

**Twenty Second Meeting of the Cross Polar Trans East Air Traffic Management
Providers' Work Group (CPWG/22)**

(Paris, France 25-27 October 2016)

Agenda Item 5: Status on Action Items

OUTCOMES OF RUSSIA-CHINA COORDINATION MEETING

(Action Item #CP12-06)

(Presented by State ATM Corporation)

SUMMARY

This paper presents information on the outcomes of the Russia-China Coordination Meeting between the Air Traffic Management Bureau (ATMB) of Civil Aviation Administration of China, Federal Air Transport Agency (FATA) of Russia and State ATM Corporation of Russia.

1 Introduction

1.1. The Federal Air Transport Agency of Russia and Air Traffic Management Bureau (ATMB) of Civil Aviation Administration of China held the Russia/China Coordination Meeting on September 20-21, 2016 in Shanghai, China.

1.2. During the meeting the both sides exchanged views and discussed the issues of the mutual interest including the new entry/exit point, optimization of the existing route structure, air traffic flow management (ATFM), implementation of OLDI/AIDC, improvement of communication and as well as the bilateral coordination.

2 Discussion

2.1 Russia implemented a dualised route in the area of SIMLI to ensure separation between the aircraft and detour of the existing restriction area as well as allow eastbound flights on Crosspolar routes. The Russian delegation proposed to open up new entry/exit points east and west of SIMLI. The new entry/exit point west of SIMLI would be used for westbound flights out of the Russian airspace. The new entry/exit point east of SIMLI would be used for eastbound flights out of China airspace. SIMLI would be kept for flights from China to Blagoveshchensk.

2.1.1 ATMB proposed to open up a new entry/exit point west of SIMLI for flights from China to Russia. The both sides agreed to discuss the proposed coordinates for the new entry/exit point.

2.2 The Russian delegation proposed to open up a new crossborder entry/exit point between Russia and China in the area of HAILAR - 494842N 1182856E – PENOL to dualise the existing route.

2.2.1 ATMB stated that the flight density in the above area was around 30 flights per day and Hailar ACC had insufficient means of surveillance and provided only procedural control. So consequently the implementation of these new route was not a top priority.

2.3 The Russian delegation stated that traffic density had increased significantly via ARGUK, MAGIT, BISUN, SIMLI, TELOK and proposed to reduce the existing longitudinal separation for the same flight level in three phases.

2.3.1 ATMB advised that it was not problematic to decrease separation for ARGUK, MAGIT, BISUN and SIMLI in general but for TELOK it was still a problem as Hailar ACC did not have radar control. ATMB agreed to begin reducing longitudinal separation after the respective optimization of the upper airspace in the north-eastern part of China on December 8, 2016.

3 Discussion

3.1 The both parties also discussed other issues of the bilateral cooperation such as implementation of OLDI/AIDC, communication, exchange of data between adjacent ACCs and air traffic flow management.

3.2 The next round of the Russia-China Coordination Meeting was scheduled in April-May 2017.

4. Recommendation

4.1 The Meeting is invited to note the information provided in this paper.