



# ICAO

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### Twenty Sixth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/26)

7 - 8 November 2023

**Agenda Item 3: Implementation of air navigation goals, targets and indicators, including the priorities set in the regional air navigation plan**

#### CIVIL MILITARY COOPERATION, COORDINATION AND COLLABORATION COMMITTEE

*(Presented by Ghana)*

<b>SUMMARY</b>	
This information paper presents the roadmap and the strategic steps to the formation of the CMCCC and the Ghana story.	
Action by the Meeting is provided in <b>paragraph 3</b>	
References	DOC 10088, DOC 4444, PANS ATM, DOC 9554, DOC 9750 DOC 9854 ASBU AND GCAD
<i>Strategic Objectives</i>	<ul style="list-style-type: none"> <li>a. Safety,</li> <li>b. Air Navigation Capacity and Efficiency</li> </ul>

## 1 INTRODUCTION:

### 1.1. CIVIL MILITARY COOPERATION IN AVIATION

1.1.1. **Civil/Military collaboration** is a strategic long-term (5 to 20 years) system-wide approach to achieving the goals of the State.

- a) When considering developments related to modernization at the global, regional or national level, collaboration is the process by which civil and military authorities jointly ensure that the requirements of both airspace users are considered.
- b) Civil-military collaboration is key to a seamless air navigation system
- c) Military operational requirements ensures that their needs in terms of access to airspace, aircraft mobility, confidentiality and civil-military interoperability are taken into account

- d) Helps to avoid potential adverse financial, security, efficiency and safety impacts and supports global interoperability.

1.1.2. **Civil-military cooperation** is the joint effort, supported by political will, undertaken to provide optimum solutions for all stakeholders, based on consensus and mutual understanding, and established communications.

- a) It encompasses all the actions, structures, exchanges, processes, dialog and procedures at strategic phase and further actioned at pre-tactical phase that enable efficient air navigation and civil-military coordination.
- b) Cooperation involves the participation of a wide range of stakeholders, including civil and military aviation authorities, appropriate civil and military units.

1.1.3. **Coordination** is normally an action initiated by one party, providing the other party(ies) with critical information, in order to agree on safe operational activities.

1.1.4. **Effective civil-military coordination** includes all the processes, procedures and actions conducted at the tactical phase (and sometimes at the pre-tactical phase) between operational actors (usually civil ATS units and appropriate military units) that enable safe and efficient air activities for all stakeholders.

1.1.5. **Communication** is an essential foundation for better collaboration, cooperation and coordination. Civil and military stakeholders should meet regularly to understand the needs, constraints and challenges relating to communications that each operator and service provider faces while operating within the airspace concerned.

- a) Interaction between civil and military stakeholders ensures that civil-military airspace principles are understood by a wide range of personnel and also provides mutual safety and efficiency benefits during times of normal operations.
- b) Supports mutual trust and understanding, which, along with open lines of communication, could be the critical factor that ensures the safety of civil aviation during situations requiring a military response.

1.1.6. **Establishing effective Civil/Military cooperation at the appropriate governmental levels is of utmost importance.**

- a) Decision makers at the highest government levels should agree on a harmonized high-level policy for Civil/Military cooperation and coordination, including airspace design development, airspace access requirements, long and medium-term planning, standardization of procedures, regulation, and deployment of new procedures, including support for ATS and interoperability planning.

## 1.2. WHY THE NEED FOR CIVIL MILITARY COLLABORATION?

1.2.1. Both the military and their civilian counterparts have use for the airspace at one time or the other. Airplanes in the skies continue to increase but the volume of airspace remains the same. This calls for the efficient, economical and optimum use of the airspaces available.

1.2.2. Both Military and Civil operations are different in their form, shape and follows different rules and regulations in their operations. There is therefore the need to collaborate with each other to bring harmony in the airspace for the safe, efficient and

regular operations of aircraft.

1.2.3. Even though the Military and Civil airplanes both fly in the same volume of airspace, their operations are different in nature and practice. These are some of the differences in the operations of Civil and Military operations.

## DIFFERENCE IN CIVIL AND MILITARY OPERATIONS- 2 MAIN AIRSPACE USERS

CIVIL	MILITARY
Private, Commercial, Government owned aircraft transporting cargo and passengers	State aircraft (military, police, customs) engaged in transporting, training, defence and security
Flexible Operations	Rigid Operations
Less volume of airspace needed for operations	Larger volume of airspace needed for operations
Resource and integration oriented	Defense and Security oriented
More time to plan	Less time to plan
Readily share info	Stringent security requirement for info exchange
Equipage depends on global standards	Equipage depends on mission, task and space

1.2.4. Due to the differences in operations, specific portions of the Airspaces have been carved and earmarked for special use such as the following:

1.2.5. Segregated airspace. Airspace of specified dimensions allocated for exclusive use to a specific user(s), with operations that are not able to be safely integrated with other airspace users.

1.2.6. Special use airspace (SUA). Airspace volumes designated for specific operations such as military training, exercises and operations of a nature such that limitations on airspace access may be imposed on other aircraft not participating in those activities. These may include, but are not limited to: restricted, danger and prohibited areas or temporary reserved areas.

1.2.7. Temporary reserved area (TRA). An airspace that is temporarily reserved and allocated for the specific use of a particular user during a determined period of time and through which other traffic may or may not be allowed to transit under air traffic control clearance

1.2.8. States have delineated these airspaces for the use of the Military due to the nature of their operations. However, the increase in the number of flights have made the

airspaces smaller and therefore reserving huge blocks of airspace just for the military has become ineffective and obsolete

1.2.9. States must therefore see airspaces as a continuum to allow for the free use of Airspaces as and when the need arises. Reserving blocks and huge spaces for the Military who sometimes have no use or requirement must be looked again. These blocks of airspaces must be released for use and be reserved as and when the need arises.

1.2.10. These has led to what is now called the Flexible Use of Airspace (FUA)

## **2 DISCUSSION WHAT WE NEED TO DO**

**2.1.** Establish a National High-Level Airspace Policy Board (NHLAPB) to:

- a) Develop Laws, Regulations, Directives, Procedures, Strategies etc.
- b) Develop a National Airspace Policy
- c) Identify the needs of the various stakeholders and the objectives to be achieved
- d) Establish a joint Civil and Military Legal team to analyze the National Frameworks and recommend necessary legislative amendments to the relevant authorities to ensure that national legal and regulatory framework supports the high-level policy and strategy for Civil/Military cooperation in aviation.
- e) Develop a National Civil/Military policy and strategic implementation plans to foster civil-military collaboration, cooperation and coordination
- f) develop communication, negotiation and priority rules and procedures for Civil/Military Cooperation and Coordination
- g) Promote collaborative airspace planning and the harmonization of procedures with neighboring States
- h) Establish and monitor through the Civil/Military Airspace Organization and Management (CAOM), the implementation of the procedures for airspace reservation or activities which require restriction, to increase predictability and timely access to restricted or reserved airspace whenever possible and maximize benefits and flexibility for all users;

## Proposed members of the NHLAPB

<b>Name</b>	<b>Title/Function</b>	<b>Organization</b>	<b>Status in CMAB</b>
	Minister of Transport	MOT	
	Minister of Defense	MOD	
	Minister of National Security	National Security	
	Director General of GCAA	GCAA	
	Managing Director of GACL	GACL	
	Chief of Air Staff	Ghana Airforce	
	Chief of Naval Staff	Ghana Navy	
	Chief of Army Staff	Ghana Army	

### 2.2. REQUIREMENTS FOR EFFECTIVE FLEXIBLE USE OF AIRSPACE (FUA)

- 2.2.1. The first step towards an effective implementation of the **Flexible Use of Airspace (FUA)** concept would be to allow civilian users temporary access to military restricted and reserved airspace for optimum use of the airspace and vice versa.
- 2.2.2. The FUA concept includes consideration of effective communication, collaboration, cooperation and coordination necessary to ensure a safe, efficient and predictable use of airspace.
- 2.2.3. Meeting future Air Traffic requirements for increased safety, security, capacity, efficiency, environmental sustainability, and sovereignty depends on effective Civil/Military Coordination. To enable effective Flexible Use of Airspace, some basic prerequisites should also be observed by States:
- 2.2.4. Establishment of a national, high-level Civil/Military Coordination body;
- 2.2.5. Development of a consistent, collaborative national airspace planning process taking into consideration the needs of all airspace users and national security, defense and law enforcement requirements;
- 2.2.6. Establishment of communication, negotiation and priority rules and procedures for Civil/Military coordination;
- 2.2.7. Establishment and publication of procedures for activities which require airspace reservation or restriction. Airspace reservations or restrictions should be applied only

for limited periods of time and based on actual use;

- 2.2.8. Development of framework agreements between Civil and Military authorities to facilitate coordination;
- 2.2.9. Establishment of a system to periodically review airspace needs, organization and management; and
- 2.2.10. Predictive and timely access to restricted or reserved airspace whenever possible in order to maximize benefits and flexibility for all users

### **2.3. CIVIL/MILITARY COMMITTEE IN GHANA**

- 2.3.1. Controllers in Accra has a very healthy working relationship with their Military counterparts. This was borne out of a long-standing working arrangement that allows the Military to release any Special use airspace for Civil use until there is the need for such piece of airspace.
- 2.3.2. This working relationship goes beyond official cooperation. In order to cement this working relationship, both parties agreed to hold annual Games which is hosted on rotational basis. These games include a contest of Chess, Scrabble, Football, Volleyball, playing Cards amongst others. This was done to foster comradeship, friendship and an open gate for easy accessibility to each other. It therefore was just a matter of formalization when there was the need to form the Civil/Military Committee.
- 2.3.3. Ghana formalized and inaugurated the CCC in 2019. The Committee however was enlarged to include the
- National Security
  - Customs,
  - Immigration
  - Police
  - Navy and the
  - Army
- 2.3.4. The problem we face as of now however is the CCC was inaugurated without first forming the High-Level Advisory Board. This has led to delays in formulations of directives, regulations and clear-cut policies for the Committee.
- 2.3.5. The formation of the CCC however, has led to easy exchange of information and have even eased the request for the use of Airspace
- 2.3.6. The Military only advises the Civil counterparts by way of NOTAMs for the use of Segregated, Reserved and Special use areas.
- 2.3.7. All Special use airspaces are released for use as per the dictates of ICAO DOC 10088 making flights more safe and able to fly their requested routes and assigned their optimal Flight levels.

## **3 ACTION BY THE MEETING**

- 3.1. The meeting is invited to share in the successes and progress made by Ghana and to follow the paths leading to the formation of the Civil/Military Committee.

## SOME INCIDENTS DUE TO LACK OF CIVIL/MILITARY COOPERATIONS

**Korean Air Lines flight 007, shot down by Soviet air-to-air missiles on September 1, 1983, near Sakhalin Island, Russia, killing all 269 persons on board. Routing from Anchorage , Alaska to Seoul when it strayed more than 200 miles (322 km) from its scheduled path and entered Soviet airspace.**

- On 17<sup>th</sup> July 2014 Malaysia Airlines flight MH17 was brought down over eastern Ukraine
- Ukrainian International Airlines flight PS752 was shot down shortly after departure on 8<sup>th</sup> of January 2020

