

**Outline for the Speech by Deputy Director General Meng Guoping, at
ICAO Global Civil/Military ATM Cooperation Forum
(Montreal, October 20th , 2009)**

Honorable President Mr. Kobeh, ladies and gentlemen:

First of all, please allow me, on behalf of the Chinese delegation, to express our warm congratulations on the opening of the Global Civil/Military ATM Cooperation Forum in Montreal, and our sincere gratitude to those international organizations and airlines that have shown concern and support to the construction and development of air traffic management in China for so many years, as well as those people that have worked so hard to prepare for this Forum.

China is the largest developing country in the world. Consequent to more than 30 years of reform and opening up, our society has undergone a variety of earth-shaking changes, and China's economic development has seen prestigious achievements that attract worldwide attention, with its aggregate economic volume skyrocketing to No. 3 in the world. In 2008, the turnover of air transport in China totaled 37.6 billion tonne-kilometers, 192 million transported passengers, ranking No. 2 in the world for three years in succession. The number of regular routes reaches 1,532 and the total distance of all routes is 164,000 kilometers. The Chinese government has put ATM on a very important strategic position. A series of major measures have been taken to effectively promote and raise the overall capabilities and level of ATM in China and efficiently ensure the total turnover of civil air transport growing at an annual average rate of 17.3% for the past 30 years. As follows, I will make brief introduction from three aspects.

1. General Situations of the Optimized Use of Airspace in Recent Years

Under the leadership of China State ATC Commission, Chinese airspace is under unified management based on the current applicable laws and regulations. During peaceful times, the stress will be put on the development of the civil aviation while ensuring that the needs of military aviation are satisfied in order to realize the concerted growth of both military and civil aviation.

1.1 Working hard to resolve contradictions relating to the use of airspace in important regions. First, priority shall be given to resolving the contradictions in the use of airspace brought about by the development of international hub airports. Beijing, Yangtze River Delta area and Pearl River Delta area are the areas featuring the most complicated air transport in China. After airspace optimization adjustment for several times, Beijing Capital Airport is capable of ensuring more than 1,500 departure/arrival flights every day. Shanghai/Hongqiao and Shanghai/Pudong Airports, Guangzhou/Baiyun and Shenzhen/

Huangtian Airports are able to ensure 1,400 departure/arrival flights daily. Second, the contradictions in the use of airspace brought about by the development of domestic hub airports shall be dealt with in time. At present, some high-density airports such as Nanjing, Xi'an, and Chengdu have accomplished the single-direction divergence of arrival/departure routes, enlarging operational capacity and uplifting the safety level of airspace. Third, efforts are continuously made to adjust and resolve the contradictions in the use of airspace brought about by inappropriate route structure. In the northeast part of China, Route A588 has been adjusted and optimized to shorten flight distance by 100 kilometers. In the eastern coastal areas, we have direct flight routes between Taiwan and mainland China, which shortens flight duration by two hours. In the South China Sea area, we have opened a "golden" route from the Hainan Island with the Southeast Asia, which saves the flight distance by more than 1 hour. In the northwest part of China, new routes including Y1, Y2, W66 and G470 have been newly developed with the Route V7 opened up to shorten flight distance by 300 kilometers, thereby effectively alleviating the contradictions in airspace for both military and civil aviation and raising the punctuality of flight. As to the benefits arising from all these adjustments to airspace, I believe many of the airline representatives present have their own personal understanding.

1.2 Making all efforts to ensure the use of airspace on major occasions. "May 12" Wenchuan Earthquake took place in Sichuan Province of China, and the Chinese government has since then organized aviation rescue of largest scale ever in its history. We have allocated temporary restricted areas in the airspace over the earthquake-stricken places, newly developed tens of temporary routes for disaster relief, and urgently activated ATM facilities contingency mechanism under the circumstances that the control tower at Chengdu Airport was severely damaged. Both military and civil controllers have joined their efforts to ensure the smoothness and safety of disaster relief flights as well as normal ones. During the Beijing 29th Olympic Games, China ATM made outstanding contributions by careful preparation and strict arrangement. We planned as a whole the needs for use of airspace of all parties, allocated two prohibited areas in the airspace and several restricted areas, newly developed many temporary routes, established a linkage mechanism among the National Olympic Games ATM Command Center and the ATM units from all host cities. We have implemented a four-level response mechanism based on the actual flight flow and joint on-duty operation by both military and civil aviation to ensure the successful holding of the Beijing Olympic Games, and thus was accordingly affirmed and praised by the Chinese government.

1.3 Utilizing new CNS/ATM technologies to overcome difficulties in ATM operation. First, China has put forth an innovative reduced vertical separation

minimum (RVSM) standard based on metric system. Since its implementation on November 22, 2007, not only the problems relating to RVSM have been resolved, but also the linking up with the flight levels in our neighboring countries and regions has been achieved in a sound manner. This standard has become that of ICAO. Second, we have realized RNP operation at airports including Linzhi/Tibet, Gongga/Lhasa, Yushu/Qinghai and Jiuzhai/Sichuan, thus resolving the flight difficulties at Linzhi Airport and night flights at Gongga Airport. Third, we have completed studies on technical solutions to RNAV-2 parallel routes covering the coastal areas in south east, and busy areas such as from Beijing to Shanghai and Beijing to Guangzhou.

1.4 Enlarging the flexible use of airspace and promoting energy saving and emission reduction. In order to cope with the international financial crisis effectively, assist airlines to reduce their operating costs and facilitate environmental improvement and energy saving and emission reduction, we have added 35 temporary routes by the end of last year for “direct flights” to be arranged when corresponding airspace are inactive. Up to now, our temporary routes have totaled in 26,700 kilometers, equal to one sixth of the whole routes in China. It is reported that, about 94,000 flights use these temporary routes during the first nine months of this year, resulting in a shortened flight distance of 3,840,000 kilometers, saved fuel consumption of 20,000 tons and reduced carbon dioxide emission of 66,000 tons. It is estimated that, more than 200,000 flights will turn to these temporary routes during the whole year, amounting to a shortened flight distance of 7.82 million kilometers, saved fuel consumption of 45,000 tons and reduced carbon dioxide emission of 143,000 tons.

2. General Approaches to the Optimized Use of Airspace

During the airspace management practice over a long period of time, we have always abided by the four concepts of safety, coordination, efficiency, and service.

First, reinforcing exchange and cooperation between the military and civil aviations. Both the military and civil aviation have periodically analyzed the situations of airspace operation, and studied to propose airspace adjustment alternatives; established an effective mechanism for the flexible use of airspace, and timely released airspace; and implemented joint ATM operation by both sides on the occasion of any major events to ensure the efficient use of airspace.

Second, reinforcing exchange with aviation users. The airspace regulatory departments have established with major aviation users a collaborative decision-making mechanism and held video conference at regular intervals.

They have exchanged their information, researched countermeasures, and bettered services and improved the orientation and effectiveness of ATM services.

Third, reinforcing international exchanges. We have taken the initiative in cooperating and exchanging with relevant international organizations and states, vigorously drawn on their proven experiences and practices, actively introduced new technologies and, based on the actual conditions of China, continuously enhancing and improving our airspace management.

Fourth, reinforcing cooperations with safety and security departments. During major events such as the Beijing Olympic Games, the ATM departments have abided by the special control requirements raised by safety and security work, prepared practical evacuation plans, and allocated several divergence routes, so as to minimize the effects on the flights over specific areas and ensure a win-win result for safety and security and ATM.

3. Short-term Design concerning the Reform on Optimization of Airspace Management

We shall closely center on the requirements of aviation development to continuous adjust and optimize airspace structure, establish and improve operational coordination mechanism, enhance development of airspace management approaches, in order to provide an ideal airspace environment for aviation development.

3.1 Strengthen macro management of airspace. We will set up a national flight flow monitoring center. We will advance the joint ATM operation mechanism between the military and civil aviation, organize a national ATM strategy coordination group, reinforce the functions of regional ATM coordination commission offices, and achieve joint ATM operation by the military and civil aviation in high-density areas (terminal areas).

3.2 Extending utilization of new CNS/ATM technologies. We have initiated its comprehensive study and application according to the national PBN roadmap. We have completed relevant project verification. The ICAO has confirmed that, the PBN flight procedure center for Asia-Pacific Region will be located in Beijing to serve all round the implementation of PBN plans of all the countries in this region in general. We shall greatly promote the development of new technologies.

3.3 Continuously raising the level of airspace management. We will install and improve the interactive exchange mechanism between the ATM units and aviation users, standardize the management in the use of temporary

route, add flexible exit/entry points, and facilitate flexible choice of routes and flight levels to reduce fuel consumption and operational costs of aviation. Restrictions on low air airspace will be further relieved to boost the progress of general aviation. We will draw on ICAO standards, implement in 2010 airspace classification based on the actual conditions of China.

My dear friends, since the international financial crisis occurred last year, the global aviation industry has suffered from a tremendous setback. To deal with this crisis successfully, the relevant departments of all governments, international organizations and airlines shall work as one and make concerted efforts, and the global ATM community shall build their confidence, cooperate closely and take active actions to overcome the current hardship. Once again, I'd like to express, on behalf of China State ATC Commission Office, that we are willing to further enhance our communication and contact with international organizations like ICAO and IATA, actively boost our exchanges and cooperation with states concerned, and make unrelenting efforts together for the development of international aviation industry and global air traffic management integration!

That's all my introduction. Thank you!