

.....Italy as a Good Example of Cooperation

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History of Successful Cooperation

- Before 1981 ATM/CNS was completely under Air Force responsibility
- Since 1981 the Civil Service Provider was created by recruiting personnel from Italian Air Force
- Former colleagues immediately set up a factive cooperation
- Civil and Military Authorities are still co-operating in operations and at institutional level
- 2005 on: the challenge of ENAC



The Challenge of ENAC

- ENAC is the Civil Aviation Authority of Italy
- In 2005 Airspace Regulation and Oversight Responsibilities assigned to ENAC
- New organisational structure was created
- Civil and Military personnel seconded to ENAC
- 15 Senior Officers from MET/CNS/ATS
- EU SES targets achieved due to ITAF contribution
- Transposition of relevant ICAO Annexes almost completed (Annex 2, 3, 11, 14, 15)
- ATCO Licence system established
- Certification and Oversight of ENAV and 8 AFIS providers



A Paramount Organisation

Cooperation was regulated since 1981 by a specific law

Law was based on three fundamental pillars

- Permeability of entire National Airspace
- Designation of a single provider to each block of airspace
- the creation of Joint Civil/Military Bodies strategic and tactical level

In 1996 the Eurocontrol FUA concept has been easily introduced in the Upper Airspace, with the addition of the pre-tactical level (AMC)



Key Elements of Italian System

The Peculiarity of the Italian Civil Military Cooperation can be summarized as follows :

- Joint Strategic management of Airspace based on optimisation of users' needs
- A specific joint Civ/Mil unit responsible for the pre-tactical process of airspace reservation, aiming to the optimisation of conflicting users' requirements
- Military ATCOs co-located in the Civil ACCs in order to reduce the time needed
- Military controllers providing services to GAT with a full civil licence according to SES regulation



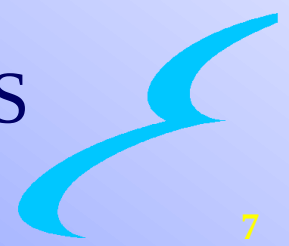
Italian Civ/Mil Achievements

- Coordination on Airspace development
- Civil/Military Institutional Cooperation in Certification/Safety Oversight of Air Navigation Service Providers
- Close to real time to block/release military areas (Upper Airspace)
- Progressive extension of conditional route system in Italy
- Satisfaction of both civil and military needs
- Improved standards with respect of FUA specification already trialed during G8 of L'Aquila on August 2009
- Management of Military UAS operations with minimum disruption of Civil Airspace



Civ/Mil Cooperation Goals

- Transpose the improved FUA standards into the European FUA specification
- Extend the Civil/Military Airspace Management at Functional Airspace Block level
- Improve availability of Military Area to General Aviation in Lower Airspace
- Increment the civil use of released airspace through the development of specific flight planning tools which take into consideration the Conditional Route System in a Dynamic Environment
- Transition to DMEAN
- Use of UAS military best practices for Civil UAS



**THANKS
FOR THE ATTENTION**

& to

**ENAV & ITALIAN AIR FORCE
FOR THE CONTRIBUTION**

