



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

INTRODUCTION TO THE US-CHINA AVIATION COOPERATION PROJECT

(Presented by China)

SUMMARY

This paper presents the information about the US-CHINA Aviation Cooperation Project 2018 in Shanghai.

1. INTRODUCTION

1.1 After the completion of the Xi 'an airspace operational assessment project in 2016, the US-CHINA Aviation Cooperation Project (ACP) took two airport's operation in Shanghai as the next cooperation direction, and started the one-year preliminary preparation. Finally, the SAAGO (Shanghai Area Airspace and Ground Optimization) becomes the theme of US-CHINA Aviation Cooperation Project 2018.

1.2 The project aims to propose an optimization plan including suggestions and measures to improve the aviation operation efficiency in Shanghai, through the cooperation between the United States' and Chinese government departments and enterprises, with the cooperation of US aviation experts and the Chinese team. This project takes the operation data in the airspace of the Shanghai terminal area as a sample to simulate and evaluate the operation, by reference to the current operation mode and future development, research on the optimization of runway and taxiway structure, the efficiency of dual-airport operation, the application of new technology, etc.

2. DISCUSSION

2.1 Shanghai is the first city to have two major international airports in China. Airport group of Shanghai, which owns Pudong and Hongqiao international airport, had reached more than 111 million passengers in 2017, and it has become the first and the fifth largest aviation hub in China and the world. Pudong international airport is the largest number of passengers entering and leaving China, and it is also the largest outbound airport for passenger to the United States, accounting for more than 40% of the total number. As the rapid growth of aviation business, the airspace resources and ground operation efficiency in Shanghai are facing increasingly prominent resource bottlenecks, and the flight punctuality is also affected and gradually decreased.

2.2 As the earliest, the most mature, and the largest civil aviation country, the United States on the optimization of the civil aviation airspace and ground operation has a wealth of industry experience and effective management methods. Several cities across the United States has more than one airport, research and development has launched a number of advanced technology. By introducing the international advanced management and technology, and combined with the current

situation of the CAAC, will help to optimize the airspace in Shanghai and the ground operation, improve flight safety and punctuality. After Shanghai, more and more giant cities in China have been started or planning the second airport, the exploration of the cooperation team between US and China in Shanghai will also provide reference for the optimization of other busy areas and multi-airport aviation hubs in China.

2.3 The optimization plan will help air traffic control departments increase the capacity of airspace in Shanghai, optimize air traffic service work flow, and reduce the workload of controllers by introducing new technologies. Assist Shanghai to optimize the use of taxiway and runway, reduce taxi time, increase runway efficiency and improve the on-time rate. To help Shanghai's two operating airlines optimize their routes and fuel efficiency and improve their operational quality.

2.4 The project officially launched on December 13, 2017. The government agencies involved in the project are the Civil Aviation Administration of China, the Air Traffic Management Bureau of CAAC, the US Consul General in Shanghai, the US Trade Development Agency, the Federal Aviation Administration. Participating companies include Shanghai Airport Group, China Eastern Airlines, June Yao Airlines, Spring Airlines, the Boeing Company, Jeppesen, Landrum & Brown and Honeywell, etc.

2.5 Project will be divided into nine important time node, including action plan meeting, determine the data and information requirements, CAAC and ATMB initial data submission, operation site visit and exchanges, airspace and airport ground operation technical discussion, the practice and implementation, submit report, etc. At present, the project has completed the initial data submission stage, and the next step will be the visit and exchange between the US and China joint working group.

3. ACTION BY THE MEETING

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

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