

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

Seventh Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group  
(AAO/SG7)

Nairobi, Kenya, 12 - 16 August 2024

**Agenda Item 3: Achievements in Airspace and Aerodrome Operations****3 C 1 CERTIFICATION OF JOINT USE OF CIVIL MILITARY AERODROMES***(Presented by xx)*

SUMMARY
<p>This paper presents the need for ICAO to provide appropriate guidance on the joint use of Civil - Military aerodromes.</p> <p><b>Action: In Paragraph 3</b></p>
<p><b>REFERENCE(S):</b></p> <ul style="list-style-type: none"><li>- ICAO Document 10088 Manual on Civil-Military Cooperation in Air Traffic Management</li><li>- ICAO Annex 14 Volume 1.</li></ul>
<p><b>Related ICAO Strategic Objective(s):</b></p> <p><b>Related ICAO Strategic Objective(s):</b></p> <p><b>A – Safety</b></p> <p><b>B – Air Navigation Capacity and Efficiency</b></p>

**1. INTRODUCTION**

1.1 The Preamble to the Convention on International Civil Aviation highlights that States, parties thereto, “agreed on certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically.

1.2 Whereas paragraph 1.2.2 of Annex 14 volume I, indicates that the specifications in Annex 14 volume I, unless otherwise indicated in a particular context, shall apply to all aerodromes open to public use in accordance with the requirements of Article 15 of the Convention.

1.3 Article 3 of the Chicago Convention provides that that convention shall be



applicable only to civil aircraft and shall not be applicable to state aircraft, which are used in military, customs and police services as per Article 3 b). Article 15 of the convention may not be interpreted to encompass military airfields that are open to the public.

1.4 There are numerous joint-use Civil/Military aerodromes in Africa, hosting different types of military aviation. A number of air forces share aerodrome facilities with civil entities accommodating traffic which is both military and civil, domestic and international.

1.5 The regulatory position varies from State to State. States may, as far as practicable, ensure that any military aerodrome used for civil international operations, offer a level of safety that is at least as effective as that required by their respective civil regulations.

1.6 However, there are no specific guidelines supporting the civil use of military aerodromes, defining key institutional, legal, financial, technical and operational issues.

## **2. DISCUSSION**

2.1 To support military operations, the military, often use civil aerodrome facilities either as temporary bases or permanent bases. In addition, joint-use Civil/Military aerodromes may be used for the training/flight checking of airline pilots or as bases for technical and test flights.

2.2 One of the approaches to increase airport capacity, is to operate from joint-use of military aerodromes. In addition, joint-use military aerodromes may be used for the training or as bases for technical and test flights.

2.3 Considering the current and foreseeable needs of joint-use military aerodromes for international civil aviation, a majority of States may face challenges related to the management and certification of these aerodromes to fulfil the needs of both civil and military activities.

2.4 Military personnel can therefore contribute to the prevention of runway incursions. Like all staff operating on the manoeuvring area, military personnel, need to be aware of the potential hazards.

2.5 There are two main areas at aerodromes where civil and military operations interact: the apron and the manoeuvring area. A number of Aerodrome markings around military aerodromes may be different from the ICAO standards. Some of them are outside the movement area for civil aircraft; however, those which are visible to civil pilots/drivers could lead to pilot or vehicle driver navigation error.

2.6 Additionally, the technical characteristics and operational procedures for aeronautical ground lighting, at joint-use aerodromes may deviate from ICAO annex 14. The application of different aerodrome light-operating procedures may reduce situation awareness on or around the manoeuvring area.

2.7 In the process of certifying military aerodromes, the civil or military aerodrome regulator may perform the task of certifying an aerodrome, and as such the roles and responsibilities of each regulator need to be defined.



2.8 Even though the majority of ICAO standards and recommendations in Annex 14 are directly applicable to all aerodromes, there are some particular points with regard to joint-use aerodromes not covered by Annex 14.

2.9 Recognising that ICAO has provided appropriate guidance on Civil-Military Cooperation in Air Traffic Management, including paragraph 2.18 of Annex 11 – Air Traffic Service, that provides for coordination between military authorities and air traffic services. In addition, and ICAO Document 10088 - Manual on Civil-Military Cooperation in Air Traffic Management, which provides information and guidance to relevant aviation authorities on the establishment of a framework for civil-military cooperation and coordination to enhance and optimize the management and use of the airspace, and to achieve and strengthen the trust between civil and military.

2.10 There is need for ICAO to provide appropriate guidance to States and stakeholders on joint - use aerodromes.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Note the contents of the paper
- b) Urge ICAO to consider and provide guidelines and guidance material for application at joint-use aerodromes.

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