

REPORTS FROM REGIONS

CIVIL/MILITARY COORDINATION IN THE SOUTH AMERICAN REGION

Presented by

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



Summary

- **South American Region (SAM)**
- **Background information**
- **First Seminar on Civil/Military Coordination for the SAM Region**
- **Future Work**



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South American (SAM) Region

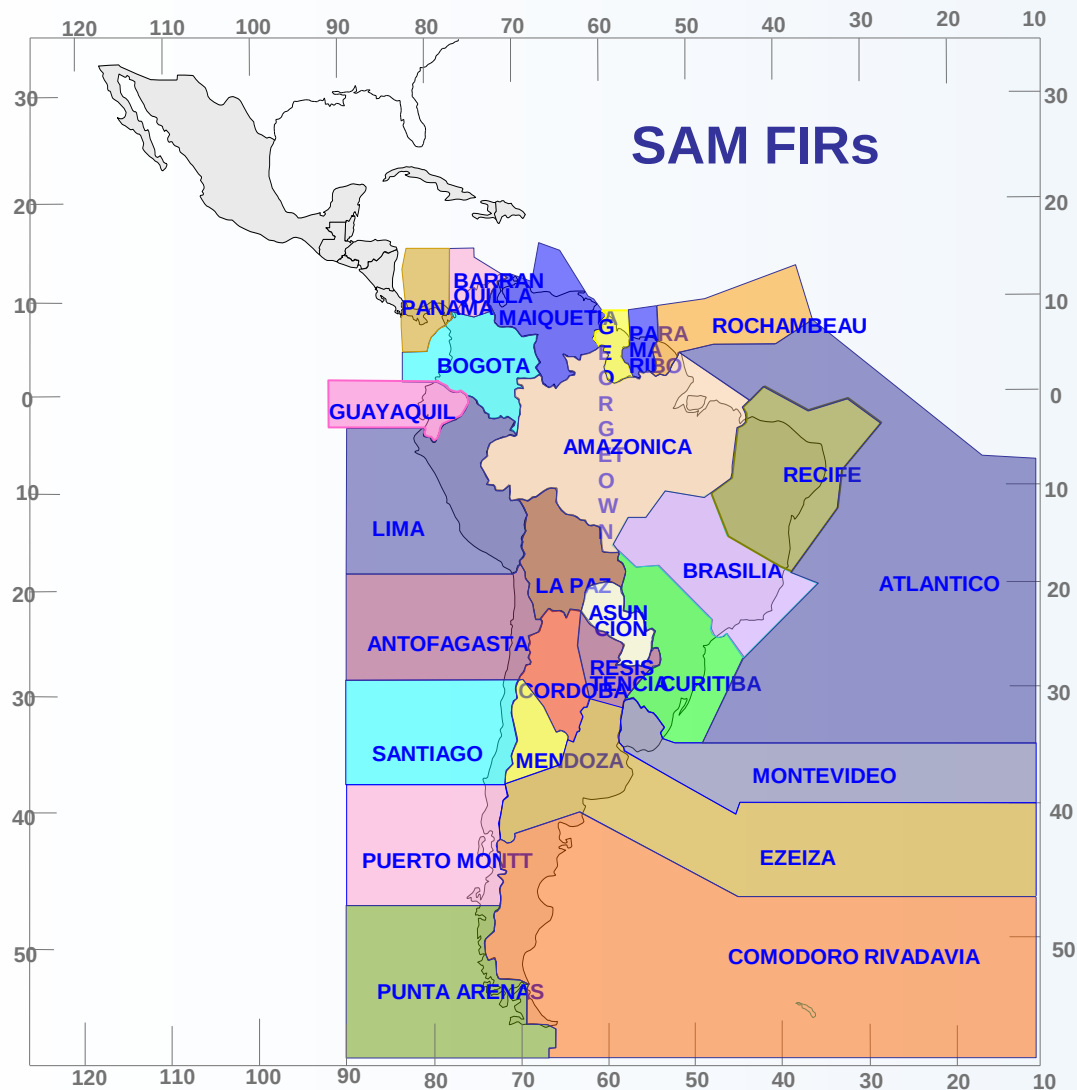


13 STATES & TERRITORIES
165 INT'L AIRPORTS



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26 FIRs
38.565.578 Km²

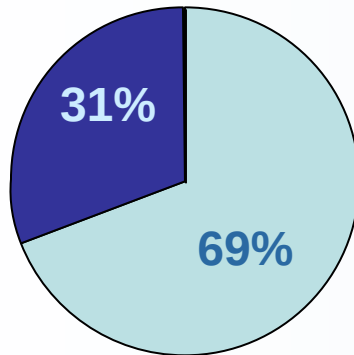


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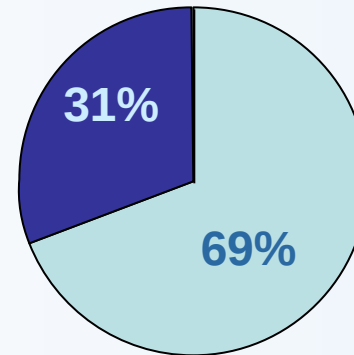


SAM States Civilian & Military Authorities

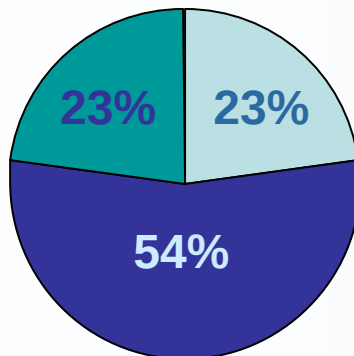
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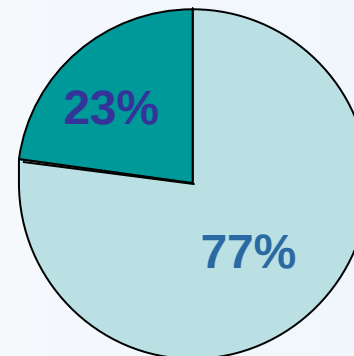
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SAR



ATM Staff



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Background

CAR/SAM/3 RAN Meeting

Buenos Aires, Argentina, 5 to 15 October 1999

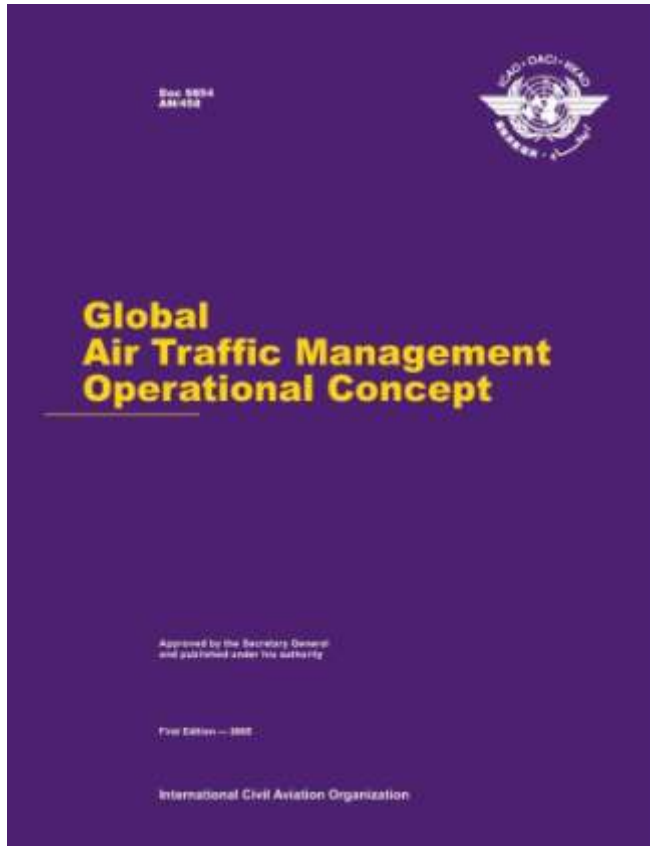
- ✓ Recommendation 5/6 - Civil and Military Coordination
- ✓ Recommendation 5/7 - Review of Special Use Airspace
- ✓ Recommendation 5/8 – Practical Seminars on Civil and Military Coordination to Promote the Combined Use of Airspace in the CAR/SAM Regions



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Background



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Background

CAR/SAM RNAV Routes Implementation – 2000 to 2008

- ✓ 77 routes implemented - 58 routes modified - 7 routes eliminated
- ✓ More than US\$ 80 million a year per operational cost (Source: Regional Project RLA/98/003)
- ✓ Reduction of more than 134 K tons of CO² emission per year (SAM Region only)



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Background

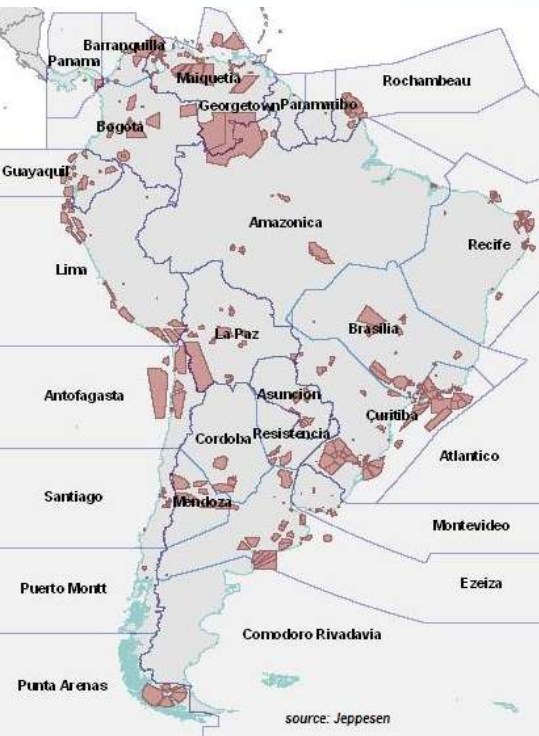
CAR/SAM RNAV Routes Implementation – 2000 to 2008

Major Challenges

✓ Several Restricted and Prohibited Areas

628 restrictive airspaces
2,121,753 Square Kilometers total
in Restricted Airspace Coverage

✓ Lack of an Effective Civil/Military Coordination



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Background

CAR/SAM RNAV Routes Implementation – 2000 to 2008

Implementation Tools

- ✓ Direct Coordination with CAAs
- ✓ Close Coordination with Military Authorities
- ✓ Civil/Military Coordination Seminar



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1st Seminar on Civil/Military Coordination for the SAM Region

Lima, Peru, 25 to 28 October 2005

The Seminar:

- ✓ Noted efficient operation versus effective defense force;
- ✓ Noted the role played by the military with regard to humanitarian missions;
- ✓ Urged States to comply with the existing national provisions relating to civil/military coordination with the application of ICAO provisions



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1st Seminar on Civil/Military Coordination for the SAM Region

Lima, Peru, 25 to 28 October 2005

The Seminar:

- ✓ Noted the combined training exercises to reduce potential illegal activities in the Region
- ✓ Noted that activities should be based on bilateral agreements between neighbouring States
- ✓ Agreed to undertake a review of prevailing arrangements in light of ICAO provisions



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Future Work



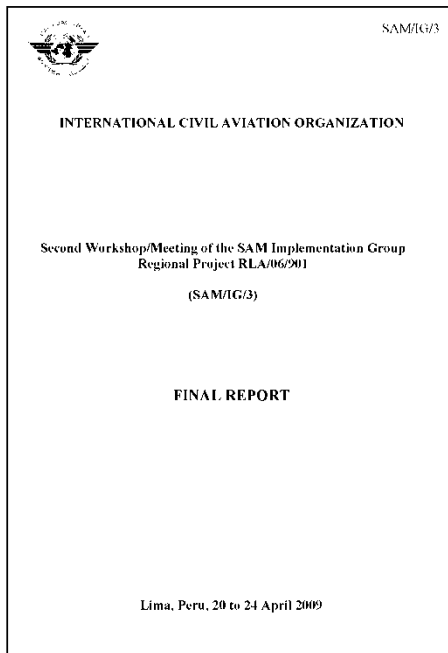
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Future Work

SAM ATS ROUTES NETWORK OPTIMISATION FROM 2009 THEREON

Second Workshop/Meeting of the SAM Implementation Group Regional Project RLA/06/901 (SAM/IG/3)



2-4

Report on Agenda Item 2

SAM/IG/3

Conclusion SAM/IG/3-1

ATS Route Network Optimising in the South American Region

That the ICAO SAM States take relevant action to follow the guidelines and meet the target dates established in the ATS Route Network Optimising Programme in the South American Region that appears in **Appendix B** to this part of the report.



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Future Work

SAM ATS ROUTES NETWORK OPTIMISATION FROM 2009 THEREON

Planning Criteria:

- Review the air traffic volume in existing and proposed routes
- Establish the shortest routes possible for most flights
- Prioritise the planning of areas of greater air traffic volume
- Meet the needs of civil and military users



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Future Work

SAM ATS ROUTES NETWORK OPTIMISATION FROM 2009 THEREON

Planning Criteria:

- ATS routes used under the Flexible Use of Airspace Concept (FUA), to:
 - ensure that the requirements of all airspace users are met;
 - enable information so special use airspace availability is viable with sufficient time in advance; and
 - enable implementation of additional direct routes and adopt direct aircraft routing practices



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Future Work

SAM REGION – PLANNED ACTIVITIES

- Civil/Military Coordination Committees to be effectively established in all SAM States.
- Civil/Military Coordination Seminar 2011.



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Conclusion



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Thank you

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