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Agenda Item 3: Civil/Military Coordination
3.5 Regional initiatives to enhance civil/military coordination

CUBAN EXPERIENCE ON THE IMPROVEMENT OF THE CIVIL/MILITARY COORDINATION THROUGH THE USE OF A UNIQUE SYSTEM OF MANAGEMENT AND AIR TRAFFIC CONTROL

(Presented by Cuba)

EXECUTIVE SUMMARY	
This working paper presents the Cuban experience on the improvement of the civil/military coordination through the use of a unique system of management and air traffic control.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• <i>Ley 1318 sobre la Organización, planificación y control de los vuelos sobre el territorio y región de información de vuelo de la República de Cuba</i>• <i>Acuerdo 2051 del Comité Ejecutivo del Consejo de Ministro creando la Comisión Coordinadora del Sistema Único de Dirección y Control del Tránsito Aéreo</i>• <i>Regulación Aeronáutica Cubana (RAC) 11</i>• <i>Manual Aeronáutico Cubano (MAC) de Gestión de Tránsito Aéreo</i>• <i>Publicación de Información Aeronáutica (AIP) de la República de Cuba</i>

1. Introduction

1.1 When in November 1976 the Law 1318 on the Flight organisation, planning and control over the territory and flight information region of Cuba, was first published in the Official Gazette of Cuba, the basis for the implementation of a civil/military coordination system in the State level was created, having the responsibility of the highest organisms.

1.2 Since the development and improvement of civil aviation system and its activities of military coordination in the country, the Coordinating Commission of the Unique System of Management and Air Traffic Control of the Republic of Cuba was created by the Agreement 2051 of the Executive Committee of the Council of Ministers.

1.3 The Commission is the body in charge of making proposals that facilitate the coordination and collaboration among the not so few air space users. This national structure has as a regulatory platform the order that creates it, where the structure and functions are prescribed in order to trigger a more effective coordination for the flexible use of air space, starting from Law 1318 regulation in 1976.

2. Analysis

2.1 The abovementioned Law makes the Cuban Civil Aviation Institute (IACC) accountable for government, regulation and supervision, as the country civil aviation authority in the national territory, in the Cuban airspace and over the Flight Information Region assigned to Cuba by the International Civil Aviation Organisation (ICAO). On the other hand, the maximum responsibility in the security and defence of the Cuban airspace is assigned to the Ministry of the Revolutionary Armed Forces (MINFAR). So they both constitute governing bodies of air navigation policy of the country.

2.2 In order to guarantee the flight organisation and the use of airspace, a sequence was determined which established:

- a) controlled airspaces where aircrafts usually circulate, and areas where its realization is usually prohibited
- b) areas where potentially dangerous activities for civil aviation are performed
- c) isolated spots, places or zones where flight and activities are temporally prohibited.

2.3 All the items related to the flight organization and the use of airspace for any activity are solved through a dynamic consulting process with MINFAR, where no measures that endanger the interests of defense and State sovereignty are adopted, the whole responsibility of these functions remains on the Chief of the Air Defense and Revolutionary Air Force. In the same way, IACC together with the operators and air navigation service providers, through the State Safety Programmes (SSP) and the Safety Management System (SMS), guarantee the safety of operations in Habana FIR.

2.4 In the Law, a structure in charge of matters including coordination in the three existing levels is provided:

- a) a Joint Civil/Military National Centre in charge of daily flight planning and civil and military activities, and establish the airspace limits, exceptions and constraints
- b) three Joint Regional Centres in charge of the same function in the three main regions of the country, that tax to the National Centre and maintain a coordination level among the dependencies that have functions and jurisdiction in the region and in the airspaces within it

2.5 With the abovementioned organized structures, the tasks of organizing, planning and coordinating the airspace use of the activities to be performed by its users, are accomplished, in a way that options and solutions are searched to use rationally the airspace through three coordination levels:

- a) agreements on the general guidelines basis, where Organisations of the Central Government participate, regarding the linkages with aviation system;
- b) procedures to meet from the agreed guidelines between the first level authorities, where the Joint National Centre and the Area Control Centre participate; and
- c) common operations methods and procedures, as a consequence of first and second level agreements, Regional Centres participate, as well as air traffic services departments, airspace users and military component devices.

3. Results

3.1 As a result of the Unified System for Air Traffic Management and Control (SUDCTA) implementation, and the common rules and procedures application, the following benefits have been obtained:

- a) civil and military branches, based on the principle that “we all observe the same”, maintain a close cooperation and collaboration guaranteeing the knowledge of the civil aircraft movement and, therefore, the need of intercepting civil aircrafts for identification is diminished or removed;
- b) communications, navigation and surveillance system equipment is used by both parts, avoiding duplication and propitiating a rational use of the country’s resources;
- c) rules and procedures are jointly elaborated and operational agreement letters are implemented, and functions, powers and coordination to be held are then established by each of the parts. In the regulation process, the State role as regulatory and controlling body is guaranteed;
- d) periodic meetings are organized and maintained to analyse the issues of common interest in function of the flexible use of the airspace, including the joint investigation of air traffic events, propitiating the safety index improvement;
- e) controlled military airspace, air routes, zones for potentially dangerous activities, aerodrome construction, air navigation equipment and surveillance and communication investments are jointly determined by civil and military aviation authorities; and

- f) military air traffic specialists include Cuban aviation regulations in their training plans.

4. Conclusions

4.1 The practical application of the civil/military coordination and collaboration in Cuba allows the airspace use with a high degree of safety and effectiveness for civil aircrafts, facilitates the adoption of measures that diminishes the restrictions that could have negative economic effects and favours each time more the flexible use of airspace.

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