

International Civil Aviation Organization 


Civil Military Coordination

CAR Regional Perspective

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Outline 

- Current Restricted Airspace
- Regional Agreements
- CMC Programme
- Regional Strategy to improve Civil-Military coordination and SAR System
- Challenges

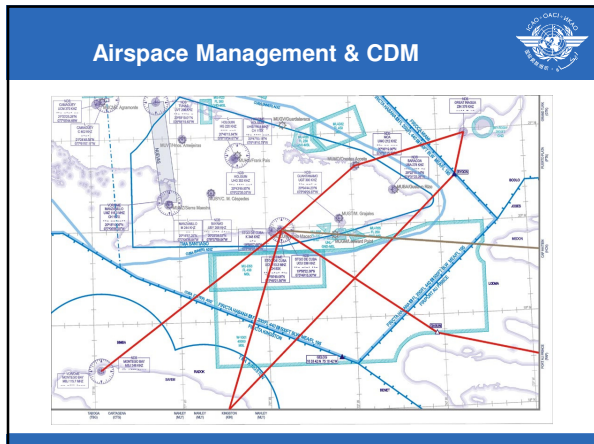
Current Restricted (overseas) 

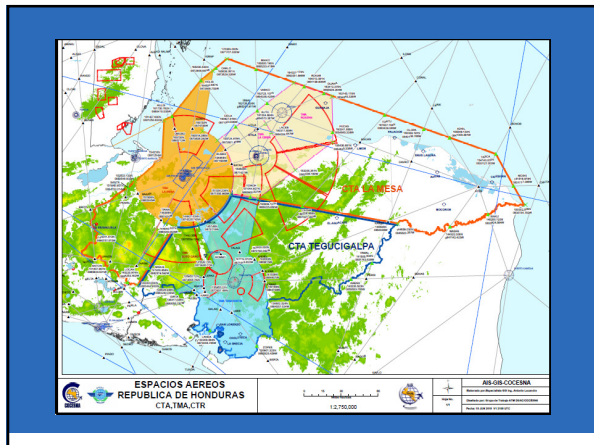
Danger	Prohibited	Restricted	Total
34	47	38	119

Purposes:

- Entering identification areas
- Searching
- Manned Launch
- Military activities
- SAR
- UAS

Published in AIP as **Permanent**; active by **NOTAM**





Regional agreements

- Sistema de Cooperación entre las Fuerzas Aéreas Americanas (SICOFAA) (<http://www.sicofaa.org>)
- Cooperation System of the American Air Forces
 - Civil – military cooperation since May, 1973
- Multilateral Agreement among Western Hemisphere for the provision of SAR services in NAM/CAR/SAM Regions

Regional Civil/Military Coordination

**Regional Air Surveillance System /SRVA
(Sistema Regional de Vigilancia Aerea)**

- Based on Regional Airspace Initiative - Latin America (RAIL) studies
 - Emphasis on civil/military cooperation
 - Identified need for RCC and shared air traffic monitoring tools
 - Regional solution for an airspace management

Regional agreements



**Regional Air Surveillance System /SRVA
(Sistema Regional de Vigilancia Aerea)**

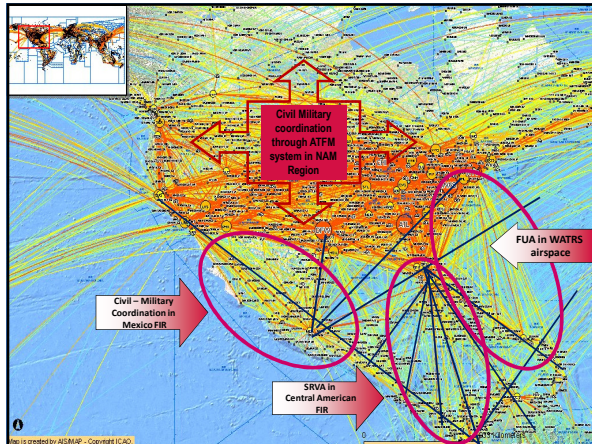
- **Improve civil military coordination**
 - Multi-national agreement between Belize, Colombia, Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama and United States in coordination with COCESNA and ICAO NACC Office
- **Focus areas**
 - Regional Civil/Military coordination among the Caribbean airspace to ensure regional response of humanitarian SAR service
 - promote the air traffic safety – security: emergency response
 - Monitor and sharing of information unknown air operations (unlawful flights) and contingency air operations
 - Meet ICAO standards for safe, orderly, and expeditious air traffic flow

SICA (Sistema de Integracion Centroamericano)



Guatemala, El Salvador, Honduras, Nicaragua and COCESNA

- Multinational Agreement to facilitate and develop air operations in Central America
- Promotes single sky and Flexible Use of Airspace (FUA)
- Develops commercial and private air transport
- Based on ICAO provisions
- Coordination of services to air operations, training, regulations, FAL, airport fees, security and safety.
- Participation of ICAO NACC Office



Regional Flexible Use of Airspace / FUA
(GPI-1; Doc 9750)

- **Scope:** The optimization and equitable balance in the use of airspace between civil and military users, facilitated through both strategic coordination and dynamic interaction.
- **Related ATM objectives:** Airspace desegregation/flexible use of airspace

CMC - Regional Strategy

Allow a more efficient ATS route structure	Ensure safe and efficient action in the event of unlawful interference - flights	Improve Airspace management	improve search and rescue (SAR) service	Make available military restricted airspace more hours of the day so that aircraft can fly on their preferred trajectories
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ATM Implementation Programme 

- ICAO global vision for air traffic management (ATM)
- ATM Community to find the best way to maximize the efficiency for all the stakeholders
- Maximize the benefits of modern navigation methods

ATM... 

- Review regional agreement between civil and military authorities
- Performance Based Regional Strategy
 - Improve SAR system
 - Improve Civil/Military Coordination
 - Optimize the restricted areas

Improve civil - military coordination;
Regional Strategy (2008-2014) 


- ✓ establish civil/military coordination bodies
- ✓ establish permanent liaison and close cooperation between
ATS and appropriate Military Authorities
- ✓ conduct a review of special use airspace

Improve civil - military coordination;
Regional Strategy (2008-2014)



- ✓ assess use of airspace management processes
- ✓ Improve national airspace management to adjust dynamic changes in tactical stage to traffic flows
- ✓ Establish a CDM process
- ✓ Balance demand and capacity (ATFM) to respond in real-time to changing situations in traffic flows, and
- ✓ Support preferred routes of users

Future challenges:



PBN Airspace concept in CAR Region

- Analyse current ATS route network and restricted areas
- Airspace redesign & optimization based on ATM expectations
- Application of the FUA, based on civil-military coordination
- Optimize ATS route network
- Improve Airspace Management