



WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

Agenda Item 3: Enhancing the global air navigation system

3.4: Civil/military cooperation

**IN-DEPTH CIVIL/MILITARY COOPERATION AND COORDINATION
FOR DEVELOPMENT IN CHINESE AIRPORTS USED
BY BOTH MILITARY AND CIVIL AVIATION**

(Presented by People's Republic of China)

EXECUTIVE SUMMARY

This paper presents efforts on in-depth civil/military cooperation and coordination for development in Chinese airports used by both military and civil aviation. As in-depth civil/military cooperation and coordination for development has been upgraded to the level of national strategy, with a view of a prosperous nation and a strong army, the Civil Aviation Administration of China (CAAC) acted proactively, adhering to the coordination of economic development with national defence by continuously optimizing design from the top level, focusing on reform and innovation to overcome the institutional and structural challenges and obstacles to the coordination. It has actively pushed forward the in-depth cooperation and coordinated development with the Air Force, with airports used by both military and civil aviation as the case in point.

Action: The Conference is invited to agree to the following proposals:

- a) note the work on in-depth civil/military cooperation and coordination for development at airports used by both military and civil aviation in China; and
- b) explore whether ICAO can develop guidance material on the experience of cooperation and coordination between civil aviation and the military in managing airports in other countries.

¹ Chinese version provided by China.

1. INTRODUCTION

1.1 Background

1.1.1 From 2013, CAAC, together with the Air Force, jointly advanced the full implementation of the strategy of in-depth civil/military cooperation and coordination for development. In the interest of overall national security and development, CAAC positioned itself as guided by the principle of “overall vision and interests, mutual collaboration and coordination, and seeking common ground while setting aside differences”, and persisted in pushing forward the in-depth cooperation and coordination for development with the Air Force by adhering to an outcome-oriented approach, with optimized design from the top level and focusing on reform and innovation.

1.2 Shared understanding

1.2.1 The implementation of policy documents on civil/military cooperation, e.g. *Regulatory Opinions on the Service Assurance of Air Force’s Airports for Both Military and Civil Use*, *Provisional Regulations on Operational Security of Airports Used by Both Military and Civil Aviation*, and *Opinions on In-depth Civil/Military Cooperation on Prevention and Control of Bird Strike at Airports Used by Both Military and Civil Aviation* etc., is also the process in which the military and civil aviation community deepen and share their understanding of the strategy of coordinated development. The more thorough the cooperation efforts, the deeper the shared understanding on the strategic significance of civil/military cooperation and coordination.

1.3 Sound cooperation mechanism

1.3.1 *Regulatory Opinions on the Security of Air Force’s Airports for Both Military and Civil Use* clearly sets out, for the first time, a three-level communication and coordination mechanism: annual joint meeting between the Air Force and the airport department of CAAC; annual joint oversight and inspection plan developed by the Air Force regional commands and airport department of CAAC regional administrations; and joint security assurance agreement signed between the Air Force stationed on-site the airport and the airport authority of civil aviation. In recent years, with this mechanism, the relevant entities and departments from the military and civil aviation authority were able to break away from past situation, where each side worked in its own silo and coordination was sporadic due to lack of policy guidance.

1.4 Coordinated development

1.4.1 Over the years, the military and civil aviation community have done a great deal of work in civil/military airports, in particular the coordination of ground operations. Through the establishment of a communication and coordination mechanism, the building of a policy framework as well as the adoption and integration of new airport technology, the resources from both sides are better integrated, the joint control more robust, the safety management more effective, thereby laying a solid foundation for even greater cooperation and coordination between the two sides.

1.5 Positive outcome

1.5.1 The three years from 2015 to date is a period of continued deepening of civil/military cooperation and coordination. Over the past three years, the passenger throughput at airports used by both military and civil aviation nationwide increased from 56.816 million to 78.439 million; aircraft movements (take-off and landing) also rose up from 754,000 to 944,000, an increase of 38.1 per cent and 25.2 per cent respectively. Meanwhile, air traffic incidents at these airports have decreased year by year,

from 564 in 2015, 356 in 2016 to 198 in 2017, a cumulative decline of more than 60 per cent. In particular, the number of runway incursions, often the most common incidents at airports used by both military and civil aviation in the past, dropped from thirteen incidents in 2014 to the current six to eight incidents per year, a decline of more than 50 per cent.

1.6 Future cooperation

1.6.1 Harmonization of standards: CAAC will continue to work with the Air Force to harmonize operation standards at airports used by both military and civil aviation.

1.6.2 Resource integration: Available resources from both sides will be integrated to the full extent.

1.6.3 Policy coordination: Based on the current three policy documents, relevant supporting documents will be published jointly.

1.6.4 Technology integration: More efforts will be made on the integration of new military and civil aviation technology applications. A strategic cooperation agreement on new technology will be signed with the military in due course.

2. DISCUSSION

2.1 The work on in-depth civil/military cooperation and coordination for development at airports used by both military and civil aviation in China.

2.2 The next steps for in-depth civil/military cooperation and coordination for development at airports used by both military and civil aviation in China.

3. CONCLUSION

The conference is invited to: note the work on in-depth civil/military cooperation and coordination for development at airports used by both military and civil aviation in China; and explore whether ICAO can develop guidance material on the experience of cooperation and coordination between civil aviation and the military in managing airports in other countries.

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