



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

October 20, 2009

Block D of presentations: "Optimization of airspace use. Sharing experiences and best practices."

Subject: "Different solutions toward a more flexible use of airspace."

**Presentation of the Republic of Cuba
"Cuban experience in the flexible use of airspace"**

ORGANIZATION

On March 21, 1987 was approved the Unified System for the Direction and Control of the Air Traffic (SUDCTA), by the Agreement 2051 of the Executive Committee of the Council of Ministers, to guarantee a flexible use of the airspace by all users and to achieve an effective air traffic control, with the participation of Defence, Civil Aviation, Internal Order, Foreign Affairs, Communication and Justice Ministries, with functions related among of them, what also propitiates the observance of their social obligations, and facilitates an efficient use of the resources of the country.

The system has a Coordination Commission, entity that has the responsibility of proposing to the State all the actions that facilitate the coordination and collaboration among the different users of the airspace.

PLANNING

Based on the Law 1318 "Organization, planning and control of the flights over the territory and Flight Information Region of the Republic of Cuba", promulgated on November 27, 1976, a civil-military Joint National Center was created to carry out a daily flights planning and activities that will use the common airspace, which coordinate the compatibility of the civil and military activities and establish the limitations, reservations and restrictions of the airspace.

COORDINATION

Based on the civil and military user coordination system, solutions are foreseen to propitiate the flexible use of the airspace, through three levels of coordination to:

- Agreements based on general guidelines.
- Procedures to carry out, emanated from the guidelines agreed among first level authorities.
- Methods and procedures of common operation, as a consequence of the first and second level of coordination.



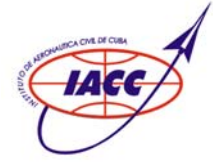
In order to guarantee the continuous improvements of the System, meetings for analysis among the parts, meetings of the Safety Subcommittee and Committee and meetings of the proper Coordinator Commission are established.

As a result of new procedures recommended by ICAO, it was decided to include the representatives of the domestic air carriers and flight dispatchers in the second and third level, in order to achieve a “Collaboration Decision”, that satisfies a more efficient civil-military coordination.

EXPERIENCES AND BETTER PRACTICES OF THE SYSTEM

As a result of the implementation of the Unified System for the Direction and Control of the Air Traffic (SUDCTA), as well as the application of rules and common procedures, the following benefits have been obtained:

1. Based on the principle of "we all observe the same thing", the civil and military units maintain a close cooperation and collaboration, guaranteeing the knowledge of the movement of civil aircrafts and therefore, the necessity of the interception of civil aircrafts with the objective of identification is eliminated or sensibly diminished.
2. In most of the cases, the equipment for the communications, navigation and surveillance system are used by both, avoiding duplicity and propitiating a rational use of the resources of the country.
3. Rules and procedures are jointly elaborated, as well as operational letters of agreement are implemented where the functions, rights and the coordination to be done are established. In the regulation process, the role of the State is guaranteed as a regulator and controller entity.
4. Regular meetings are organized and carried out to analyze items of common interests for the flexible use of the air space.
5. Jointly investigations of air traffic success of mutual interest are carried out as well as the application of corrective action plan, based and regulated by applicable agreements to the civil and military air traffic.
6. Based on a Unique System, the structure organization of the coordination system in their three levels propitiates that the safety index be reasonably acceptable, and that the State applies the safety principles and standards in a harmonic way.
7. The controlled air spaces, the routes, the areas for the realization of potentially dangerous activities, the investments for the construction of aerodromes and communication, navigation and surveillance equipment, are jointly agreed by civil and military aviation authorities.
8. The syllabus for the preparation of the military air traffic specialists have included the Cuban Aeronautical Regulations, based on the ICAO standards and recommended practices.



CONCLUSIONS

The practical application of the civil-military coordination and collaboration in the Republic of Cuba, allows the use of the airspace with a high level of safety and efficacy for the civil aircrafts, facilitates the adoption of actions that reduce the limitations that can produce negative economic impact and finally, favours the more and more flexible use of the airspace.

