



**Speaking Notes for Brian Guimond
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**Global Air Traffic Management Forum
on Civil/Military Cooperation**

**ICAO-International Civil Aviation Organization
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**Block D – Optimization of Airspace Use – Sharing
Experiences and Best Practices**

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(SLIDE 1 Title Slide)

(SLIDE 2 Intro Slide)

Good afternoon, ladies and gentlemen. On behalf of NAV CANADA, Canada's national Air Navigation Service provider, I too would like to express my thanks to ICAO for the opportunity to address this distinguished forum on civil/military ATM cooperation. This afternoon, (SLIDE 3 - Overview) I would like to speak to you on the following topics, and focus particularly on Canadian initiatives and solutions that have been introduced to achieve a more flexible use of airspace, both domestically and within the international airspace we control over the North Atlantic.

First of all, allow me to quickly describe the Canadian context. (SLIDE 4 – Canadian Controlled Airspace) NAV CANADA provides air traffic control, flight information, weather briefings, aeronautical information services, airport advisory services, and maintains an air navigation system that covers 10 million square kilometres of domestic airspace, as well as an additional 2 million square kilometres of international airspace over the North Atlantic. We provide these services from (SLIDE 5 NAV CANADA ATS Facilities) seven area control centres, ninety-nine control towers and flight service stations, and eight flight information centres.

On the military side (SLIDE 6 Military ATS Facilities), the Canadian Air Force operates 7 Terminal Control Areas surrounding their 7 major airports, and provides IFR and VFR air traffic services to both military aircraft and civilian within their areas of operation.

(SLIDE 7 Civil Military ATM Cooperation) The concept of civil/military cooperation has been supported by both NAV CANADA and the Canadian Air Force since the inception of NAV CANADA in 1996. The Canadian military has always maintained an Air Traffic Management Coordination office and liaison staff within NAV CANADA's head office to enhance coordination of day-to-day air operations.

The way in which this close relationship is maintained starts at the very top of the Operations and Engineering Groups in our respective organizations, with the establishment of a NAV CANADA/Department of National Defence Air Navigation System Cooperation Steering Committee. This

Committee is co-chaired by the Vice Presidents of Operations and Engineering, on the NAV CANADA side, and at the Brigadier General level for those same disciplines on the Canadian Air Force side. The Committee has a number of Working Groups that address issues and manage some 130 Agreements that cover our relationship from Operational, Engineering and Technical Support, and Data Sharing perspectives.

The Working Groups meet at least twice per year to review operational issues, discuss infrastructure projects, and keep each organization abreast of new developments in Operational Procedures, as well as Communications, Navigation, Surveillance infrastructure projects and future system developments. The ultimate aim of these meetings is to ensure mutual awareness and make sure that the lines of communication between our two organizations is always open.

Our success to date is notable – we regularly meet at the national level to share issues of mutual concern and explore new initiatives that could be of mutual benefit. An example of this is the sharing of military North Warning System secondary radar feeds to augment coverage in the Canadian North. We also participate together on a regular basis in aviation security operations planning for national security events such as G8 Summits, visits by Heads of State, and most recently, the 2010 Olympic Winter Games. To ensure that day-to-day coordination remains effective, military exercises are held on a monthly basis. These exercises are planned in coordination with ATC staff at the respective NAV CANADA Area Control Centres to ensure particular procedures are practiced, with the exercises designed on a collaborative basis to maximize flight safety as well as minimize potential impact upon commercial operations.

And this coordination is not isolated to just the Canadian military – due to the 5000km border CANADA shares with the United States, as well as the North American Aerospace Defence bilateral air defence Agreement, NAV CANADA also participates in regular discussions with the FAA and the United States Air Force to identify airspace sharing opportunities, in particular to address changes when civil traffic demands warrant re-assessment of airspace restrictions and usage. A study is currently being conducted for this very purpose along the Windsor-Toronto-Montreal Corridor that will realize significant time savings for traffic inbound from or enroute to international destinations without jeopardizing military training requirements.

There are certainly challenges at times, in particular when trying to address no-notice contingency operations where little time exists to plan and coordinate, and rapid reaction is essential to mission success. It is at these critical times, however, that a successful partnership shines, as the points of contact and learning experiences gained through regular interaction and discussion pay significant dividends. The mutual awareness of needs and knowledge of each other's operations helps both organizations to react quickly and communicate effectively, and this capability is as essential to military operations as it is to civil Air Traffic Control. It is paramount that you consider these needs when planning operations, as the resolution of issues is much more easily accomplished before rather than during operations.

We also had occasion to exercise these principles with our partners in Europe, (SLIDE 8 Gander Oceanic) when long-range rocket testing being planned by France over the North Atlantic with the potential to significantly disrupt commercial traffic. We met with the military test authorities to identify their requirements, and then engaged the Air Navigation Service Providers of UK NATS, the FAA, EUROCONTROL and NAV Portugal, as well as the commercial carriers and their representative organization IATA, to coordinate ideal test periods that would minimize disruption yet still achieve the test requirements. By working together in an engaging and cooperative fashion, recognizing the respective needs that were raised by all concerned, a successful solution was developed that minimized the duration of airspace restrictions to the greatest extent possible given the demanding circumstances. (SLIDE 10 Title Slide)

This concludes my presentation. Our successful experience in Canada is predicated on the open communication, trust and mutual awareness that we share with our military counterparts.

I look forward to any questions you may have during the panel discussion.