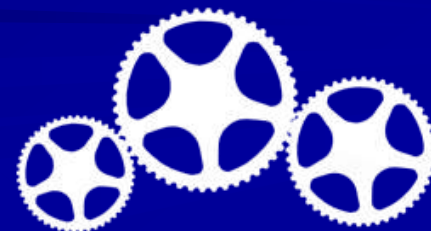
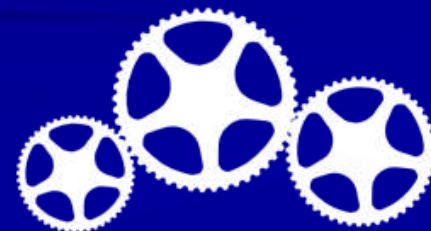


Global Air Traffic Management Forum on Civil/Military Cooperation Dominican Republic experience Civil Perspective.

Presented by
Johann Estrada Pelletier
Safety Oversight Director

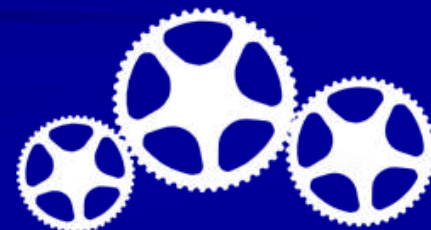


- **Background.**
- **Dominican Republic Experience. (Civil perspective)**
- **Conclusion.**



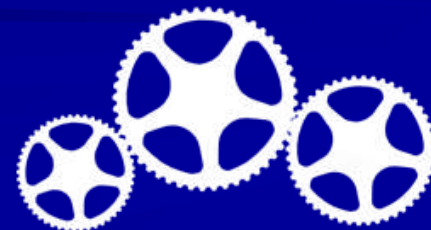
NORTH AMERICAN/CARIBBEAN (NAM/CAR) CIVIL/MILITARY COORDINATION SEMINAR

**(Santo Domingo, Dominican
Republic, 17-18 April 2006)**



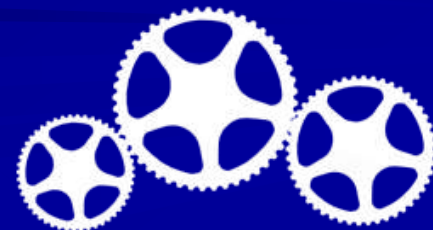
Airspace Organization and Management.

- Flexible Use of Airspace (FUA)
- Air Traffic Management Operational Concept



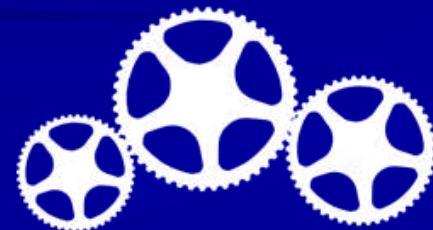
Flexible Use of Airspace (FUA)

- The FUA Concept allows the maximum shared use of airspace through enhanced civil/military co-ordination.
- The application of the FUA Concept ensures that any airspace segregation is temporary and based on real use for a specified time period.

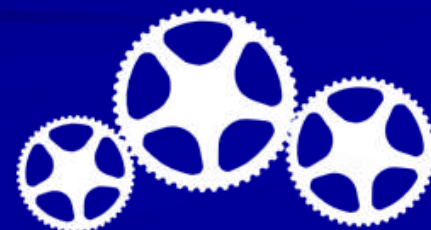


Air Traffic Management Operational Concept

- Civil/Military Cooperation is needed to increase user flexibility and maximize operating efficiencies in order to:
 - Increase system capacity and
 - Improve safety levels in the future air traffic management system.



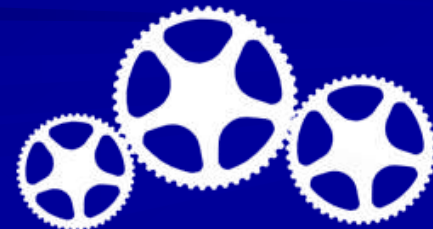
**REGIONAL NORTH
AMERICAN/CARIBBEAN
(NAM/CAR) AIR TRAFFIC
MANAGEMENT (ATM)
MEETING
(Santo Domingo, Dominican
Republic, 19-21 April 2006)**



Recommendation

ATM/1 IMPLEMENTATION OF WORK PROGRAMMES IN SUPPORT OF STRATEGIC PERFORMANCE OBJECTIVES

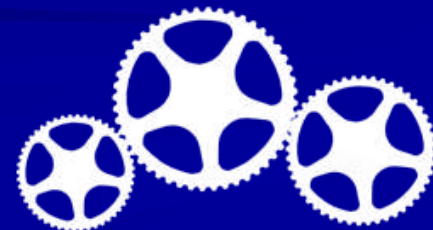
- That, in support of the evolution from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure, States/Territories/International Organizations of NAM/CAR Regions develop and implement work programmes in support of the following performance objectives
 - i) Optimization of the ATS route structure
 - ii) Improve demand and capacity balancing
 - iii) Enhance civil/military coordination and co-operation
 - iv) Align upper airspace classification
 - v) Implement RNP approaches



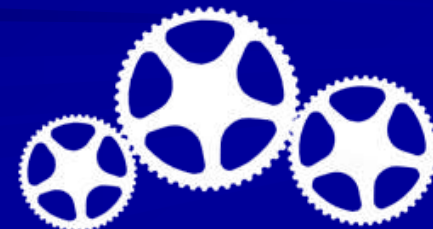
Enhance civil/military coordination and co-operation *Benefits*

The benefits of this performance objective are:

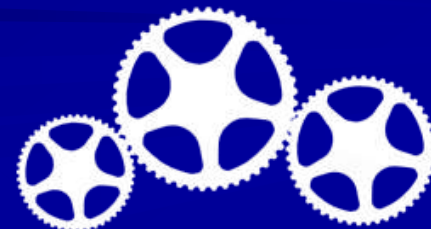
- Make available military restricted airspace more hours of the day so that aircraft can fly on their preferred trajectories;
- Increase airspace capacity;
- Allow a more efficient ATS route structure;
- Ensure safe and efficient action in the event of unlawful interference; and
- Improve search and rescue services



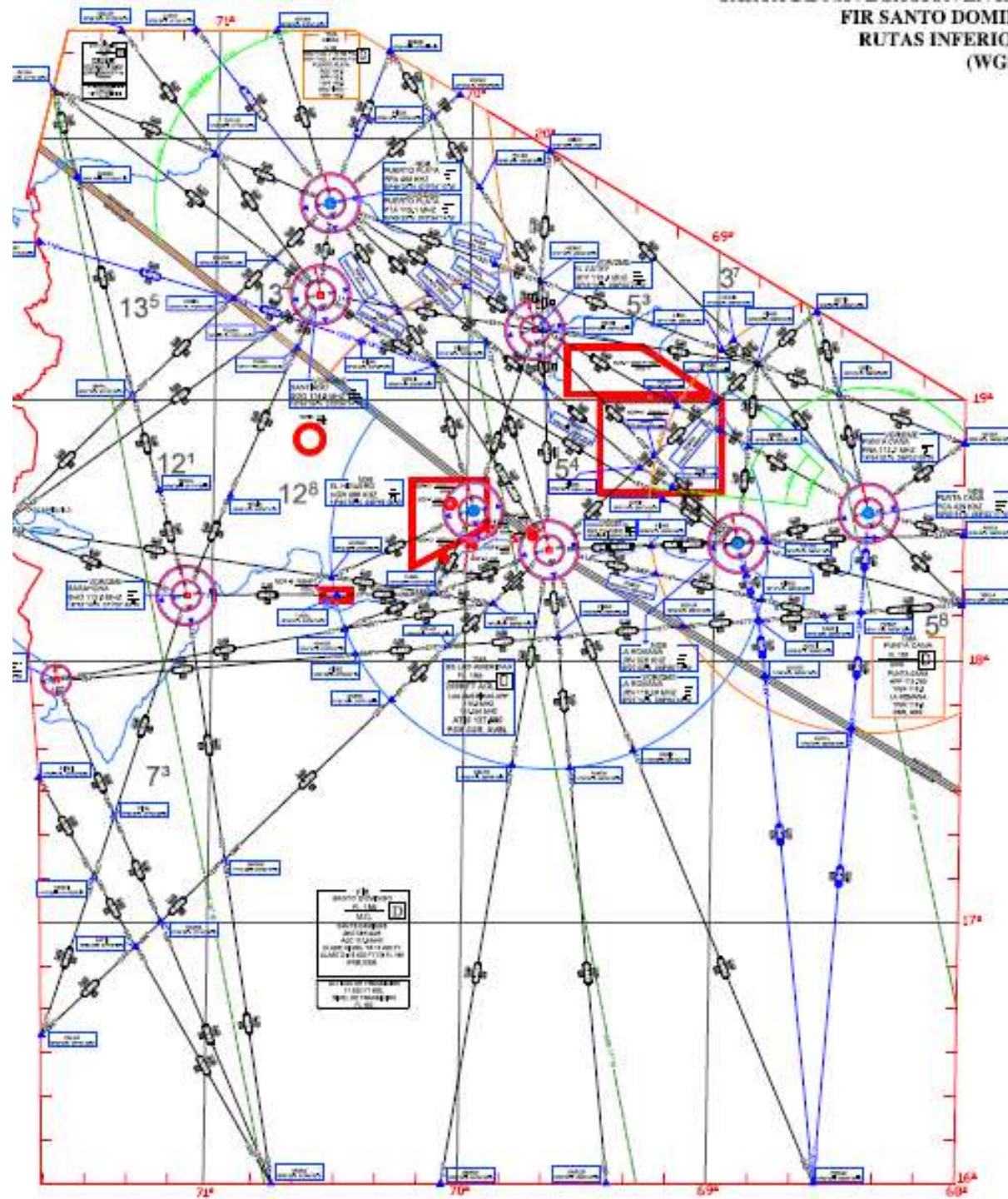
Dominican Republic Experience



- The last coordination meeting was held in June 23 2009.
- Revision and possible relocation of the restricted areas MDR-10 and 11.
- Revision of all prohibit and restricted areas including San Isidro Air Force Base.
- Creation of the permanent Civil/Military Coordination Committee between FAD and the IDAC.



FIR SANTO DOMINGO
RUTAS INFERIORES
 (WGS-84)



18°45'23"N 069°17'29"

MDP-7 UNL
GND

MDP-4 UNL
NI GND

MDP-1 UNL GND

MDP-5 UNL
GND

MDP-14 UNL
FL 195 GND

UNL
GND

400
W-3

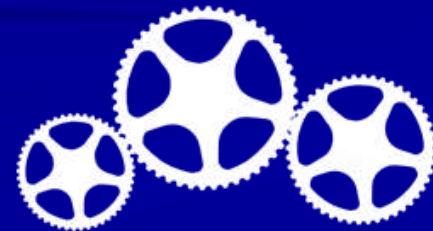
FL 195
1000 520

TUBAL

15°39'N 070°07'56"W

In Conclusion

- Airspace should no longer be designated as "civil" or "military" and be allocated according to user requirements.
- The FUA Concept allows the maximum shared use of airspace through enhanced civil/military coordination.
- Increase system capacity and
- Improve safety levels in the future air traffic management system
- Reduced Cost and emissions



Gracias

