



**Agenda Item 5:**

**Air Navigation Matters**

- 5.1 Review of the implementation of the RPBANIP, the new NAM/CAR ANI/WG, Results of the Twelfth Air Navigation Conference (AN-Conf/12), the Global Air Navigation Plan (GANP), implementation of Aviation System Block Upgrades (ASBUs) and impact on regional plans**

**CUBAN EXPERIENCE IN FLEXIBLE USE OF AIRSPACE**

(Presented by Cuba)

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| <b>SUMMARY</b>  |   |
| <p>The purpose of this paper is to inform the international community of the experience of the Republic of Cuba in establishing harmonious civil/military coordination and ensuring flexible use of airspace and effective air traffic control.</p>   |   |
| <b>References:</b>  |   |
| <ul style="list-style-type: none"> <li>• Agreement of the Executive Committee of the Council of Ministers No. 2051 of March 21, 1987, creation of a “Unified System for Air Traffic Management and Control (SUDCTA)”.</li> <li>• Law No. 1318, November 27, 1976 “Organization, planning and control of flights over the territory and flight information region of the Republic of Cuba”.</li> </ul> |   |
| <b><i>Strategic Objectives</i></b>  | <p><i>This information paper is related to Strategic Objectives:</i></p> <ul style="list-style-type: none"> <li><i>A. Safety – Enhance global civil aviation safety</i></li> <li><i>B. Security – Enhance global civil aviation security</i></li> </ul> |

**1. INTRODUCTION**

1.1 The Republic of Cuba, as a Member State of ICAO, raised the issue of the need to ensure flexible use of airspace by all users and to achieve effective air traffic control. With this objective in mind, Agreement No. 2051 of the Executive Committee of the Council of Ministers, "the creation of a Unified System for Air Traffic Management and Control (SUDCTA)", was approved on March 21, 1987, involving the participation of the Revolutionary Armed Forces Ministry, Interior Ministry, Foreign Ministry, Information and Communications Ministry, Ministry of Justice and Civil Aeronautics Institute, sharing interrelated functions, fostering the fulfilment of each of their social purposes and facilitating an efficient use of the nation's available resources.

1.2 The system has a Coordinating Committee, which is responsible for proposing to the State all actions that facilitate coordination and collaboration among different airspace users.

## **2. PLANNING AND COORDINATION**

2.1 According to the provisions of Law No. 1318, related to "Organization, planning and control of flights over the territory and flight information region of the Republic of Cuba", dated November 27, 1976, a Joint Civil/Military National Centre has been set up, responsible for day-to-day planning of flights and civil and military activities and for establishing airspace limits, reservations and restrictions.

2.2 Starting with the coordination system for civil and military users, solutions are expected to foster flexible use of airspace across three coordination levels for the fulfilment of:

- a) agreement based on general guidelines;
- b) procedures to be followed, deriving from the guidelines agreed between first level authorities; and
- c) common operating practices and procedures, as a result of coordination at first and second levels.

2.3 To ensure that the system is continuously improving, review meetings between the parties are set up, as well as meetings held by the Operational Safety Committee and Sub-Committee and the Coordinating Commission itself.

2.4 As a result of new procedures recommended by ICAO, it was decided that representatives of domestic air companies and flight dispatchers should be included at second and third levels, to achieve a collaborative decision-making process and produce more efficient civil/military coordination.

## **3. EXPERIENCE OF THE SYSTEM AND PRACTICAL IMPROVEMENTS**

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

- a) based on the principle that "we all observe the same thing", civil and military facilities work in broad cooperation and collaboration to ensure knowledge of civil aircraft movement and, as a consequence, the need to intercept civil aircraft for identification purposes has been eliminated or significantly reduced;
- b) in most cases, the same equipment related to monitoring systems, communications, and navigation aids is used by both parties, avoiding duplication of equipment and fostering rational use of the nation's resources;
- c) rules and procedures are developed jointly, and operational agreements are jointly implemented, such that both parties establish functions, faculties, and coordination to be achieved. In the regulatory process, the role of the State as the regulatory and controlling body is guaranteed;
- d) periodical meetings are organized and held to analyze aspects of mutual interest concerning the flexible use of airspace;

- e) joint research on air traffic events of mutual interest and the application of a corrective action plan, based on and regulated by agreements applicable to both civil and military air traffic;
- f) organization of the coordination system across a three-level structure based on a Single System, means that operational safety indices are broadly acceptable and the introduction of Operational Safety principles and standards are applied harmoniously in the State;
- g) controlled airspaces, air routes, areas where potentially dangerous activities are carried out, investment for the construction of aerodromes, aerial navigation, monitoring and communications equipment, are all established jointly by the civil and military aeronautical authorities; and
- h) training plans for military air traffic specialists include the Cuban Aeronautical Regulations, based on applicable ICAO standards, practices and procedures.

#### **4. CONCLUSION**

4.1 The practical application of civil-military coordination and collaboration in the Republic of Cuba enables the use of airspace by civil aircraft with a high degree of safety and efficiency, facilitates the adoption of actions to reduce restrictions which might have a negative economic impact, and, finally, encourages an increasingly more flexible use of airspace.