



ICAO

International Civil Aviation Organization

**Thirty-Second Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/32)**

Video Teleconference, 1 – 3 December 2021

Schedule: 10:00 – 13:15 Bangkok Time [UTC+7]

Agenda Item 4: Regional Air Navigation Deficiencies

**UPDATES ON EFFORTS BY CHINA TO ELIMINATE ITS ANS DEFICIENCY OF
AIRSPACE CLASSIFICATION**

(Presented by China)

SUMMARY

This paper presents updated information on efforts taken by China to eliminate its APANPIRG deficiency on the airspace classification.

Strategic Objectives:

*A: **Safety** – Enhance global civil aviation safety*

*B: **Air Navigation Capacity and Efficiency** — Increase the capacity and improve the efficiency of the global aviation system*

*E: **Environmental Protection** — Minimize the adverse environment effects of civil aviation activities.*

1. INTRODUCTION

1.1 Airspace classification is not implemented in China which has been identified as one of the APANPIRG deficiencies. China has published its difference to Annex 11 in its Aeronautical Information Publication (AIP) according to relevant ICAO requirements.

2. DISCUSSION

2.1 For all the time, Civil Aviation Administration of China (CAAC) has paid high attention on airspace classification and dedicated great efforts to eliminate the deficiency.


2.2 In recent years, China has taken all efforts to ensure the safety and efficiency of both transportation and general aviation, while at the same time has continuously carried out operational trials based on the concept of airspace classification in several areas of China. It has facilitated the smooth operation of general aviation and gradually accumulated experience on airspace classification.

2.3 China will continue to stimulate the systematic implementation of airspace classification for its national airspace. Since this task will inevitably require for fundamental adjustments on different levels and in extensive aspects including regulations, procedures, operations and etc., the overall implementation of airspace classification in China is expected to take longer time.

2.4 China will continue its efforts to maintain the safety and efficiency of civil aviation transportation.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the information contained and differences published in AIP attached in this paper (Attachment 1, 2, 3) and the progress has been achieved by CAAC.



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 - GEN 1 NATIONAL REGULATIONS AND PROCEDURES
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Annex 2 - Rules of the Air

		<p>两机在同一高度上对头相遇,应当各自向右避让,相互保持 500m 以上的间隔;两机在同一高度交叉相遇,航空器驾驶员从座舱左侧看到另一架航空器时应当下降高度,从座舱右侧看到另一架航空器时应当上升高度;在同一高度上超越前面航空器,应当从前面航空器右侧保持 500m 以上的间隔进行。</p> <p>When two aircraft are approaching head-on at the same level, each shall alter its course to the right, maintaining a separation of 500m or more between them. When two aircraft are converging at the same level, the pilot who sees from the cockpit the other aircraft on his left shall descend, while the pilot who sees the other aircraft on his right shall ascend. Overtaking preceding aircraft at the same level shall be made at a lateral distance of 500m or more to the right side of the aircraft being overtaken.</p>
3.2.2.1	3.2.2.2	
3.2.2.3	3.2.2.4	
3.2.2.7.1		<p>航空器应当按照指定路线滑行。航空器对头相遇,应当各自靠右侧滑行,并且保持必要的安全间隔;航空器交叉相遇,航空器驾驶员从座舱左侧看到另一架航空器时应当停止滑行,主动避让。</p> <p>Aircraft shall taxi along the assigned taxiing route. When two aircraft are approaching head-on, each shall keep to the right and maintain the required safe separation. When two aircraft are crossing, the pilot who sees the other aircraft on his left shall stop taxiing and give way to the other.</p>
3.3		<p style="text-align: center;">任何飞行均需向有关空中交通服务单位提供飞行计划。</p> <p style="text-align: center;">All flights are required to submit a flight plan to the appropriate air traffic services unit.</p>
3.6.2.4		<p>所有的空域为管制空域,因此不存在“离开管制空域”或“离开需要空中交通管制指令的空域”;目前尚没有规定机场附近的“特殊的VFR飞行”规则。</p> <p>All airspace is controlled airspace, therefore there is no question of 'leaving the controlled airspace' or 'leaving the airspace within which an ATC clearance is required'. No rules on special VFR flights near an aerodrome have been established at present.</p>
4.1		<p style="text-align: center;">不分管制空域和非管制空域,目视气象条件随航空器速度不同而各有差异。</p> <p>Airspace is not divided into controlled airspace and uncontrolled airspace; Visual Meteorological Conditions (VMC) are dictated by the speeds of aircraft.</p>
4.6		<p>机场塔台管制区域内目视飞行巡航速度 250km/h 以下的航空器可在距离最高障碍物的真实高度不低于 100m 的高度飞行。</p> <p>An aircraft operating within an aerodrome tower control area with a cruising speed of 250km/h or less may fly at an altitude with a vertical clearance of not less than 100m above the highest</p>

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Annex 4 - Aeronautical Charts (Eleventh Edition)

2.5.7		只有机场障碍物A型图有米/英尺换算比例尺,其他图中不绘制米/英尺换算比例尺。Conversion scale (meter s/feet) is shown on Aerodrome Obstruction Chart-ICAO Type A only, not on other charts.
2.7		资料的有效日期由AIP修订单公布。 Effective date displays on AIP Amendment cover sheet only.
7.9.2		在航路图上只公布与国际飞行有关的禁区、限制区和危险区。 Prohibited, restricted and danger areas are shown on En-route Charts in so far as international operations are concerned.
7.9.3.1.1		不标注空域等级 The class of airspace not indicated.
8.9.4.1.1		坐标精确至0.1分
9.9.4.1.1		Geographical coordinates in degree and 0.1 minute.
10.9.4.1.1		
7.9.4.2		AIP的ENR1.7公布高度表拨正区域。 Altimeter setting regions shown in AIP ENR1.7.
8.9.4.1.1		不公布最低引导高度
9.9.4.1.1		Minimum vector altitudes not shown.
11.10.8.5		不公布下降角度 Descent angle not shown.
11.10.9		不执行 Not implemented.
Chapter		不提供
4, 5, 12, 14, 16, 17, 18, 19, 20		Not applicable.

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Annex 11 - Air Traffic Services (42nd revision)

definition		航路需设有无线电导航设施或者对该航道飞行的航空器存在导航要求。 Radio navigation aid or other navigation requirement is required.
Airway		
2.6.3		空域没有分类,所有空域都是管制空域。 Airspace classification is not implemented. All airspace is controlled.
2.9.3.3&		VFR飞行按照IFR巡航高度层飞行。 VFR flights are conducted according to IFR cruising levels.
2.9.5.5		
2.9.5.2		规定了更多具体的划分方法。 More detailed methods of delineating are prescribed.
2.12.1		距离达到200千米及以上的航段才应当设置转换点。 Change-over points should be limited to route segments of 200km or more.
2.18.5		部分使用。 Partly implemented.
2.18.6		部分使用。 Partly implemented.
2.24.3		未明确校准时间精度。 The time accuracy is not specified.
3.1&3.3.3		空域没有分类,所有空域都是管制空域。 Airspace classification is not implemented at present. All airspace is controlled.
4.3.1.2		正在试验中,目前未正式使用。 The broadcast is on testing, and it can not be put into use at present.

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