

KURDISTAN REGIONAL GOVERNMENT



SULAYMANIYAH INTERNATIONAL AIRPORT

MATS

CHAPTER 20

COORDINATION

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CHAPTER 20 COORDINATION

Note. For coordination between ATC units See chapter 15 Item 15.2 of this manual.

20.1 Coordination Between Operators And Air Traffic Services

20.1.1 Air Traffic Services Units, in carrying out their objectives, shall have due regard for the requirements of the operators consequent on their obligations as specified in Annex 6, and, if so required by the operators, shall make available to them or their designated representatives such information as may be available to enable them or their designated representatives to carry out their responsibilities.

20.1.2 When so requested by an operator, messages (including position reports) received by Air Traffic Services Units and relating to the operation of the aircraft for which operational control service is provided by that operator shall, so far as practicable, be made available immediately to the operator or a designated representative in accordance with locally agreed procedures.

20.2 Coordination Between Military Authorities and Air Traffic Services

20.2.1 Air Traffic Services Authorities shall establish and maintain close cooperation with military authorities responsible for activities that may affect flights of civil aircraft.

20.2.2 Coordination of activities potentially hazardous to civil aircraft shall be effected in accordance with 20.3 bellow.

20.2.3 Arrangements shall be made to permit information relevant to the safe and expeditious conduct of flights of civil aircraft to be promptly exchanged between air traffic services units and appropriate military units.

20.2.3.1 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. In order to eliminate or reduce the need for interceptions. Air Traffic Services Authorities shall designate any areas or routes where the requirements of Annex 2 concerning flight plans, two – way communications and position reporting apply to all flights to ensure that all pertinent data is available in appropriate Air Traffic Services Units specifically for the purpose of facilitating identification of civil aircraft.

20.2.3.2 Special procedures shall be established in order to ensure that :

- a. 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.**
- b. 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.**

20.3 Coordination Of Activities Potentially Hazardous To Civil Aircraft

20.3.1 The arrangements for activities potentially hazardous to civil aircraft, whether over the territory of a State or over the high seas, shall be coordinated with the appropriate Air Traffic Services Authorities. The coordination shall be effected early enough to permit timely promulgation of information regarding the activities in accordance with the provisions of Annex 15.

20.3.2 The objectives of the coordination shall be to achieve the best arrangements which will avoid hazards to civil aircraft and minimize interference with the normal operations of such aircraft.

20.3.3 The appropriate ATS authorities shall be responsible for initiating the promulgation of information regarding the activities.

20.3.4 Adequate steps shall be taken to prevent emission of laser beams from adversely affecting flight operations.

Note 1. Guidance material regarding the hazardous effects of laser emitters on flight operations is contained in the Manual on Laser Emitters and Flight Safety (Doc 9815).

Note 2. See also Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations, Chapter 5.

20.4 Coordination Between Meteorological and Air Traffic Services

20.4.1 To ensure that aircraft receive the most up-to-date meteorological information for aircraft operations, arrangements shall be made, where necessary, between meteorological and Air Traffic Services personnel :

- a. in addition to using indicating instruments, to report, if observed by Air Traffic Services personnel or communicated by aircraft, such other meteorological elements as may be agreed upon;
- b. to report as soon as possible to the associated meteorological office meteorological phenomena of operational significance, if observed by Air Traffic Services personnel or communicated by aircraft, which have not been included in the aerodrome meteorological report.

20.5 Coordination Between Aeronautical Information Service and Air Traffic Services Authorities

20.5.1 To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and Air Traffic Services Authorities responsible for Air Traffic Services to report to the responsible aeronautical information services unit, with a minimum of delay :

- a. information on aerodrome conditions;
- b. the operational status of associated facilities, services and navigation aids within their area of responsibility.
- c. any other information considered to be of operational particular importance are changes significance.

20.5.2 Before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by the aeronautical information service for the preparation, production and issuance of relevant material for promulgation. To ensure timely provision of the information to the aeronautical information service, close coordination between those services concerned is therefore required.

20.5.3 Of to aeronautical information that affect charts and/or computer-based navigation systems which qualify to be notified by the Aeronautical Information Regulation and Control (AIRAC) system, internationally agreed AIRAC effective dates in addition to 14 days postage time shall be observed by the responsible Air Traffic Services when submitting the raw information/data to Aeronautical Information Service.

20.5.4 The Air Traffic Services responsible for the provision of raw aeronautical information/data to the Aeronautical Information Service shall do so while taking into account accuracy and integrity requirements for aeronautical data as specified in Appendix 5 of Annex 11.

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