



*International Civil Aviation Organization*

**Aerodrome Safety & Planning Implementation Group**

**Fourth Meeting (ASPIG/4)**

*(Virtual, 14-16 March 2022)*

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**Agenda Item 2: Regional Performance Framework for Aerodrome Safety**

**CIVIL/MILITARY OPERATIONS COORDINATION  
STRATEGY AT EGYPTIAN AIRPORTS**

*(Presented by Egypt)*

**SUMMARY**

Due To the growth of Air traffic activities at joint use Aerodromes (Civil Military) , the need for bilateral coordination becomes a fundamental aspect in Aerodromes strategies and operations. This WP summarizes the Channels of Coordination among the Egyptian Airports and the Military side .

**REFERENCES**

- ICAO, Doc 9554-AN/932

**1. INTRODUCTION**

1.1 The aviation sector is a significant contributor to the economy, which requires a stable and secure environment. As such, the growth of civil aviation activities needs to be protected and encouraged, while concurrently appropriating priority to military aerial activities for security and defense purposes. Egypt adopts the perspective that airspace is a strategic resource to be collectively managed in support of achieving national objectives. This resource would be best managed through civil-military cooperation, supported by coordination, which would allow for civil aviation to flourish and allow both civil and military aviation to operate safely and efficiently.

1.2 A framework for ensuring adequate collaboration, cooperation and coordination between civil and military aviation stakeholders is done by:

- In addition to the positive impact of cooperation on airspace management on a day-to-day basis, it also allows for improved planning and execution of future technical and operational concepts. Egypt initiates cooperation and potentially collaboration, on aviation aspects such as the design and management of the airspace, technical requirements, interoperability and system-wide information collection and dissemination. By establishment of effective civil-military cooperation and

coordination processes to address present and future air transport demands for enhanced safety, national security and air navigation capacity and efficiency.

## 2. DISCUSSION

2.1 Where a joint use Aerodrome ( Civil / Military ) , the Aerodrome operator should endeavor to create harmonized , consistent and coordinated procedures in order to maintain an accepted level of safe Airport operations .

2.2 Egyptian airport Coordination policy:

- Cairo International Airport is a Certified Aerodrome of code 4F.
- The Airport is available for IFR / VFR air traffic operations.
- The Airport has three parallel runways , two of them are equipped for approach CATII operations .
- The Airport traffic density is considered as MEDIUM.
- The Airport number of Aircraft Movements reached aprox. 112010 MVTs in the year 2021.
- The Airport is open 24/7 for Civil Commercial Aircraft MVTs , General Aviation Aircraft MVTs and Military Aircraft MVTs
- According to ECAR 139 - Certification and Operations of Land Aerodromes - standard Aerodrome signs, lights and markings are used for Civil and Military traffic on the Movement Area.

### **Cairo Airport Coordination Strategy:**

Referring to the Airport Safety Management System , which constitutes one of the main pillars of the Airport Certification process , coordination culture among the Airport departments , users and Stakeholders , is considered as the fundamental approach for conducting the Airport Business:

- New projects and reconstruction work on the Movement Area is planned , coordinated and safety assessed between Civil and Military entities , in consultation with the Airport Runway Safety Team .
- Timely planning and coordination of Aerodrome operations between Civil and Military Aerodrome entities are established as required .
- Pertinent frequencies for communications associated with runway operations are developed for civil and military traffic operating simultaneously .
- The specific coordination channels can be summarized as examples as follows:
  - The Airport Runway Safety Team , which comprises representatives from the Airport departments and pertinent Stakeholders including Civil and Military users , aiming at improving Runway Safety Data Collection , Analysis , Dissemination and propose pertinent actions .
  - The Airport ACDM Group , which has a larger scale of representatives from the Airport departments and pertinent Stakeholders including Civil and Military users , in addition to Ground Handlers , Terminals and landside

Service Providers , aiming at providing the Airport Services in accordance with the premium standards of the global aviation industry .

- The Airport Emergency Exercises , which are conducted periodically according to ECAR 139 , with the participation of all the Airport Airside users including Civil and Military parties .
- The Airport Disabled Aircraft Removal Plan , which depends basically on the specialized Aircraft removal equipment provided by the Military party in addition to the other pertinent Airside users .

#### **Cairo Airport Coordination Policy:**

- Transparency.
- Non-Punitive Principal.
- Team Working.
- Information Sharing.
- Scientific Thinking Approach

#### **Other Egyptian International Airports:**

- a) `Civil and Military aviation coordination committee:
  - Establishing a Aeronautical Information Publication (AIP) Committee
  - Collaboration meetings for Aerodrome's projects which done in many aerodromes' projects like as example (Aswan - Hurghada - Borg El Arab - Luxor - Asyut - Marsa Matrouh -..etc).
  - Aeronautical study for military barriers at Civil/Military airports to establish the best way of operating these barriers without any effect of civil aviation safety.
- b) There are many common issues be coordinated between civil and air force party at civil/ military airports in Egypt as:
  - To save movement area from any incursion may take place from military side like Vehicles, persons, wildlife, ... etc.
  - To compatible the operation of civil aviation with military aviation for landing/ takeoff or using stands at aprons.
  - To prevent access of civil aircraft to prohibited military areas at airport by using visual aids like (signs and marking) to indicate military only areas.
  - To regulate air traffic operation between civil and air force aviation by using one air traffic tower for two party.
  - To coordinate any rehabilitation projects that execute at movement areas by taking into consideration the air force military requirements and civil aviation regulations.

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

- 3.1 The meeting is invited to note the content of this working paper.

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