

REPORTS FROM REGIONS

CIVIL/MILITARY COORDINATION IN THE EUROPEAN AND THE NORTH ATLANTIC REGIONS

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Global Air Traffic Management Forum on
Civil/Military Cooperation
(Montréal, 19 to 21 October 2009)



Civil/Military Coordination in the European and in the **North Atlantic** Regions

- Largely consists of High Seas airspace
- Military operations mainly consist of:
 - Danger areas temporarily activated to accommodate activities in airspaces over the High Seas
 - Moving airspace reservations to accommodate transit through the NAT airspace
- For sovereign airspace, arrangements with Oceanic Area Control Center (OAC) involved



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Civil/Military Coordination in the European and in the **North Atlantic** Regions

- Coordination
 - CARF (Central Altitude Reservation Function) – United States Air Force – North America
 - EUCARF – United States Air Force - Europe
 - NATO
 - ARE (Altitude Reservation Unit – East) – NAV CANADA
 - Focal points for each OAC
 - Focal points for each State's military authority



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Civil/Military Coordination in the European and in the **North Atlantic** Regions

- First NAT OAC ensures appropriate coordination with affected NAT OACs
- Activation of Danger Areas notified via NOTAM
- Separation specified in Application of Separation Minima (North Atlantic Region)
- Conclusion: airspace is used flexibly



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Civil/Military Coordination in the **European** and in the North Atlantic Regions

- Western Europe and Eastern Europe
- Eurocontrol CFMU
- Varied military operations
- Extremely congested airspace
- Varied levels of cooperation between States and between States and military authorities



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Civil/Military Coordination in the **European** and in the North Atlantic Regions

- Coordination – the Eurocontrol FUA Concept
 - ATS route availability, rather than airspace
 - Conditional routes
 - CDR 1 – Always flight plannable during the times published in State AIPs
 - CDR 2 – Conditional Route Message advises when route is flight plannable the next day
 - CDR 3 – never flight plannable; ad-hoc re-route by ATC when route available



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Civil/Military Coordination in the **European** and in the North Atlantic Regions

- Coordination – the Eurocontrol FUA Concept
 - High Level Civil-Military Airspace Policy Body negotiates airspace structure
 - Airspace Management Cell (civil/military) determines allocation of airspace for military activities 1-2 days prior to operation
 - Appropriate civil/military coordination on day of operation



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Civil/Military Coordination in the **European** and in the North Atlantic Regions

- Flexible Use of Airspace – EANPG FUA TF
 - EANPG established a Task Force to initiate work to develop a concept for the application of FUA in High Seas airspace
 - Draft amendment to Basic Air Navigation Plan – European Region (EUR ANP) (Doc 7754 Vol I)
 - Draft amendment to EUR Facilities and Services Implementation Document (FASID) (Doc 7754 Vol II)
 - Eurocontrol FUA Concept being used as basis for material to be incorporated into EUR ANP



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Civil/Military Coordination in the **European** and in the North Atlantic Regions

- Flexible Use of Airspace – EANPG FUA TF
 - The last meeting of the Task Force Agreed to the proposal to amend the EUR Basic ANP:
 - Related Annex 11 and Annex 15 provisions highlighted
 - Related Chicago Convention provisions highlighted
 - Application of FUA concept is not mandatory
 - FUA concept as described by ICAO included
 - Recommendations regarding when FUA should be applied



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Civil/Military Coordination in the **European** and in the North Atlantic Regions

- Flexible Use of Airspace – EANPG FUA TF
 - Two States reserved their positions with regard to certain parts of the proposal for amendment to the EUR FASID (definitions and procedures)



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Civil/Military Coordination in the **European** and in the North Atlantic Regions

- Flexible Use of Airspace – Eastern Europe
 - States not part of Eurocontrol
 - Wide variety in existing civil/military cooperation



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Civil/Military Coordination in the **European** and in the North Atlantic Regions

- FUA Workshop – Chisinau, Moldova
 - Variety of approaches possible
 - Support for draft EUR ANP/FASID amendment
 - Welcomed Global ATM Forum
 - FUA one of many possible benefits
 - Recommendations to ICAO:
 - Define General Air Traffic and Operational Air Traffic
 - Formally define Flexible Use of Airspace



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Civil/Military Coordination in the European and in the North Atlantic Regions

- Future Work Programme
 - Outcome of the EANPG FUA TF to be presented to EANPG/51 on 1-3 December 2009
 - Proposal for amendment to EUR ANP and FASID (Doc 7754 Vol I and II)
 - Outcome of this Forum to be brought to a Civil/Military Coordination Workshop, targeted at the Eastern part of the EUR Region



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