

Briefing of the Russian Delegation on behalf of CAI Participants:
«NATO-Russia Council's Cooperative Airspace Initiative».
(Montreal, 19-21 October 2009)

Dear Ladies and Gentlemen,

(Slide 1, Title page)

Let me begin with words of gratitude to ICAO for the invitation to participate in this forum.

The Forum theme was chosen not by chance. I think all can agree that security and efficiency of the Air Traffic Management system in many respects depend on the status and ongoing development of interaction between Civil and Military structures during joint use of airspace.

I my briefing I have a task of informing you on the course of implementation and further development plans of a Cooperative Airspace Initiative (CAI) of the NATO-Russia Council on behalf of the CAI Executive Steering Committee.

(Slide 2, Basis of cooperation)

In the beginning of 1990s the process of improving cooperation between NATO and Russia was marked by a number of events. The key events are:

1) signing by Russia in June 1994 of a «Framework Document on Partnership for Peace»;

2) signing in May 1997 of a «Founding act on mutual relations, cooperation and security between NATO and the Russian Federation» that identified the main governing principles of partnership, consultations and cooperation. Subsequently some other important events took place aimed at improving cooperation.

Thus, on 28th May 2002 NATO member Nations and the Russian Federation officially established NATO-Russia Council (NRC) with defined organizational structure and procedural rules for the implementation of agreed projects.

On 11th June 2002 NRC at Ambassadorial level a Cooperative Airspace Initiative Working Group (CAI WG) with a tasking to:

- 1) identify modalities data exchange on Civil and Military Air Traffic;
- 2) discuss ways of improving cooperation in the sphere of airspace management and thereby enhance capabilities in fighting terrorist threats to Civil Aviation.

(Slide 3, CAI Goals and Objectives)

The CAI goal is to foster cooperation between NRC nations on airspace surveillance and air traffic coordination with the underlying goals of enhancing transparency, predictability and the collective capabilities to fight against terrorist air threats.

Main objectives of the project are:

- to develop and implement a joint NATO/RF capability for ATM interoperability to enable reciprocal exchange of air traffic data;
- to develop and implement CAI operational concept (including training and exercise) and Coordination procedures against terrorist threats to civil aviation.

(Slide 4, CAI Participants)

CAI geography in Europe is defined by the boundaries of Area Control Centres (ACC's) in adjoining Flight Information Regions (FIR's), namely:

- Bodø (Norway) and Murmansk (Russia);
- Warsaw (Poland) and Kaliningrad (Russia);
- Ankara (Turkey) and Rostov-on-Don (Russia).

On the part of NATO participants of the project implementation are: Canada, Greece, Hungary, Italy, Norway, Poland, Turkey, France and USA.

(Slide 5, CAI Phases)

In its development the CAI project is already past the following phases:

Phase I (2004-2005) – feasibility study.

Phase II (2006-2008) – technical implementation, development of concepts and procedures. During this Phase a system of data exchange was created, developed were Concept of Operations, Training Concept and Coordination Procedures, Memorandum of Understanding, Criteria of Information Exchange.

At present time the project has entered a testing and exercises phase. During this phase, that will last till the end of 2010, a programme of multi-level exercises of participation of partner-Nations needs to be implemented.

At the conclusion of Phase III Full Operational Capability of the system will be declared and the project will enter the phase of IES operational use and further development of CAI.

(Slide 6, CAI – Information Exchange System (IES))

From the beginning of the project participants had a task of creating a technical basis for CAI implementation – an Information Exchange System (IES) between the CAI sites of NATO and the Russian Federation in order to improve transparency of aviation activity in the airspace of adjoining FIR's, and also to enhance the level of cooperation and coordination of actions in situations of emerging terrorist threats. Such information exchange is not meant to replace any existing exchange of air traffic data stipulated by international ATC rules and relevant agreements.

(Slide 7, CAI IES Tasks)

CAI tasks encompass:

- early detection and notification of situations of potential Renegade or other potentially threatening aircraft;

- coordination of actions between CAI partners in situations of potential Renegade or other potentially threatening aircraft;
- ensuring the continuity of real-time air track information for the purpose of coordination;
- obtaining alerting notification on aircraft , outside the respective AOI limits, that are suspected of being used as weapons to perpetrate terrorist attacks to facilitate monitoring and coordination.

Fulfillment of the tasks will be reached by way of exchange surveillance and flight plan information in accordance with rules and procedures developed by project participants.

Exchange of information may include both Civil and Military air traffic according to identified selection criteria. Each interacting site has a capability to prevent transmission of information deemed confidential.

(Slide 8, CAI IES Infrastructure)

At present time information exchange is performed via communication and data transmission lines established between CAI sites. Information is derived from ATC centres and gets fed into Local Coordination Units (LCU's) which relay it to Coordination Centres located in Warsaw and Moscow.

Operational role of Coordination Centres is in performing monitoring and coordination and the Regional or Strategic level. At Local (Tactical) level in ATC Centres (LCU's) tactical coordination is performed that includes coordination of identification of aircraft, alert notification and agreeing actions to safeguard surrounding air traffic.

(Slide 9, Deployment of NATO CAI sites)

NATO CAI sites are deployed in National ATC centres in Ankara, Bodø and Warsaw.

(Slide 10, 11)

CAI sites in the Russian Federation are deployed respective ATM units in Moscow, Kaliningrad, Murmansk and Rostov-on-Don.

(Slide 12,13 Air Situation Display)

Air Situation is displayed on the monitors of Operator's working positions.

(Slide 14,15, Approach to Implementation of Phase III)

At present the project has entered Phase III – personnel training and execution of necessary exercises. During the implementation of this phase it is planned to perform exercises of incremental complexity and scope and verify personnel actions and functioning of the IES. During the efforts both simulation and real air situation data will be used.

The main approaches to Implementation of Phase III are:

- ACC participation;
- Progressive scenario development;
- Make use of simulation and real data;
- Exercise procedures for detection – coordination – response – coordination on the chain of events.

The Phase III will last approximately 1.5 years. Upon its completion a declaration of the Full Operational Capability is expected.

(Slide 16, Example of Exercise Scenario)

As an example of one typical exercise scenario's we plan to consider a situation of potential violation at the boundary between the FIR's of Bodø and Murmansk.

1. A/C flies on airways in accordance with planned route. COMLOSS observed, SSR 7600 code transmitted.
2. Unexpectedly A/C changes course in the direction of RF state border.
3. Bodø ATC centre informs LCU Bodø on the situation.
4. LCU Bodø informs NATO CC on situation of potential Renegade or other potentially threatening aircraft.
5. NATO CC informs RF CC on the situation. Attempts are made to established communication with A/C.
6. Situation is under attention of responsible bodies which, depending on the A/C position, make decision to stop the flight or let it continue.

(Slide 18, Benefits and Expectations)

The positive attributes of CAI, which allow to treat it as one of the most effective and promising joint projects between NATO and the Russian Federation, include the following:

- increasing trust and cooperation;
- increasing regional stability;
- encouraging regional airspace cooperation;
- enhancing international civil/military cooperation;
- encouraging the joint use of civil ATC and military equipment;
- facilitating sharing of airspace information internally and with neighbour states;
- encouraging civil ATC integration into Western Europe;
- facilitating the future exchange of civil and military air situation data;
- discussing ways of improving cooperation in airspace management and thereby enhance capabilities to combat terrorist threats to civil aviation.

(Slide 19, Conclusion)

I thank you for attention and wish fruitful work to all participants.