



**Speaking Notes for Larry Lachance
Assistant Vice President, Operational Support
NAV CANADA**

**Global Air Traffic Management Forum
on Civil/Military Cooperation**

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INTRODUCTION

Bonjour Mesdames et Messieurs.

As the former General Manager of the Montreal Area Control Centre, it is always a pleasure to be back in this beautiful city and to enjoy what it has to offer.

Mr Chairman, I would like to begin by acknowledging and thanking ICAO for organizing this important forum on Civil-Military cooperation.

From Canada's perspective, timely and effective collaboration between the civil air navigation service provider and the military is vital to the provision of safe, cost-effective and efficient air operations, the the main elements of NAV CANADA's mission.

We are a customer focused corporation and as such we are committed to providing value for our service.

OVERVIEW

When NAV CANADA was formed in 1996, the role of civil Air Navigation service provider transitioned from a government-run operation to the world's first private, non-share capital corporation.

Of significance is the fact that our governance structure provides customers with a strong voice in the affairs of NAV CANADA.

We were given responsibility for managing civil ANS services in Canadian airspace as well as oceanic airspace assigned to Canada.

Managing military airspace is the responsibility of another service provider: the Canadian Department of National Defence, or DND.

So how do we meet both military and civil requirements in the same airspace?

And how do we better utilize either strategically or tactically available airspace?

Meeting our respective responsibilities requires us to work together through a series of bi-lateral arrangements.

It boils down to: mutual collaboration, information-sharing and understand each other.

LEGAL FRAMEWORK

For us, the starting point is CANSCA. CANSCA stands for Civil Air Navigation Services Commercialization Act.

This Act of Parliament has governed NAV CANADA's role and responsibilities since the time the civil ANS was privatized in 1996.

CANSCA gives NAV CANADA the right to provide air traffic control services in Canadian-controlled airspace -- with the exception of airspace in which the DND is providing control to its military missions.

The CANSCA also gives NAV CANADA the right to plan and manage that airspace except where it falls under the authority of the Minister of National Defence

It is clear that when NAV CANADA was formed, DND was recognized as a pre-existing service provider.

However DND is also a customer and a stakeholder.

MAXIMIZING AIRSPACE UTILIZATION

Similar to our NAV CANADA customers, DND has specific airspace requirements and we work closely with them to meet those conditions so that we can maximize the use of our airspace and minimize the impact on civilian operations.

The foundation of the collaborative relationship between the DND and NAV CANADA is a series of operational agreements, more than 130 of them, that help ensure all changes to airspace allocation are agreed upon through bilateral negotiation.

These agreements are important because they address how the military and the civil ANS will interact.

In addition to these agreements, we have also established bilateral forums which brings us together on a regular basis to address important issues.

These forums are the NAV CANADA/DND Steering Committee and various bi-lateral working groups which focus on areas such as operations, engineering and service agreements.

These forums help DND and NAV CANADA to effectively deal with both high level strategic issues as well as tactical matters.

In addition, DND operates a liaison office at NAV CANADA's head office in Ottawa. The day to day availability of military expertise within arms reach of our staff, provides us with the ability to have direct and timely discussions with DND on a variety of matters, whenever they arise.

On that note and speaking from personal experience let me give you a specific example of our collaboration.

In the 1990s, we entered into negotiations with DND on airspace utilization of the Bagotville Military Flying Area in central Quebec.

This military flying area comprised approximately 25,000 square nautical miles of airspace and affected North Atlantic operations, as we were required to route civil traffic around this airspace.

This rerouting resulted in additional costs for our customers.

From the military's perspective they needed to be assured that if they gave up airspace, they could regain the use of the airspace rapidly;

For us, we needed to know well in advance that the airspace was available for use;

At the end of the day, a compromise that met both our needs was reached but only when both sides had a clear understanding of each other's issues and concerns.

By the way, this resulted in one of the 130 operational agreements that I already mentioned.

AN 'OLYMPIC' EXAMPLE

Another good example of how we work together is happening right now on our West Coast.

We're in the midst of planning the transportation logistics surrounding the 2010 Olympic Winter Games in Vancouver/Whistler area.

And at the heart of that is a close and effective relationship with DND and all the other stakeholders.

Implementing the aviation safety and security requirements in advance of the Olympics, involved

an extraordinary team effort and we're proud of what has been achieved so far, now with the Olympics just a few months away.

CONCLUSION

NAV CANADA is a customer focused organization, one that continually strives to improve operational efficiencies for the benefit of all our customers.

To be successful, we must have a close, positive and collaborative working relationship with all customers and stakeholders including the military.

We must recognize that we may not be able to satisfy all our needs, all of the time.

But by maintaining strong communications links with DND through the venues I have cited, it helps us to understand our specific requirements and allows us to work together to meet them.

Only in this way, can we ensure the maximum utilization of Canada's airspace for the benefit of all concerned.

Finally to my two moderators, I thank you for the opportunity to address this international audience and to participate in this important discussion.

Merci beaucoup.