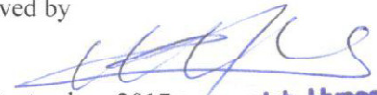
	Company Name የኢትዮጵያ ሲቪል አቪዬሽን ባለሥልጣን Ethiopian Civil Aviation Authority	Document No. ECAA-ANR-AC-033	
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The Air Navigation Regulation Directorate has issued this guidance material to be used by ANSP to prepare procedure manuals and other working documents for implementation of ICAO SARPS and National Regulations.

It is important to note that this guidance material improve the safety of air navigation services within Ethiopian air space .


The Director General of Ethiopian Civil Aviation Authority has here by approved this guidance material on September 18,2017 to be used as a guidance to air navigation services provider..

Approved by



Date September, 2017 **Wossenyetch Hunegnaw (Col.)**
Director General



	Company Name የኢትዮጵያ ሲቪል አቪዬሽን ባለሥልጣን Ethiopian Civil Aviation Authority	Document No. ECAA-ANR-AC-033	
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1. PURPOSE OF THIS GUIDANCE MATERIAL IS TO

1.1 Provides instruction to develop and review the procedure for compliance with the Ethiopian Civil Aviation Rules and Standard PART-14 and requirement ECAA-ANR-AC-005 pertaining the Coordination between military authorities and air traffic services and safety areas of airspace.

1.2 Assist ATSP in the improvement of civil/military coordination and cooperation in airspace management and aircraft operations. It believe the different aspects that States should take into account for the coordination and cooperation between civil and military air traffic, recognizing that the airspace is a common resource of civil and military aviation, that allows to achieve safety, consistency and efficiency of civil aviation and that also meets military air traffic/mission requirements


2. REFERENCES

2.1. Part - 14


3. GENERAL GUIDANCE

3.1 The objective of the coordination between the military authorities planning activities potentially hazardous to civil aircraft and the responsible ATS authorities is to reach an agreement on the best arrangements which would avoid hazards to civil aircraft and minimize interference with the normal operations of civil aircraft.

3.2 Air traffic services units shall establish and maintain close cooperation with military authorities responsible for activities that may affect flights of civil aircraft.

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- 3.3 *With reference to the ATM Operational Concept, airspace management (ASM) is the process by which airspace options are selected and applied to meet the needs of airspace users.*
- 3.4 *Flexible use of airspace (FUA) is an airspace management concept based on the principle that airspace should not be designated as purely civil or military, but rather as a continuum in which all user requirements are accommodated to the greatest possible extent.*
- 3.5 *The flexible use of airspace concept includes consideration of effective communication, cooperation and coordination necessary to ensure a safe, efficient and predictable use of airspace. The establishment of joint civil/military coordination entities for airspace organization and management is essential to the realization of current and future CNS/ATM initiatives. Meeting future air traffic requirements for increased safety, security, capacity, efficiency, environmental sustainability, and sovereignty depends on effective civil/military coordination.*
- 3.6 *Airspace should not be designated as either purely civil or purely military airspace, but should rather be considered as one continuum in which all users' requirements have to be accommodated to the maximum extent possible.*
- 3.7 *Special procedures shall be 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;*

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- *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.*

4 SPECIFIC GUIDANCE


4.1 To achieve an interoperable global air traffic management system, for all users during all phases of flight, that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements.

4.2 This guidance provides several civil/military collaboration resulting in benefits to airspace management and ATM system operations Such as :

- *attains higher levels of safety;*
- *increases airspace capacity;*
- *enhances national security; and*
- *increases operational efficiencies through:*
 - ✓ *interoperability of civil and military aircraft;*
 - ✓ *reduction in distances flown;*
 - ✓ *establishment of optimal flight profiles; and*
 - ✓ *Reduction in fuel consumption and carbon emissions.*

4.3 The management of airspace should follow these guiding principles and strategies:

- *all available airspace should be managed flexibly;*

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- *airspace management processes should accommodate dynamic flight trajectories and provide optimum operational solutions;*
- *when conditions require different types of traffic to be segregated by airspace organization, the size, shape, and time regulation of that airspace should be set so as to minimize the impact on operations;*
- *airspace use should be coordinated and monitored in order to accommodate the conflicting requirements of all users and to minimize any constraints on operations;*
- *Airspace reservations should be planned in advance with changes made dynamically whenever possible. The system also needs to accommodate short-notice unplanned requirements; and*
- *complexity of operations may limit the degree of flexibility*

4.4 Air traffic services units shall, either routinely or on request, in accordance with locally agreed procedures, provide appropriate military units with pertinent flight plan and other data concerning flights of civil aircraft.