

Global Air Traffic Management Forum on Civil/Military Cooperation

Montreal – 19 a 21 de outubro de 2009

“ATM Civil/military Integration – The Brazilian Experience”

First of all, allow me to express my Government's gratitude for the invitation to take part in this important meeting. Understanding the importance of improving civil/military cooperation and coordination in support of an optimum use of airspace, we saw this ICAO's initiative as an opportunity to share, not only our experience in Brazil in regards to the key role that such cooperation and coordination have played, but, beyond that, our effective integration of civil and military air traffic management.

Therefore, our objective is to provide an overview tracing the ascent of Brazil's air traffic management system, which I intend to accomplish by presenting a brief history of its development, that will certainly help you understanding how we reached the successful integration of both civil and military activities for providing air navigation services and airspace defense, as well as how Air Navigation Service users and the country itself have benefited from the significant advantages resulting from this innovative system.

Our history begins in the year of 1941, when, deciding to participate in the Second World War along with the Allied Countries, and recognizing the importance of a well organized aviation activity to our development and facing the challenges presented by the continental territorial dimensions, the President of Brazil created an Aeronautics Ministry and assigned to it the responsibility for building the Brazilian Air Force and managing Civil Aviation, including topics related to air transportation, airport infrastructure and Air Navigation Services.

With this conceptual model, it would no longer be necessary to separate the air traffic control for civil and military activities, considering that all human and material resources would report to and be supervised by the same organization. The Aeronautics Ministry would establish the policies, the strategy and the objectives to be reached for each segment.

So, aiming at maximizing its budget and saving its resources, the Aeronautics Ministry began to develop the civil aviation from the existing military infrastructure. Air Bases started to share their landing runways, aeronautical aids, meteorological equipment, power supply and, moreover, their air traffic control unities. All of this maintained and managed by military personnel, with civil airports physically located, generally, at the other side of the runway.

This arrangement persists till today and, if you go to Brazil, you'll see some international airports side by side with an Air Force Base, like Brasilia, Rio de Janeiro, São Paulo and Recife.

But, the decisive moment in the development of our structure came in the 1970's, when the Brazilian government decided to invest on the enhancement of our airspace defense, preserving at the same time the concept of a unified system, which would integrate military activity and the air traffic control.

In 1973, the First Air Defense and Air Traffic Control Integrated Center was created and, using a unique network of radars and communication, it would embody two completely different organizations to carry out the air traffic control and airspace defense in the country's central region.

During the following years, new Integrated Centers have been created, until Brazilian territory was entirely covered with a network that, today, comprises 68 primary radars and 78 secondary radars, in addition

to 450 navigation aids, a large communication network, a command and control network, a Flight Inspection Group, with modernly equipped aircraft ready to verify and maintain the accuracy of the whole system's infrastructure.

In recent years, a National Civil Aviation Agency was founded. However, Air Traffic Control remained under the Air Force responsibility.

Though, airspace management is a result from coordinated actions between the Airspace Control Department and the Air Operations Command, being the Airspace Control Department responsible for planning and coordinating the airspace use according to military and civil aviation needs.

To further optimize airspace coordination and control, each Flight Information Region corresponds to an Air Defense Region, each one of them managed by its respective Area Control Center or Military Operations Center, both housed in a unique building, separated only by a wall, in order to facilitate interaction between their bodies, and, consequently, expediting and enhancing the decision making process, in case of conflicts or during military training operations.

This integrated system, that shares physical resources across distinct functional units, provides, not only, significant savings, but also, increased airspace managing capacity, along with an improved airspace defense, since it allows fast activation of military vectors without compromising air traffic control.

Finally, the Brazilian system enables exactly what is this Forum objective: an easy coordination between civil and military air traffic management systems and a better airspace sharing, for the sake of a continuous enhancement of the air navigation services.

We hope this presentation has provided a better understanding of Brazil's integrated airspace control system, and, again, I would like to thank you all for the opportunity to share our experience with such distinguished participants of this Global Air Traffic Management Forum.