AERIAL COMMAND AND CONTROL

Wednesday, 4 November 2020
Aerial Command and Control
Policy
25 October 2019

Authority, Command and Control in United Nations Peacekeeping Operations

Approved by: USG DPO
USG DOS
Approval date: 25 October 2019
Contact: DPET
Review date: 25 October 2021
AC2 Policy Summary

• Clarifies levels of civilian and uniformed command and functional responsibilities appropriate to the level of command

• Provides framework to guide integration of mission operations, assets, activities and personnel in support of mission mandate implementation

• Emphasizes mission “integrating” function of Chief of Staff

• Rollout and implementation of revised AC2 Policy
AC2 in UN Peacekeeping Operations

- Relatively “flat” command structure unique to UN peacekeeping operations

- Significant decision-making authority and responsibility decentralized to mission level

- Guides integration of operations, assets and activities and personnel in support of mission mandate implementation
AC2 in UN Peacekeeping Operations


UNITED NATIONS | DPO, DOS, DMSPC
United Nations Aviation Assets – by type

**Contract Type**

<table>
<thead>
<tr>
<th>Axis Title</th>
<th>Commercial</th>
<th>LOA</th>
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</thead>
<tbody>
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<td>42%</td>
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**Fleet**

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Aviation

• **Aviation assets → mission assets.** Commercial aviation capable of performing a variety of operational tasks, such as DG, NVG, operations in high risk scenarios, etc.

• **Integrated Aviation Planning is critical for effective management of critical resources.** Must be included in mission operational planning process (regulatory framework, CONOPS)

• Joint Integrated Aviation Planning including allocation of resources essential to minimize caveats and limitations on Military Aviation Units.

• **Integration is key**
Military Aviation: Types and Uses

• Common military aviation units in PKO: Attack Helicopters (AH), Medium Utility Helicopters (MUH), Tactical Airlift Aircrafts (TAA) and Unmanned Aircraft Systems (UAS). Attack helicopters → FC tasking authority.

• Medium utility helicopters, tactical airlift aircrafts and Unmanned Aircraft Systems (UAS) are under the DMS tasking authority for enabling assets → “whole of mission” assets.

• One of the areas of concern raised by some missions was a low level of integration during the field aviation planning process between FHQ and Mission Aviation Office → AC2 Policy 2019, para 61.

• Resource allocation → flexibility to FC and DMS on use of aviation assets and to contribute to integrated planning. Aviation Manual 2018, para 294
2019 AC2 Policy: aircraft tasking

Tasking Authority for Mission Enabling Assets

WHAT

• Integrates military logistical enabling support* and commercial assets (i.e. MAOC, MSC)

• Clarifies tasking modalities in routine and in-extremis circumstances (i.e. CASEVAC, QRF)

HOW

• Standing approval procedures for tasking on short notice in times of operational urgency

Head of Military Component exercises sole tasking authority over combat support** units, i.e. attack helicopters

* Enabling assets consist of construction engineer units, Unmanned Aerial Systems, manned airborne ISR aircraft, enabling assets with composite engineer units, medical, utility and cargo military aircraft, logistics units, signal, transportation and movement units and supply

** refers to the provision of specialized support to combat units in the areas of combat operations, to include fire support, combat engineering, EOD, troop insertion or delivery of resupply into an ongoing hostile fire area.
Future: Manned vs Unmanned Airborne ISR