

Civil/Military Coordination Workshop
Havana, Cuba 13-17 April 2015

Civil/Military Coordination in the United States
based on Appendix A of ICAO Circular 330

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Background Thoughts

- Part II of Appendix A, ICAO Circular 330-AN/189:
“The U.S. Special Use Airspace (SUA) programme, which is more commonly recognized by ICAO as FUA [flexible use of airspace]...”
- The U.S. Federal Aviation Administration (FAA) was created in 1958 to place military and commercial air navigation services in a single government agency with sole jurisdiction over the National Airspace System (NAS).

NATIONAL POLICY

- The navigable airspace is a limited national resource which Congress has charged the Federal Aviation Administration to administer in the public interest to ensure the safety of aircraft and the efficient utilization of such airspace.
- Full consideration shall be given to the requirements of national defense, and of commercial and general aviation, and to the public right of freedom of transit through the navigable airspace.

SPECIAL USE AIRSPACE

DEFINITION:

Airspace wherein activities must be confined because of their nature, or wherein limitations may be imposed upon aircraft operations that are not a part of those activities.

SPECIAL USE AIRSPACE

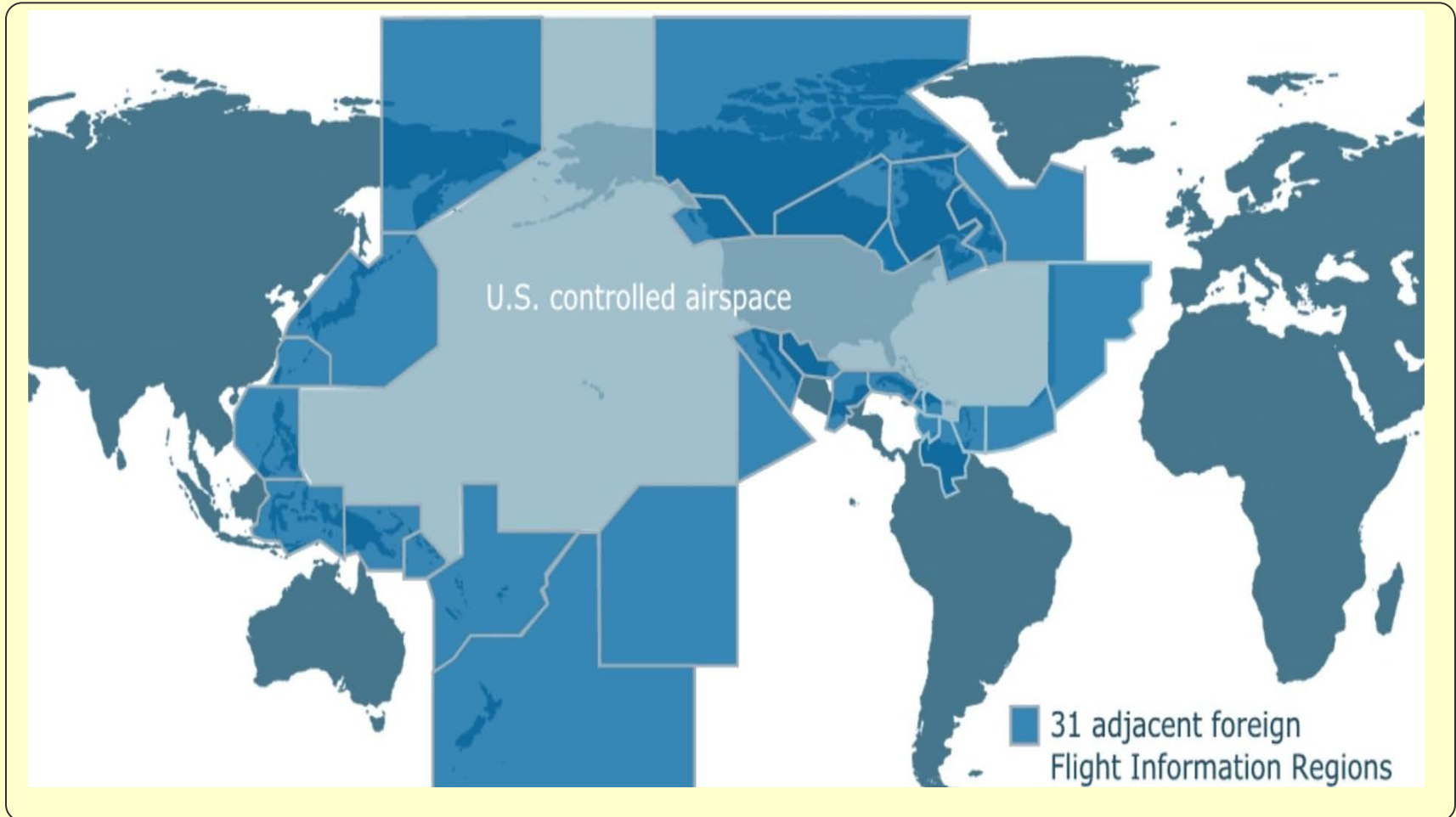
PURPOSE:

- Accommodate Department of Defense, national security, and/or national welfare requirements.
- Confine hazardous activity and/or segregate certain activities from other airspace users.
- Identify for other users where the activity occurs.

US “Controlled” Airspace

– Large and Complex air traffic services

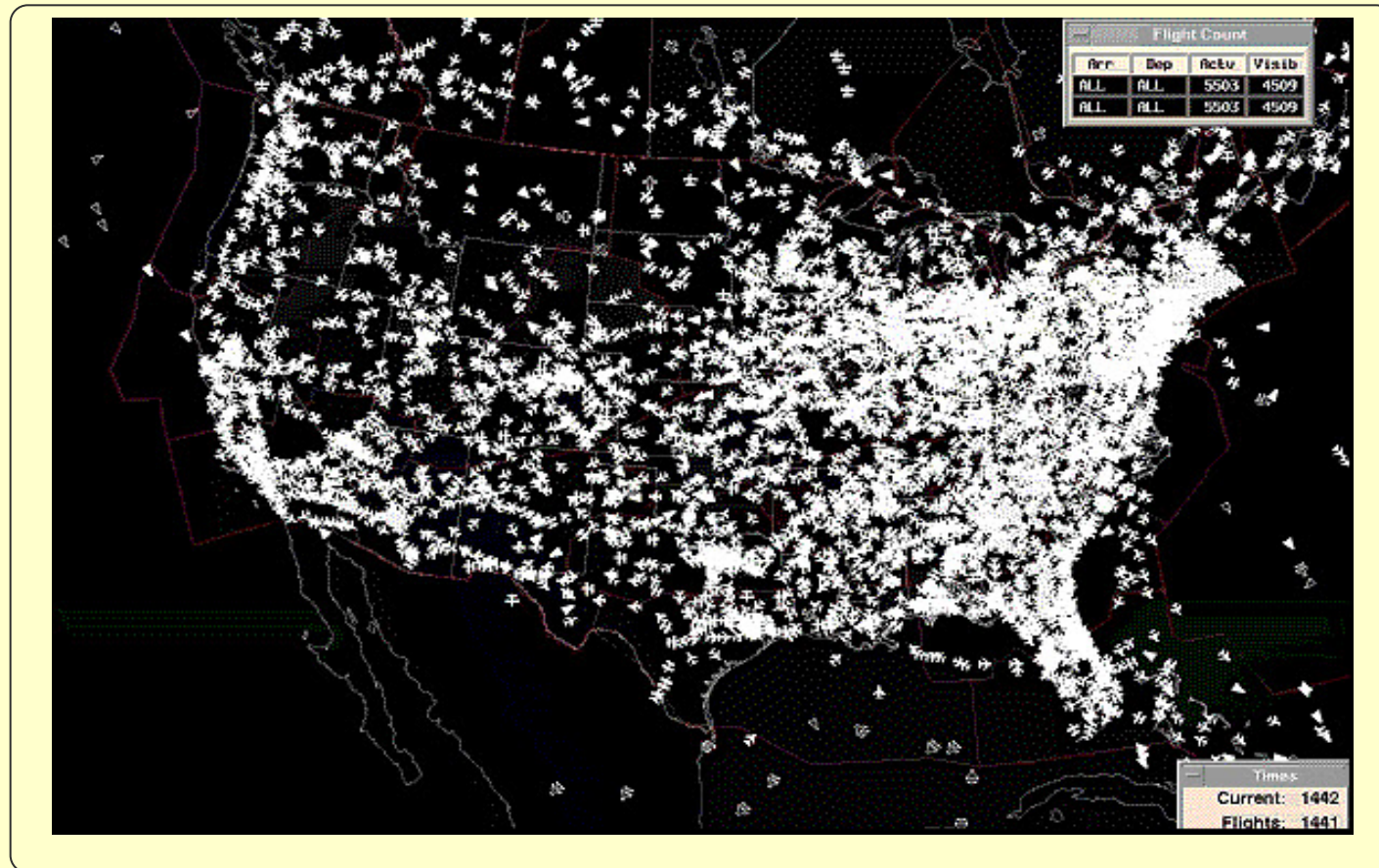
The FAA both regulates and, as the country’s principal ANSP, operates the U.S. National Airspace System (NAS), the largest, most complex aviation system in the world.



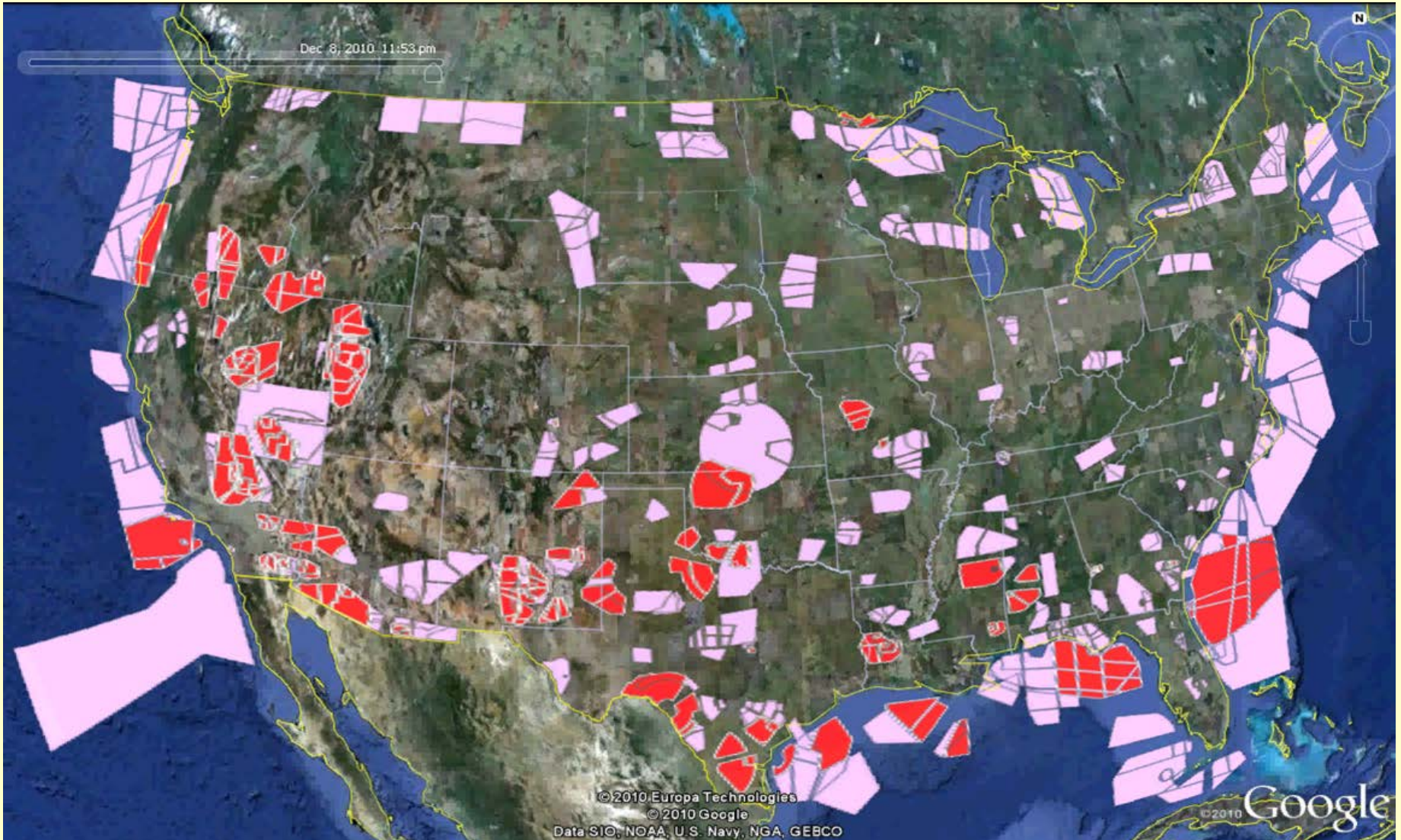
United States NAS -- Busy

The FAA controls the most heavily used airspace system in the world.

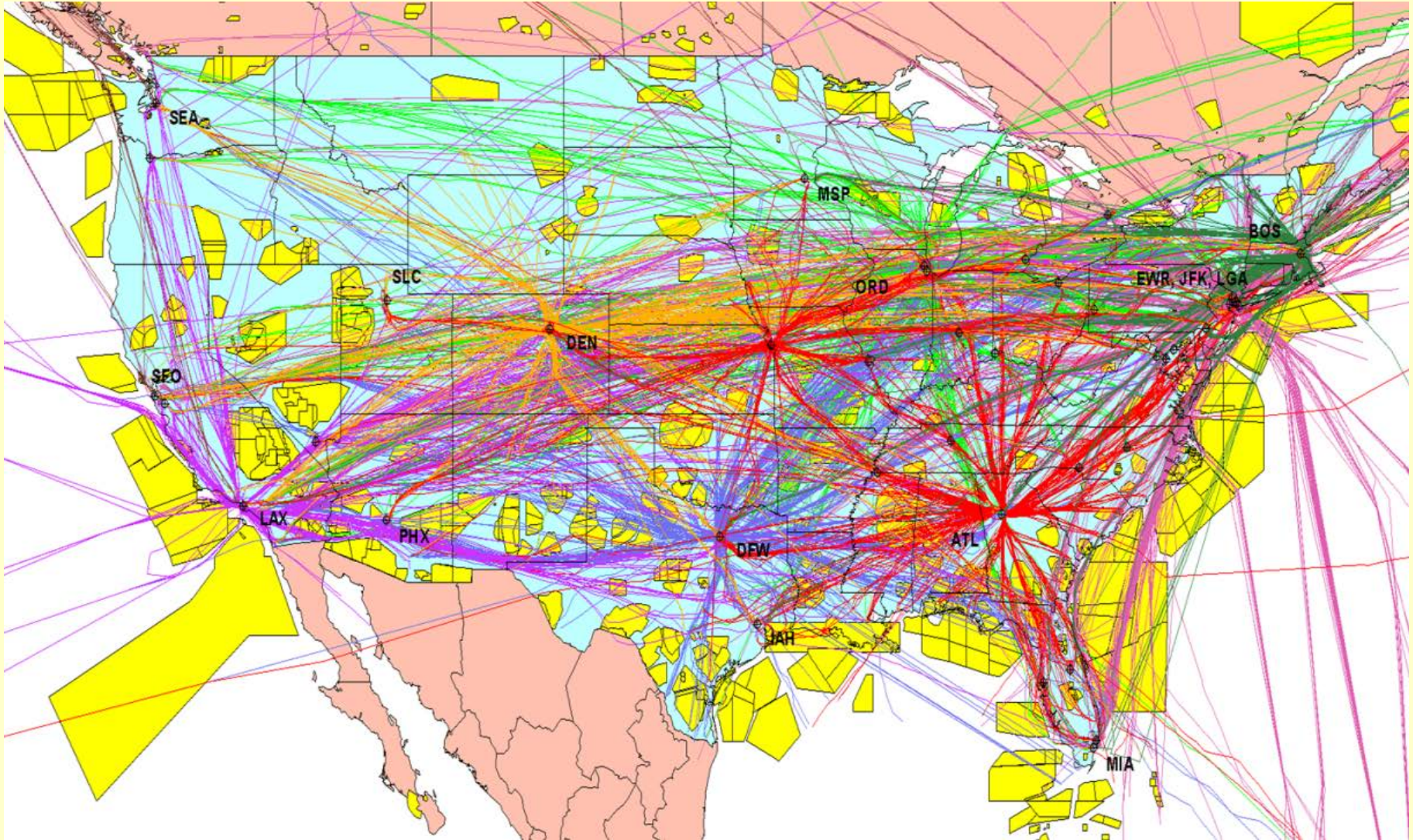
TFMS Capture of Air Traffic in U.S. Airspace



SCHEDULED SPECIAL USE



NAS Traffic and Special Use Airspace



10 August 2011

How to Improve Collaboration
among Civil and Military
Organizations

TYPES OF SUA

AREA	RULEMAKING	CHARTED
Prohibited	X	X
Restricted	X	X
Military Operations	No	X
Warning	No	X
Alert	No	X
Controlled Firing	No	No

PROHIBITED AREA

- Airspace designated within which no person may operate an aircraft without permission of the using agency.
- Designated when necessary to prohibit flight over an area on the surface in the interest of national security/welfare.

PROHIBITED AREAS

- P-56 Washington, DC
- P-47 Amarillo, TX (DOE)
- P-40 Thurmont, MD (Camp David)
- P-73 Mount Vernon, VA

RESTRICTED AREA

- Airspace designated wherein flight, while not wholly prohibited, is subject to restriction.
- Designated when necessary to confine or segregate activities considered hazardous to nonparticipating aircraft.



U.S. Army Photo



U.S. Navy Photo

MILITARY OPERATIONS AREA

- Established outside Class A airspace to separate/segregate nonhazardous military flight activities from IFR traffic and identify for VFR traffic where the activities are conducted.
- Examples: air combat maneuvers; pilot training; air intercepts; low altitude tactics; etc.



U.S. Air Force Photo

MILITARY OPERATIONS AREA

History

- Established in mid-1970s after a number of mid-air/near mid-air collisions between civil and military aircraft.

MILITARY OPERATIONS AREA

- FAA will route IFR traffic around MOAs unless approved separation can be provided from the MOA activity, AND procedures are specified in a Letter of Agreement.
- VFR pilots are not denied access to MOAs. (AIM: Should exercise “extreme caution” when military activity is being conducted).

WARNING AREA

- Airspace extending from 3NM outward from the U.S. coast, that contains activity that **MAY** be hazardous to non-participating aircraft.
- Designated to warn nonparticipating pilots of the potential danger.
- **Generally - International airspace; non-restrictive.**



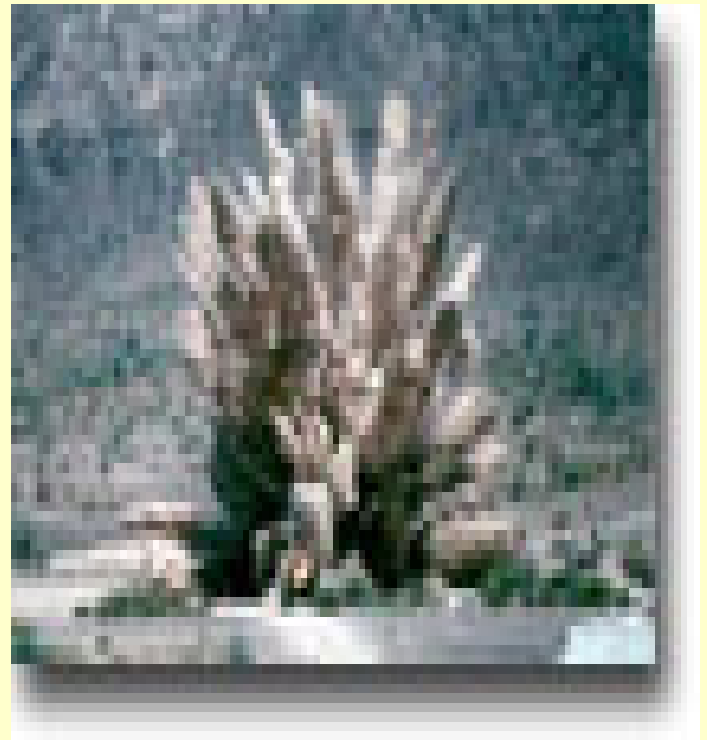
U.S. Navy Photo

ALERT AREA

- Airspace wherein a high volume of pilot training or an unusual aeronautical activity is conducted.
- Established to inform pilots of areas that contain these activities.
- No restrictions or requirements imposed on nonparticipating aircraft.

CONTROLLED FIRING AREA

- Established to contain activities that would be hazardous to aircraft if not conducted in a controlled environment.
- User must immediately suspend activity if a nonparticipating aircraft approaches area.
- Not depicted on aeronautical charts.



U.S. Army Photo

TEMPORARY AREAS

- Temporary Restricted Areas - Rulemaking process.
- Temporary MOAs - Nonrule process; maximum 45 day duration.
- Accommodate temporary military requirements for additional airspace to supplement routine training/test activities.

SUA POLICIES

- Full Consideration to the requirements of:
 - National Defense,
 - Commercial and General Aviation, and
 - Public Right of Free Transit.
- Designate the Minimum Volume and Time Required.
- Shared Use Encouraged (Proposals for New SUA Must Address Shared Use).

SUA POLICIES

- Joint Use: SUA Should Be Available for Use by Nonparticipating Aircraft When Not Needed for the User's Mission.
- Subdivision/Stratification of SUA Areas Encouraged to Enhance Joint Use.

SUA POLICIES

- Restricted Areas & MOAs: Exclude the Airspace 1,500' AGL and Below Within a 3 NM Radius of Airports Available for Public Use.
- Restricted Areas: Aerial Access to Public and Private Use Land Beneath Area; Accommodate IFR Arrivals/Departures with Minimum Delay.
- MOAs: Consideration for Aerial Access to Public and Private Use Land; Terminal VFR/IFR Operations; Accommodate IFR Arrivals/Departures with Minimum Delay.

Establishing Special Use Airspace

- Formal process.
- Military unit originates request.
- Military coordinates with local ATC facility.
- Military submits formal proposal to FAA Regional Office.

Establishing Special Use Airspace

- FAA Regional Office:
 - Public notice and comment.
 - Aeronautical study.
 - Environmental study.
 - Negotiation with proponent.
- FAA Headquarters:
 - Final decision: approve or reject request.

Summary

- FAA manages the National Airspace System, with full consideration given to DOD requirements.
- FAA designates airspace to accommodate military activities.
- FAA and DOD coordinate on a daily basis, through various channels, to address airspace and ATC issues.