



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)

ATC SEPARATION REDUCTION PLAN IN CHINA

(Presented by China)

SUMMARY

This paper presents details of the action plan to reduce transfer spacing which has been taken to improve ATM operation efficiency.

1. INTRODUCTION

1.1 In order to increase capacity, improve operational efficiency, and reduce flight delays, ATMB of CAAC has adopted a series of measures, such as optimization of tower and approach control procedure, reduction of transfer spacing between ACCs, accelerating the application of ADS-B/S-MODE/AMAN, regulating the issuance of ATFM initiatives, strengthening the ATC capability when encountering adverse weather, etc.

1.2 On March 20, 2018, ATMB of CAAC issued an order to require all the domestic ACCs using radar/ADS-B for air traffic surveillance to make action plans, that no later than September 30, 2018, the transfer spacing between domestic ACCs should be reduced from currently used 15NM(30KM) to 10NM(20KM).

1.3 The order reiterated that the separation minima between aircraft under radar service shall be 10km in area control areas and 6km in approach/terminal control areas. The separation minima strictly conform with ICAO's standards and is published in the CAAC regulation CCAR93.

1.4 According to the action requirement and reports from all ATC unit, all the domestic ACCs concerned have developed detailed plans to complete the transfer spacing reduction plan before the deadline. That means the transfer spacing between all the domestic ACCs providing surveillance service will reduce to 10NM at the same level. We believe this action will help to increase capacity and efficiency.

2. DISCUSSION

2.1 Although reducing the transfer spacing is conducive to increasing capacity and efficiency, it will also increase the ATC workloads and operation risks. All ATC units are required to implement a safety risk assessment and ATC capacity assessment. Increasing capacity and efficiency must be based on safety.

2.2 For various reasons, the transfer spacing between the domestic and adjacent ACCs is much larger than the domestic transfer spacing. That depends mainly on operational risk, ATC workload and mutual coordination. We believe that there is a need to further strengthen bilateral coordination and work together to continuously improve capacity and efficiency on the basis of ensuring safety.

3. ACTION BY THE MEETING

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

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