



International Civil Aviation Organization

**The Second Meeting of ICAO Asia/Pacific Air Traffic Flow
Management Steering Group (ATFM/SG/2)**

Hong Kong, China, 1 – 4 October 2013

Agenda Item 4: Review of Current CDM/ATFM Operations and Problem Areas

CURRENT ATFM STATUS IN CHINA

(Presented by China)

SUMMARY

This paper presents current ATFM status in China.

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

*C: Environmental Protection and Sustainable Development of Air Transport
– Foster harmonized and economically viable development of international
civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

GPI-6 Air traffic flow management

1. INTRODUCTION

1.1 In the last decade, average annual growth rate of flight movements in China has already exceeds 10%. In the Asia Pacific region, the continuous economic growth has caused heavy traffic demand. With the increasing traffic demand, the unexpected traffic constraints occur frequently. Developing an ATFM system is a very significant issue. In China, ATFM with the introduction of CDM was first launched in 2012, and the trial and upgrade is ongoing since then.

2. OVERVIEW of CDM-ATFM in China

2.1 CDM-ATFM Objectives in China

CDM-AFTM system is to create *safe, orderly, expeditious and economic operational environment meeting traffic demand, to establish seamless collaborative network to utilize maximum capacity and avoid overload for controllers, to reduce en-route holding time, to optimize surface movement, to reduce taxing time, to improve the traffic predictability, and to reduce passengers waiting time onboard and last not least to lead fuel and emissions saving.*

2.2 China has established its CDM system at 23 major airports in whole China, CDM system has the function of providing TSAT and CTOT to units concerned such as airlines and airports 90 minutes before estimated time of departure.

2.3 In China, civil aviation ATFM organization structure is composed of three levels: national level, regional level, and terminal level. The responsibilities of the national level are borne by Operations Management Center of ATMB. The responsibilities of the regional level are borne by Operations Management Centers of regional ATMBs and regional ATFM units, and the work of the regional ATFM units are undertaken by the eight upper air control areas of Beijing, Shanghai, Guangzhou, Chengdu, Xi'an, Shenyang, Urumqi, and Sanya.

2.4 During the trial and implementation of CDM operation at airports in Beijing, Shanghai, Guangzhou, and Shenzhen, the statistical data indicates that CDM can effectively reduce ground holding time and ground taxiing time. For example, the average holding time after cabin

door closed has been reduced by 7 minutes and the average taxing holding time reduced by 5 minutes for Beijing Capital International airport. The other example is Guangzhou/Baiyun airport, with its average holding time after cabin door closed is reduced by 13 minutes, and average taxing holding time reduced by 5 minutes. The implementation of CDM brings a huge amount of benefits to airlines. According to initial statistics, in 2012, the above-mentioned five airports have saved operations cost of approximately 1600 million RMB for airlines.

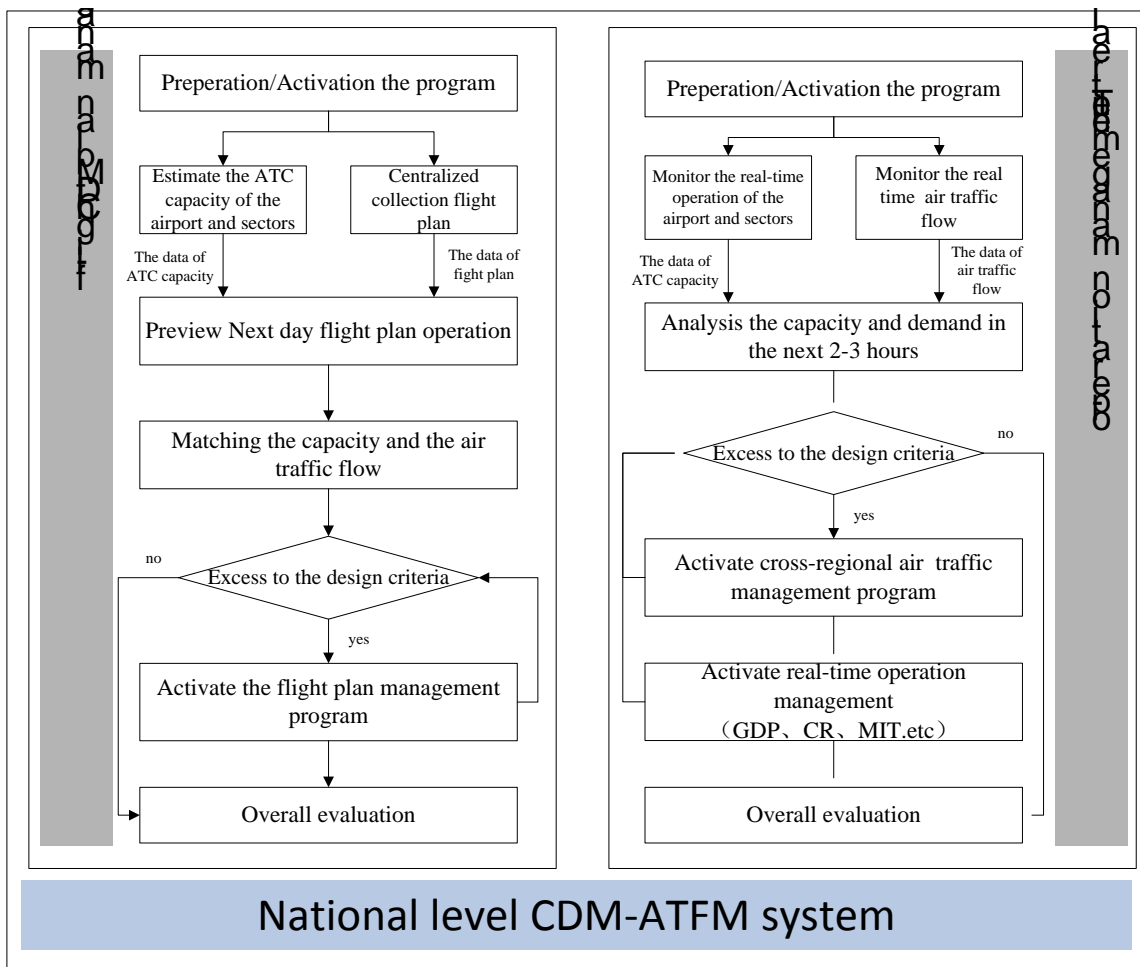
3. The future plan

3.1 ATFM Project—This includes the upgrade of strategic air traffic flow Management, flight plan management, traffic situation display and the tactical air traffic flow management.

3.2 CDM System construction project—

a) Airport-CDM. Project is ongoing to construct CDM system in three phases. The first phase is to establish CDM system in 23 major airports in 2013. The second phase is to establish CDM system to 44 airports at regional level. And the third phase is to establish CDM system at all the rest of the airports in China.

b) National level CDM-ATFM system. This includes the construction of CDM-flight plan management and the real time CDM-operation management.



c)The integration of Hong Kong, China and Macau, China airports to the China CDM system—coordination processes is being planned.

4. ACTION BY THE MEETING

4.1 The meeting is invited to note the information contained in this paper.

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