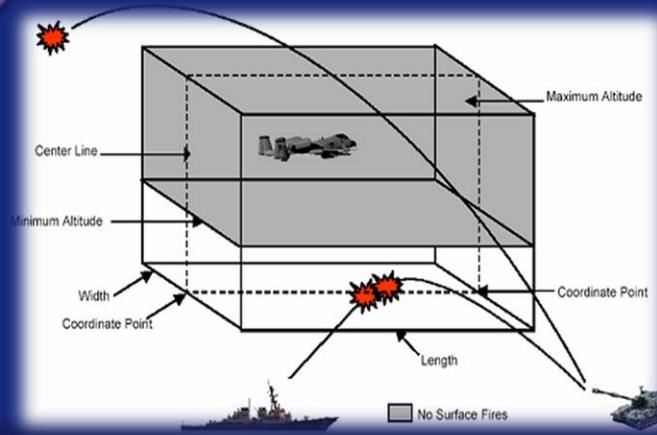
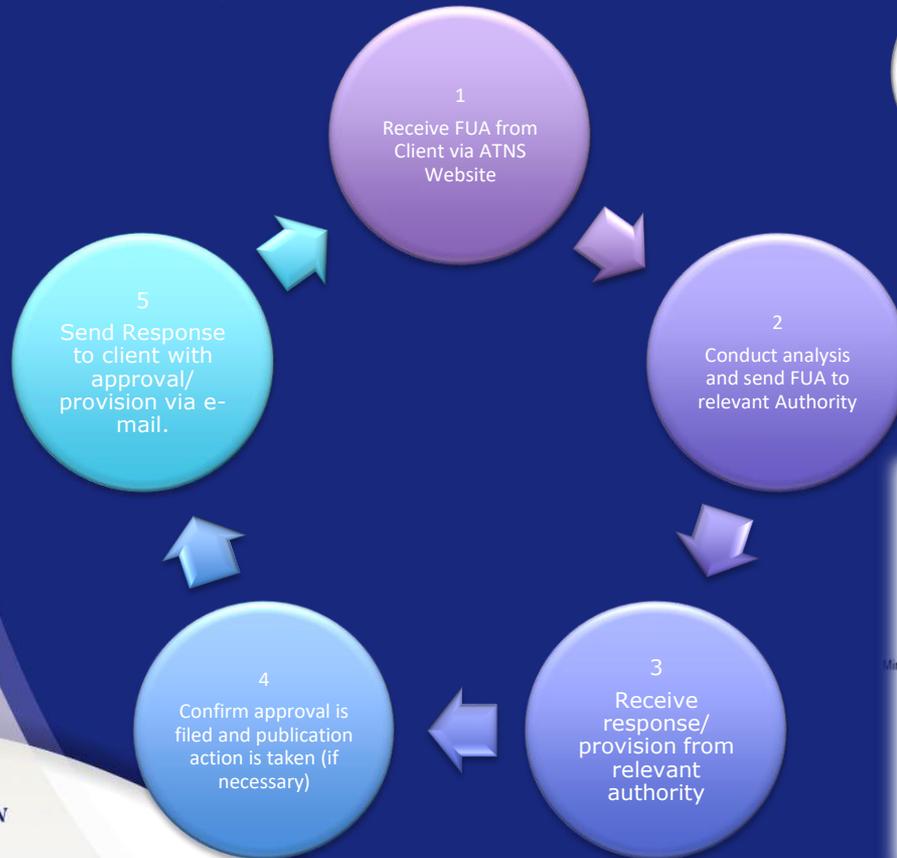
- ❖ The SAAF has given the undertaking that prior to requesting FUA, an operational requirement exists to use the airspace and due consideration will always be given to the impact on other airspace users.
- ❖ When FUA for the SAAF has been negotiated and agreed upon, the SAAF must be afforded the use of that airspace as agreed. In other words if the SAAF has reserved airspace, the airspace must be cleared of all other traffic so as to accommodate the SAAF.

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Flexible Use of Airspace (FUA)

FUA Application Process



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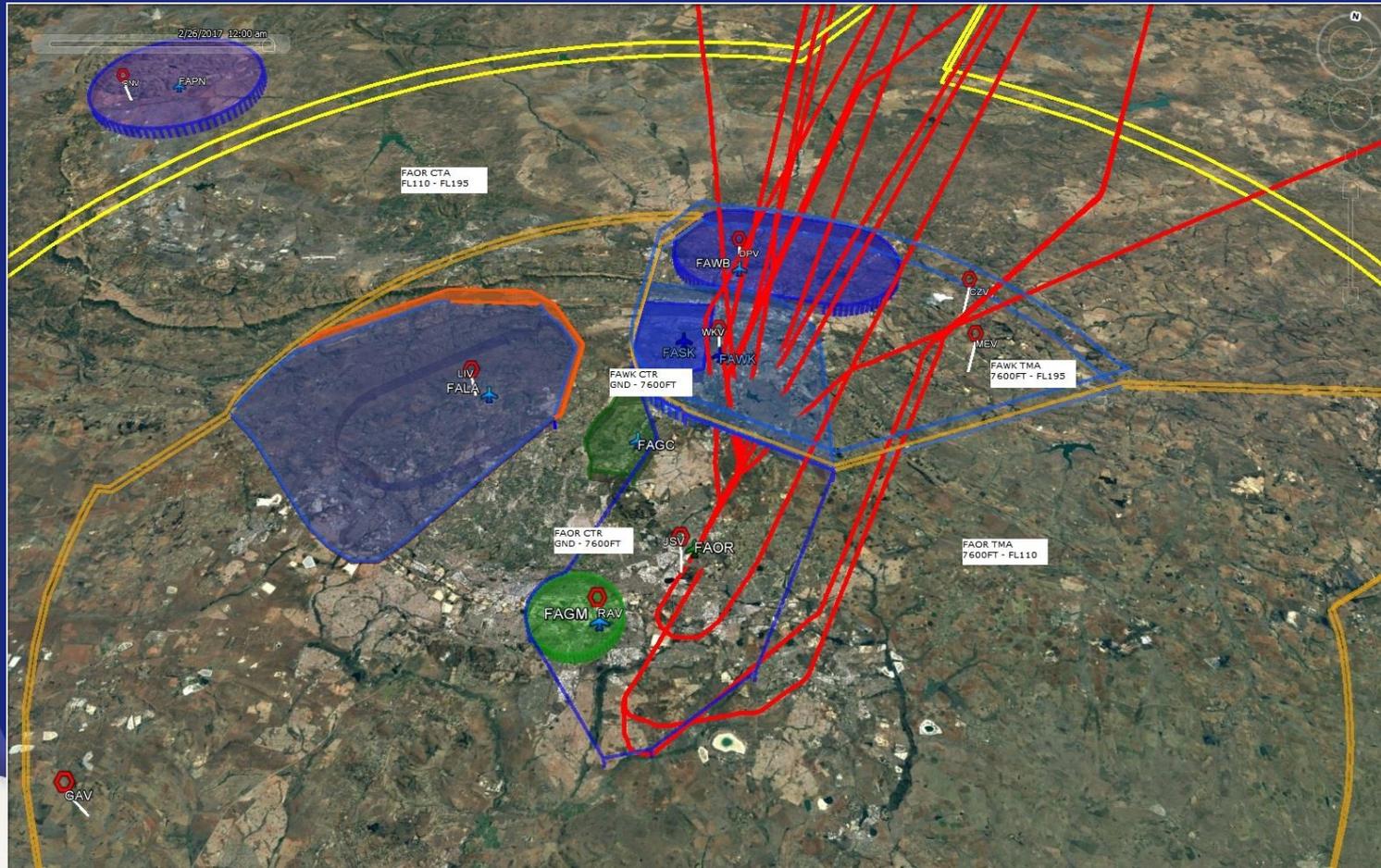
Sharing of Airspace/Provision of Service

- ❖ 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 on a daily basis to route civil air traffic

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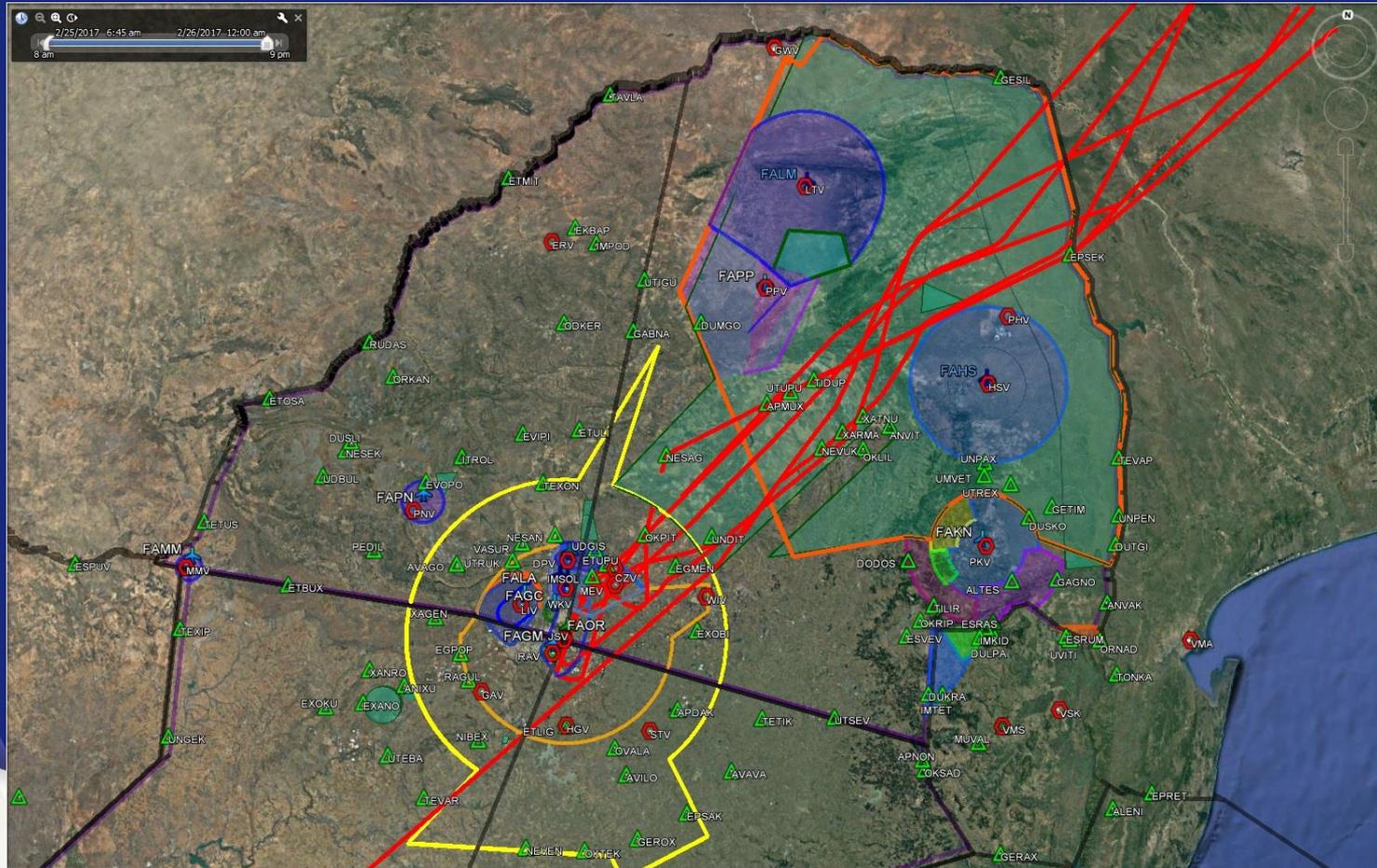
Sharing of Airspace/Provision of Service



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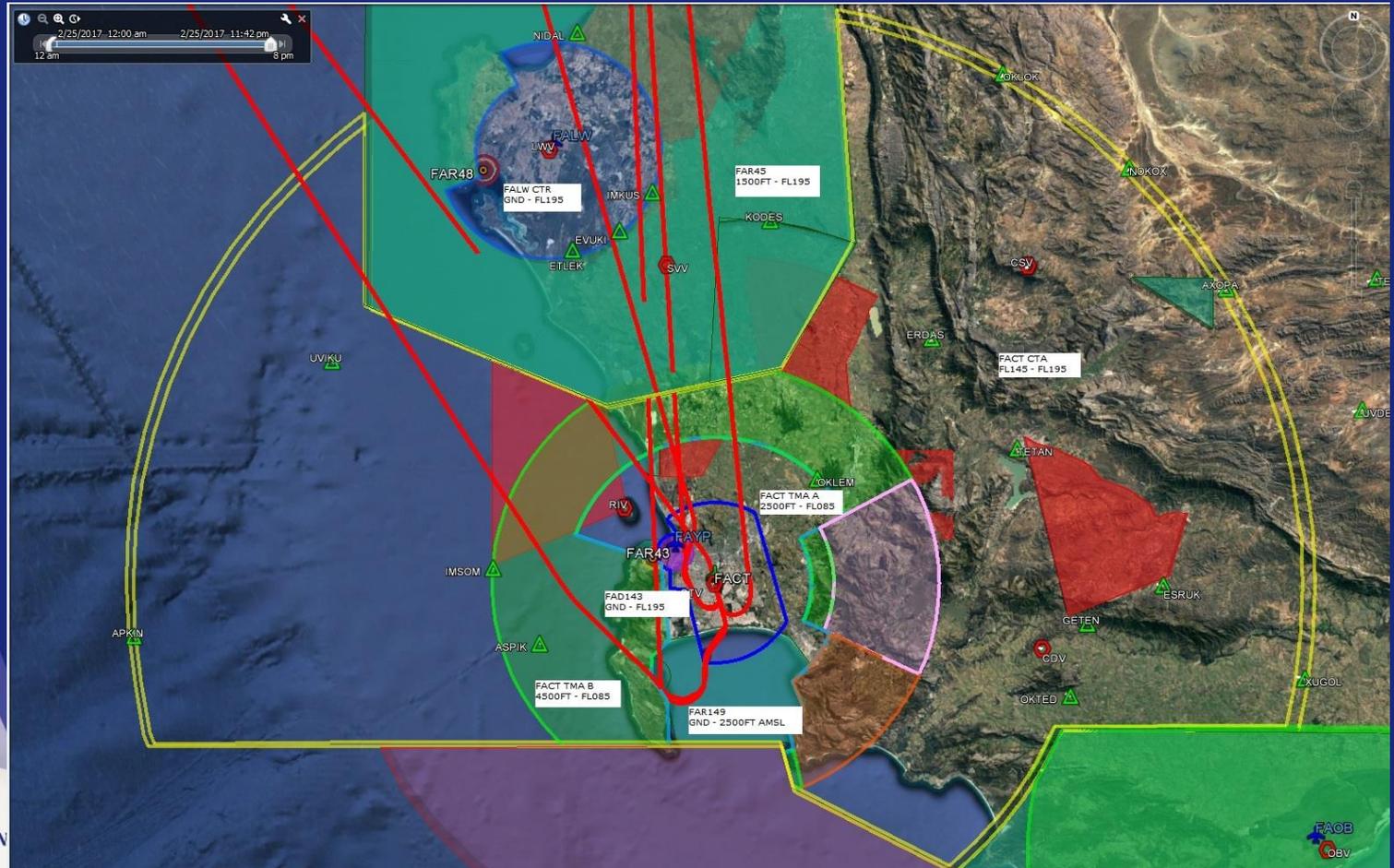
Sharing of Airspace/Provision of Service



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Sharing of Airspace/Provision of Service



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Training

- ❖ 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.
- ❖ In terms of this agreement, the SAAF aerodrome controllers could also validate their ratings in ATNS towers. This is advantageous due to the fact that air traffic volumes are generally low at air force bases and military controllers can be better prepared for radar courses at civil aerodrome units.

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Areas of Improvement

- ❖ As part of enhancing the civil/military relationship, a high level agreement was concluded 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.
- ❖ The two organisations have had discussions to ensure ATM system integration, harmonisation of Capital Expenditure and acquisition to avoid duplication in deployment of resources and standardising ATM equipment were feasible.

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Conclusion

The meeting is invited to take note of the level of Civil/Military co-operation in South Africa and to consider similar arrangements in their countries that would see all current restricted airspaces reviewed and reduced.

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The End

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