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**ASSEMBLY — 40TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 30: Other issues to be considered by the Technical Commission**

**INTRODUCTION TO THE ON FLIGHT REGULARITY IN CHINA**

(Presented by China)

**EXECUTIVE SUMMARY**

This paper presents the efforts and achievements made by China relating to flight operational efficiency and flight regularity over recent years.

<i>Strategic Objectives:</i>	This information paper relates to Strategic Objectives of Safety, Air Navigation Capacity and Efficiency.
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<i>Financial implications:</i>	N/A
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<i>References:</i>	N/A
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<sup>1</sup> English and Chinese versions provided by China.

## 1. INTRODUCTION

1.1 With the rapid development of civil aviation in China, air transport has become a popular means of transport, and thus flight regularity a focus of attention for the passengers and society. In the meantime, bad weather, insufficient resources and other factors have hampered flight operation, seriously affecting flight regularity performance.

1.2 CAAC attaches great importance to the flight regularity. It always adheres to the concept of “cordial service”. It constantly strengthens implementation of various tasks from management system, resource allocation, collaboration and application of new technologies, and has achieved remarkable results in flight regularity.

## 2. MEASURES

### 2.1 Management system

2.1.1 In 2017, CAAC developed the provisions on the administration of flight regularity, which is the first regulation on flight regularity. It clearly regulates flight regularity support, passenger service after delay, handling of tarmac delay, handling of large scale flight delay, flight delay compensation, among others, and incorporates flight regularity into legalization efforts.

2.1.2 CAAC has established a flight regularity assessment system, promulgated the evaluation indicators and regulatory measures for flight regularity and issues monthly bulletins on flight regularity performance, forming a multi-means and graded assessment mechanism covering domestic and foreign airlines, airports and air traffic control entities, which has stimulated the internal motivation each operation entities.

### 2.2 Resource allocation

2.2.1 Airlines continued to strengthen the rationality of planning, to scientifically arrange backup capacity, and to effectively address potential flight delays.

2.2.2 Airports further promoted the takeover of tower control of apron by air traffic control (ATC), and continuously optimize apron operation procedures, accelerated airport renovation and expansion, and focused on solving the problems caused by unreasonable design, such as tower vision block, narrow apron entrance and exit, insufficient taxiway connections, low proportion of gates, among others.

2.2.3 Air traffic management entities continuously optimized airspace structure and rationally narrowed the control transfer interval under the condition of ensuring safety. They also actively promoted the ATOM system rollout, realizing effective connectivity of nationwide air traffic control in flow forecasting, flow analysis, development of flow management measures, information transmission and data analysis, thus comprehensively improving traffic flow management in China.

### 2.3 Collaborative actions

2.3.1 In September 2018, CAAC issued the Guidelines for Building of Operation Coordination Mechanisms for Large Airports (Transport Management Commission). It vigorously promoted the building of cooperative operation modes among airports, air traffic control entities, airlines and ground

support entities, realizing performance improvement of operation entities regarding information transmission, resource sharing, collaborative decision-making and emergency handling.

## 2.4 **New technology application**

2.4.1 Airlines further promoted the application of new navigation technologies such as performance-based navigation (PBN), head-up display (HUD) and electronic flight bag (EFB), and constantly improved their operational capabilities.

2.4.2 Airports accelerated development of capabilities in low visibility take-off, standard CAT II or special CAT II and corresponding A-SMGCS (advanced surface movement guidance and control system), carried out research on CAT III hub airport, and comprehensively improved airport support performance for low visibility operation. At the same time, development of airport collaborative decision making (A-CDM) system was strengthened to further improve resource sharing and smooth transmission of information.

2.4.3 ATC vigorously promoted automatic dependent surveillance — broadcast (ADS-B) control operation and route performance-based communication and surveillance (PBCS) operation, actively promoted public required navigation performance authorization required (RNP AR) operation at complex high-plateau airports, and strived to improve control and command efficiency. At the same time, national networking of ATC CDM and data docking with A-CDM were strengthened to effectively improve performance of data exchange.

## 3. **EFFECTS**

3.1 With the rapid development of the industry, increasing safety pressure and resources being running at ceiling levels, CAAC not only ensured safety, but also improved flight regularity performance. In 2018, national flight regularity rate reached 80.13% (based on CAAC measures on statistics of flight regularity performance data), a record high since 2010.

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