



ديوان الطيران المدني و المطارات

OFFICE DE L'AVIATION CIVILE ET DES AEROPORTS

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# Civil-Military coordination in Tunisia

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**Presented by**

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# OUTLINE PRESENTATION

- 1- Introduction**
- 2- An overview of our airspace structure**
- 3- Compliance with ICAO provisions**
- 4- Concrete example of coordination.**



# 1- INTRODUCTION

**The Lack of Civil/military coordination of airspace management is partly responsible for an inefficient airspace use and limited use of aircraft capabilities.**

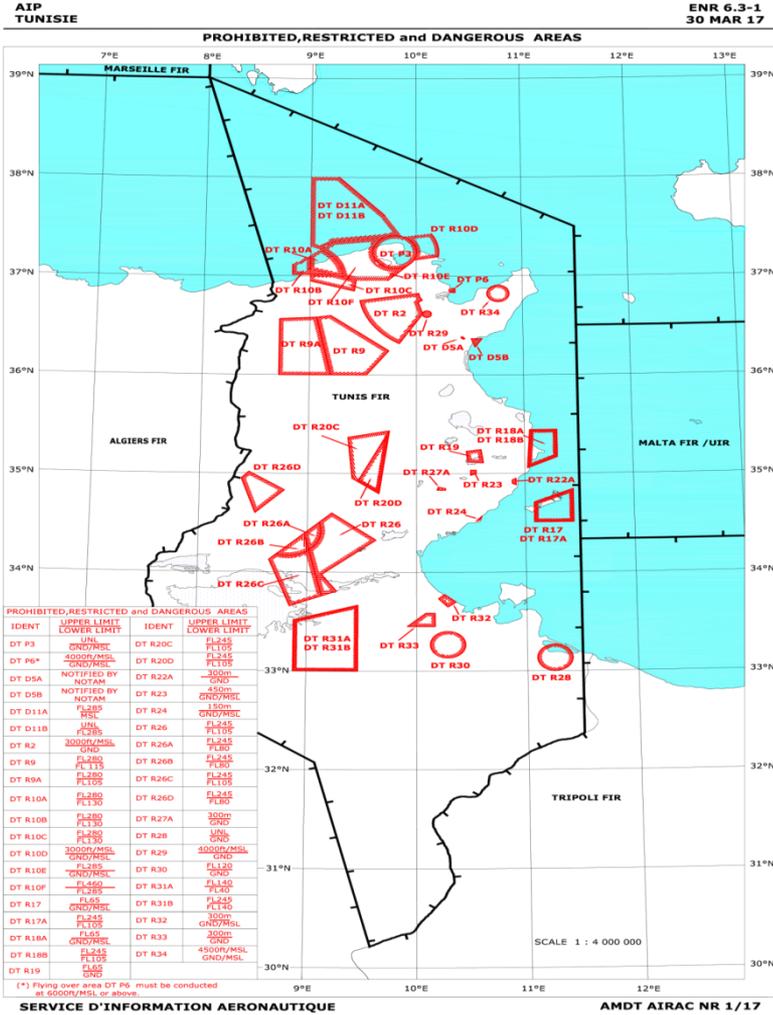


**THE MAJOR BENEFIT OF AN EFFECTIVE CIVIL/MILITARY COORDINATION OF AIRSPACE MANAGEMENT IS TO PROVIDE THE ATM SYSTEM WITH THE POTENTIAL TO INCREASE CAPACITY.**

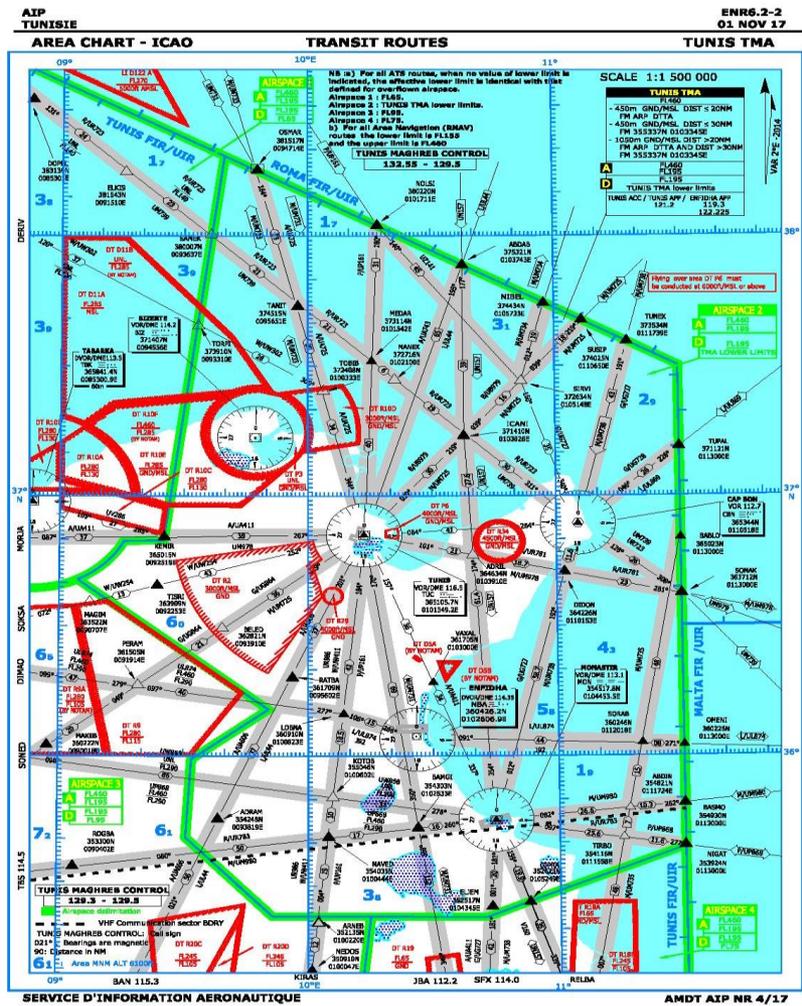


## 2- OVERVIEW OF OUR AIRSPACE STRUCTURE

# 2- OVERVIEW OF OUR AIRSPACE STRUCTURE



# 2- OVERVIEW OF OUR AIRSPACE STRUCTURE (Cont...)



## 39 Restricted Area are implemented in Tunisia Airspace

<b>Prohibited Area</b>	<b>02</b>	
<b>Dangerous Area</b>	Announced by NOTAM 02	Permanent 02
<b>Restricted Area</b>	<b>33</b>	



# 3- COMPLIANCE WITH ICAO PROVISIONS

**Civil Air Traffic Services are provided by  
Office de l'Aviation Civile et des aéroports  
(OACA- The Tunisian ANSP)**

**Military Air Traffic Services and civil air  
traffic Services are separated and  
coordinated .**

**Air traffic services authorities is established and maintained close cooperation with military authorities responsible for activities that may affect flights of civil aircraft:**

- **A letter of agreement is signed between OACA and military units related to coordination procedures between different ATC units and military units.**
- **All flight plans and other data concerning flights of civil aircraft are exchanged between air traffic services units and appropriate military units.**
- **Military coordination unit located in Tunis ACC.**

**Special procedures is established in order to ensure that:**

- **Air traffic services units are notified if a military unit observes that an aircraft which is, or might be, a civil aircraft is approaching, or has entered, any area in which interception might become necessary;**
- **All possible efforts are made to confirm the identity of the aircraft and to provide it with the navigational guidance necessary to avoid the need for interception.**

**Eurocontrol has developed the concept of the Flexible use of Airspace FUA:**

**This concept allows the maximum shared use of airspace through enhanced civil/military coordination.**

**The application of the FUA Concept ensures that any airspace segregation is temporary and based on real use for a specified time period.**

**Definition source: Eurocontrol**

**The coordination between Tunisian civil aviation and military aviation foresees three levels of ATM coordination :**

**Level one (strategic level)**

**Level two (pre-tactical level)**

**Level three (tactical or real time)**

### Level one (strategic level)

Performed by CCEN (commission consultative d'approbation des études de la navigation aérienne) This permanent high level strategic committee is in charge of :

- *Re-assessment of current prohibited, restricted and dangerous area and route structures;*
- *organising dialogue between regulator, military, provider and airspace users;*
- *Evaluation of national Airspace Requirements.*

### Level one (strategic level)

**All Airspace and Route implementation Request which may require permanent airspace segregation is Collected by DGAC (CAA) who organise an internal negotiation involving all stakeholders(CAA, military ,ANSP, Users)**

**The take decisions will be documented and a NOTAM will be submitted by AIS.**

### Level two (pre-tactical level)

All Airspace reservation which may require temporary airspace segregation is collected and analysed by (OACA). After coordination between ATC units and military a NOTAM is submitted by AIS according to the provisions of the Annex 15.

A temporary civil/military committee is established for coordination some military activities that need airspace reservation.

### Level three (tactical or real time)

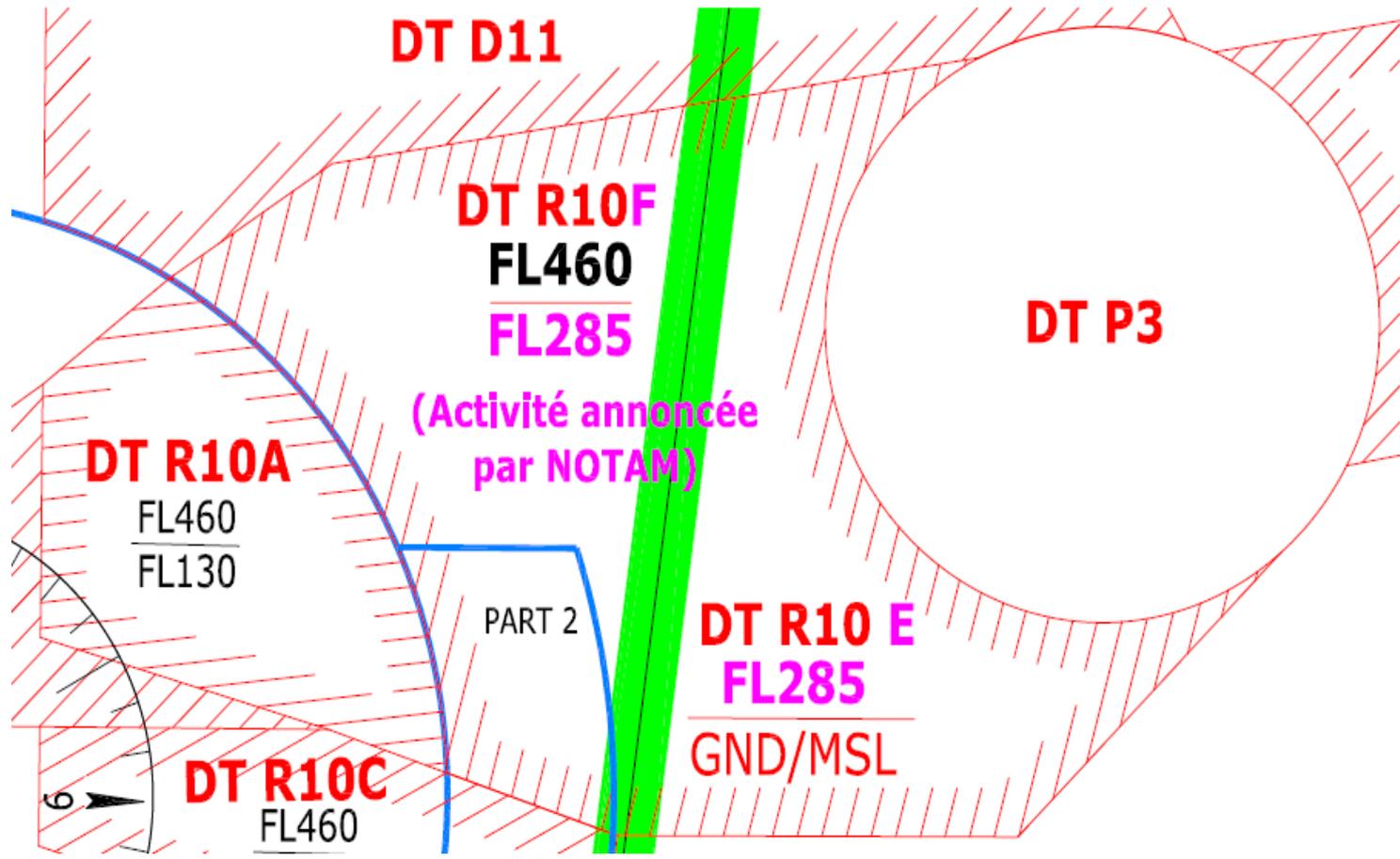
- **Real-time knowledge and representation of an area (activation and release)**
- **An appropriate Military Unit is located in Tuns ACC in order to foster an effective coordination**
- **Real-time coordination in favor of GAT and OAT (direct contact by phone between ACC controllers and military controllers)**
- **The most restricted, dangerous and temporary areas may be used by civil aircraft after prior coordination between civil and military controllers.**



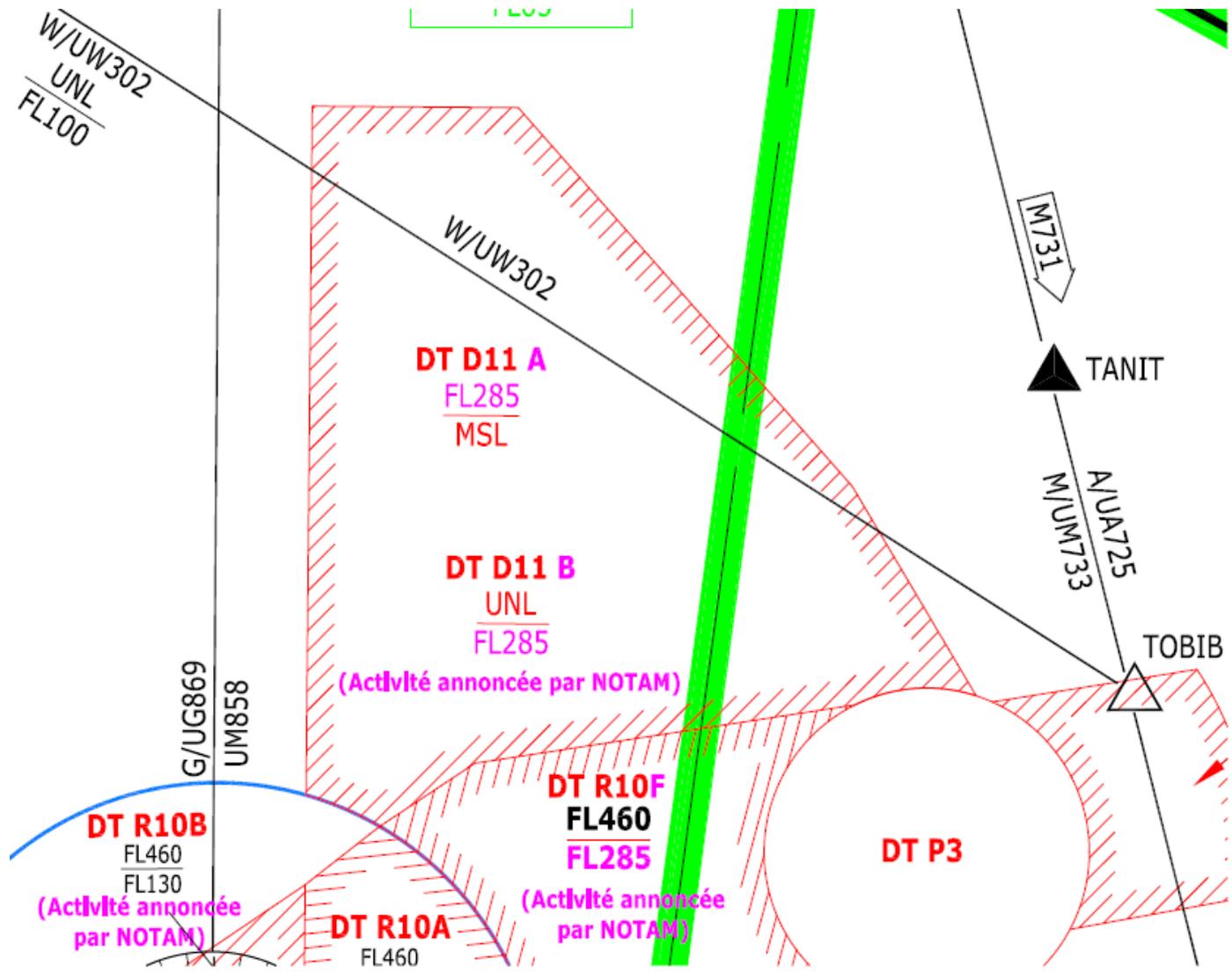
# 4- CONCRETE EXAMPLE



# 4- CONCRETE EXAMPLE (Cont...)



# 4- CONCRETE EXAMPLE (Cont...)



IDENTIFICATION	VERTICAL LIMITS	REMARKS
<b>DT R10E</b>	<del>FL460</del> <u>FL285</u> GND/MSL	Permanent H24
<b>DT R10F</b>	<u>FL460</u> FL285	<del>24H</del> Activity notified by NOTAM
<b>DTD11A</b>	<del>ILL</del> <u>FL285</u> MSL	Permanent except week end
<b>DTD11B</b>	<u>Illimité</u> FL285	<del>24H</del> Activity notified by NOTAM



## Benefits of this new structure

- *More airspace for ATCOs above FL285 and that allows:*
- *Direct route (Save fuel, Less CO2 emission, short-cut)*
- *Lateral separation between northbound and southbound traffic (enhancement of safety)*



***THANKS YOU FOR YOUR  
INTENTION***