International Civil Aviation Organization

**WORKING PAPER**

AN-Conf/13-WP/140[1]
24/9/18
**Revision No. 1**
4/10/18

# 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 INTEGRATION FOR DEVELOPMENT IN CHINESE AIRPORTS USED BY BOTH MILITARY AND CIVIL AVIATION

(Presented by People's Republic of China)

**REVISION NO. 1**


**EXECUTIVE SUMMARY**

This paper presents efforts on in-depth civil/military integration for development in Chinese airports used by both military and civil aviation. As in-depth civil/military integration for development has been upgraded to the level of national strategy, the Civil Aviation Administration of China (CAAC) acted proactively, aiming at the proportionate development of economy and national defence by continuously optimizing design from the top level, focusing on reform and innovation to overcome the institutional and structural challenges and obstacles. It has actively pushed forward the in-depth integration with the Air Force, focusing initially on airports used by both military and civil aviation.

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

a) note the work on in-depth civil/military integration 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 integration 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 integration and collaboration, and seeking common ground while setting aside differences", and persisted in pushing forward the in-depth integration for development with the Air Force by targeting on identified issues, with optimized design from the top level and focusing on reform and innovation.

## 1.2 Shared understanding of integration

1.2.1 The implementation of policy documents on civil/military integration such as: *Regulatory Opinions on the Service Assurance of Air Force's Airports for Both Military and Civil Use*; *Provisional Regulations on Operational Service Assurance of Airports Used by Both Military and Civil Aviation*; and *Opinions on In-depth Civil/Military Integration 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 integration. The more thorough the integration efforts, the deeper the shared understanding on the strategic significance of civil/military integration.

## 1.3 Sound integration mechanism

1.3.1 *Regulatory Opinions on the Service Assurance 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 civil aviation department related to airports; annual joint oversight and inspection plan developed by the Air Force regional commands and airport department of CAAC regional administrations; and joint service assurance agreement signed between the Air Force stationed on-site the airport and the airport authority of civil aviation. With the support of this mechanism over recent years, 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 Clear direction towards integration

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 integration in 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 integration between the two sides.

## 1.5 Positive outcome of integration

1.5.1 The three years from 2015 to date is a period of continued deepening of civil/military integration. 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 **Continued integration**

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 integration: 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 integration for development at airports used by both military and civil aviation in China.

2.2 The next steps for in-depth civil/military integration 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 integration 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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