

Civil Military Best Practices: KCAA/Kenya Airforce Perspective

By

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Introduction

The current ASM is largely strategic and pre-tactical with coordination being very cordial having:

- Established a Civil / Military Cooperation Committee that meets regularly on quarterly basis or as and when required.
- Developed Civil/Military Manual and Standard Operating Procedures;
- Developed, together with other Agencies, Memoranda of Cooperation among agencies

Highlights on Areas of Successful Cooperation

- Joint forums for developing operating and coordination of procedures.
- Joint review sessions on the extension of SUAs
- Joint sessions of UAS coordination and communication procedures development
- Regular Civil/Military Technical Coordination Committee meetings

Joint Forums for Developing Operating and Coordination of Procedures

At Manda Military and Civilian Airstrips (to the South-East Coast of Kenya), in addressing safety concerns raised by the Military while operating at the two airports which are within proximity of 5 Nm:

- we have jointly created Lamu control zone;
- control of civilian traffic in and out of the zone be delegated to Lamu Military tower (Lamu Tower) given that Lamu Civil airport is not currently manned by KCAA staff;

Joint forums for Developing Operating and Coordination of Procedures Cntd ...

- The military has provided VHF frequency 124.2 MHZ to be used by civilian aircraft operating in the control zone in establishing contact with Lamu Tower;
- Draft flight operating procedures and the ground-to-ground coordination procedures between ACC/FIC and Lamu Tower. have been developed

Joint Forums for Developing Operating and Coordination of Procedures

- Concession by the Military during the development and creation of Wajir TMA.
- Participation of the Military in the development of SAR SOPs and incorporating the Military as keySAR responders.

Joint Review Sessions on the Extension of SUAs

The Military recently requested for the extension of Military Training Area in Nanyuki HKD 34.

KCAA approved the Military request as follows:

- The lateral limits were approved as requested;
- The vertical limit was reviewed from GND-F180, to allow long haul departure flights to the north from JKIA climb and overfly the area thereby reducing distance, fuel burn and emission;

Joint Review Sessions on the Extension of SUAs Cntd

- The ATS/Military consultative meeting agreed that VFR traffic operations in and out of the airstrips within HKD34 would be permitted as long as they contact Nanyuki tower on FREQ 124.3 MHZ as per draft supplement and adheres to the tower restriction

Joint Sessions on UAS Coordination and Communication Procedures Development

- Action by various Agencies Drones/laser beam incidents have been reported (coordinated incidents response and communication)
- Mechanisms for reporting unauthorized UAS/laser beam operations (i.e. phraseologies and description of the incident)

Regular Civil/Military Technical Coordination Committee Meetings

- Regularly held at least once quarterly, and at any other time when necessary.
- We have two levels of meetings: the Executive level (CEO, Commanders, PSs etc.) and the Technical level.
- Also established a Joint Technical Coordination Committee for the High-Altitude balloons.

Challenges

- We have been stuck for a while in implementation of FUA, though Kenya will be able to embark on the tactical level once real time sharing of surveillance and flight information data is achieved through modernization of ATM system which is currently on-going.
- A few bottlenecks still exist due to bureaucracy in approving requests and/or adopting the resolutions of the Joint Technical Coordination Committee.

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