

**2016 China-Russia CNS/ATM Coordination Meeting**

**Between**

**Air Traffic Management Bureau (ATMB)**

**Civil Aviation Administration of China (CAAC)**

**and**

**Federal Air Transport Agency of Russian Federation (FATA)**

20 - 21 September, 2016

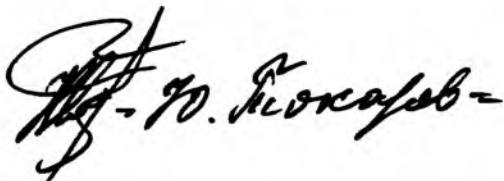
Shanghai, the People's Republic of China

**Minutes of Meeting**

Air Traffic Management Bureau of Civil Aviation Administration of China (ATMB, CAAC) hosted the 2016 China-Russia CNS/ATM Coordination Meeting with Federal Air Transport Agency of Russian Federation (FATA) from 20 to 21 September, 2016 in Shanghai, China in order to strengthen the bilateral cooperation in the field of air traffic management, to coordinate the daily ATC operations and to improve the technical exchanges between the two sides. Both sides exchanged opinions and discussed issues of the common interests including the entry/exit point, the optimization of existing route structure, the air traffic flow management (ATFM), the OLDI/AIDC implementation, the communication, and the establishment of bilateral coordination mechanism. The name list of participants is seen in the Attachment. The meeting is recorded as follows:

**1. Introduction**

1.1 Mr. Ma Bing, Deputy Director General of ATMB of CAAC on behalf of Chinese side, welcomed FATA delegation to visit Shanghai and expressed his happiness for both Russia and China to restart coordination mechanism in the field of air traffic management. DDG Ma wished to use the meeting to promote understanding between each other, and wished the meeting successful. Chinese delegates introduced themselves one by one.

 - Mr. Ma Bing



1.2 Mr. Yury Tokarev, Head of Air Space Management Department of FATA expressed appreciation to ATMB for hosting the meeting and wished to achieve goals after bilateral discussions. Mr. Yury Tokarev introduced Russia side's delegation.

## **2. Overview of CNS/ATM System**

2.1 Both sides introduced the development of CNS/ATM system in the countries and reached a consensus that it is very much necessary to enhance bilateral communication and exchange to promote the understanding of each other.


## **3. Summary of Discussions**

### **3.1 Opening of new entry/exit point and implementing dualized route across the state border between China and Russia.**

3.1.1 FATA explained that Russia has implemented dualized route operations near SIMLI in order to separate the flights, escape the Russian restriction area and ensure the flights northbound to the polar routes. FATA proposed to open new entry/exit points on the east and the west of SIMLI. The new point west of SIMLI is used for the southbound flights from Russia. The new point east of SIMLI is used for northbound flights from China. The SIMLI will still be kept for flights from China to Blagoveshchensk.

3.1.2 ATMB responded that China proposed to open a new entry/exit point which is on the west of SIMLI for flights from China to Russia. The coordinates were proposed by the Russian Federation and both sides agreed to discuss their feasibilities.

3.1.3 Both sides agreed to open the discussion and leave contact information for future meeting. Meanwhile, both sides realized that it is necessary to enhance bilateral exchange to improve the understanding of requirements to each other.

 Yury Tokarev



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State ATM Corporation POC: Mr. Peter Shipil, Director for International Cooperation

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3.1.4 FATA proposed to open a new entry/exit point across the state border between Russia and China in the direction of HAILAR-494842N 1182856E - PENOL to ensure route dualization.

3.1.5 ATMB stated that there are only 30 flights per day in this area and the surveillance capability in Hailar is weak, and the control mode is still procedure control, it is not very much urgent nowadays to open new routes. Anyway, China would open discussion about Russian proposal for future development on flights and economic development.

3.1.6 FATA expressed their understanding to Chinese current attitude and suggested to leave the Russian proposal in the Minutes of this meeting. ATMB agreed.

**3.2 Feasibility of radar longitudinal separation implementation on G212, R213 and B806 from ARGUK and MAGIT onwards and on A810, G492, G495, A345 from TELOK onwards.**

3.2.1 FATA briefed traffic increase on ARGUK, MAGIT, BISUN, SIMLI, TELOK and proposed to reduce the longitudinal separation on the same flight level in three steps.

3.2.2 ATMB responded that the reduction of longitudinal separation for ARGUK, MAGIT, BISUN and SIMLI is no problem in principal, but the TELOK is not possible because Hailar has not implemented radar control.

3.2.3 FATA proposed to re-sign the LOAs between neighboring ACCs for the



adjustment of new longitudinal separations. And, FATA added that not only in the upper airspace but also in the lower airspace, the reduction of longitudinal separation is proposed to be implemented by steps. ATMB agreed to start the reduction of separation after the consolidation of relevant upper airspace on 8th December, 2016 in Northeast of China area.

3.2.4 Both sides agreed to continue the discussion about this issue among the ATC operational levels. Both sides left points of contact between relevant ACCs as followed:

ATMB POC: (1) Mr. Chen Zhiqiang, Director of Shenyang ACC, Northeast Regional ATMB of CAAC (Tel: 0086-24-88293272 or 89392111);

Email: [geeking888@163.com](mailto:geeking888@163.com); [hrbatcrxb@sina.com](mailto:hrbatcrxb@sina.com)

(2) Mr. Ren Xiaobing, Director of Harbin ACC, Northeast Regional ATMB of CAAC (Tel: 0086-451-82895721 or 84604983)

Email: [hrbatcrxb@sina.com](mailto:hrbatcrxb@sina.com)

State ATM Corporation POC: Mr. Igor Sitnikov, Director for ATM & ASM

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### **3.3 Feasibility of establishing additional flight levels on B451 and R213 for flights departing from Vladivostok and Khabarovsk airports**

3.3.1 FATA proposed to reduce flight levels to 5400 meters (included) and above on B451 and R213 on cross border points BISUN and MAGIT.

3.3.2 ATMB agreed with FATA proposal on flight level reduction up to 5400 meter (included) on the above mentioned routes. ATMB proposed to consider further flight level reduction on the above mentioned routes and waypoints at operational level.

### **3.4 Sending EST to each other prior to flights entering the airspace of the other side.**

3.4.1 Both sides agreed after Shenyang ACC and Harbin ACC consolidation, the current



method of information exchange will be in place. Further development of information exchange methods will be discussed in LOAs between the ACCs concerned.

### **3.5 Proposal for further perfect bilateral message transmission between ACCs.**

3.5.1 ATMB proposed to establish detouring and re-routing flight information coordination system between two sides and add certain items into the LOAs. The detouring and re-routing flight information is proposed to be noticed to the accepted ATC Unit 10 minutes prior to the flight across the border.

3.5.2 FATA agreed to add certain items in LOAs.

3.5.3 ATMB proposed to enhance the bilateral reporting system to send FPL, DEP regarding ICAO rules and regulations and standards. ATMB informed that Hailar ACC, Shenyang ACC, Harbin ACC always can not receive the message timely which seriously affects the flight safety and advised FATA had better coordinate with Russian Airlines to provide certain messages in time. The list of Russian Airlines is enclosed: IAE, SVR, AGU, TUP, SYL, SBI, SHU.

### **3.6 Implementation of OLDI/AIDC and communication issues.**

3.6.1 FATA informed that Russia is using European protocol OLDI to improve the message transmission with neighboring ACCs including Mongolia. FATA also wished to implement OLDI/AIDC with neighboring Chinese ACCs.

3.6.2 ATMB informed that China has started AIDC trials with some neighboring countries, such as Japan and ROK, following ICAO Asia/Pacific regional version 2.0 and suggested to start certain trials in the northeast area of China with Russian neighboring ACCs, such as between Shenyang ACC and Khabarovsk ACC.

3.6.3 Since the implementation of OLDI/AIDC induced a lot of technical issues, such as



LOA, communication channels and link, both sides agreed to open this discussion and left points of contacts for further research and discussions.

ATMB POC: (1) Mr. Chen Zhiqiang, Director of Shenyang ACC, Northeast Regional ATMB of CAAC (Tel: 0086-24-88293272 or 89392111), Shenyang ACC, Northeast Regional ATMB of CAAC

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(2) Mr. Wei Yang, CNS Division, Northeast Regional ATMB of CAAC (Tel:0086-24-88299350)

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State ATM Corporation POC: (1) Mr. Konstantin Kaplya, Director for Modernization

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(2) Mr Igor Sitnikov, Director for ATM and ASM

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### **3.7 Air Traffic Flow Management issues.**

3.7.1 FATA informed the flight delays of Russian Airlines at Pudong International Airport Shanghai.

3.7.2 ATMB explained the main reasons for flight delays at Pudong International Airport Shanghai and expressed high attention of both CAAC and ATMB of CAAC to the flight delays at Pudong International Airport, and suggested that the Russia Airlines should enhance the coordination with local airport and appropriately consider to extend stopping time at Pudong International Airport. The East China Regional ATMB contacted with Russian Airlines and the Airlines would contact with Shanghai International Airport Service (SIAS) directly to coordinate for flight movements.

### **4. Other business**

 Mr. Konstantin Kaplya

#### **4.1 Establishment of regular exchange mechanism between FATA and ATMB.**

4.1.1 ATMB informed to the meeting that China has already established regular annual CNS/ATM coordination meeting with Mongolia, ROK, Japan, Viet Nam and proposed to set up regular coordination mechanism with FATA.

4.1.2 Both sides agreed to hold a CNS/ATM coordination meeting between ATMB and FATA every year and the two sides will host the meeting in turns. Some Airlines with relevant business will be invited to attend the meeting as observers after mutual agreement of two sides. As proposed by FATA, a technical coordination meeting between experts of two sides will be held every six months and the meeting venue will be regarded to the contents of the meeting.

#### **5. Next meeting plan**

The next China-Russia CNS/ATM coordination meeting will be held in Russian Federation in April or May, 2017. Both sides will further coordinate for agenda and schedule in details.

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State ATM Corporation POC: (1) Mr. Sergey Pogrebnov, Deputy Director

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(2) Mr. Peter Shipil, Director for International Cooperation

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#### **6. Closing of the Meeting**

The ATMB and the FATA agreed on the provisions of this Minutes as indicated by the



signature of their authorized representatives.

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Ma Bing

Deputy Director General  
Air Traffic Management Bureau  
Civil Aviation Administration of China  
The Peoples Republic of China

Date: 21<sup>st</sup> September, 2016

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Yury Tokarev

Head   
Air Space Management Department  
Federal Air Transport Agency  
The Russian Federation

Date: 21<sup>st</sup> September, 2016



Attachment:

### **Name List of Participants**

#### Chinese Participants:

Mr. Ma Bing Deputy Director General, ATMB of CAAC  
Mr. Tian Fang Director of International Cooperation Division, ATMB of CAAC  
Ms. Wang Rui Assistant of International Cooperation Division, ATMB of CAAC  
Mr. Yan Yonggang Deputy Director of ATC Division, ATMB of CAAC  
Mr. Huo Zhenfei Assistant of CNS Division, ATMB of CAAC  
Mr. Li Shubai Director of Safety Inspection Office of OMC, ATMB of CAAC  
Mr. Xiong Lin Assistant of Airspace Management Center, ATMB of CAAC  
Mr. Hu Bin Assistant of ATC Division, North China Regional ATMB of CAAC  
Mr. Wang Bing Assistant of CNS Division, North China Regional ATMB of CAAC  
Mr. Yang Xiaodong Director of ATC Division, Hulun Buir ATC Station of CAAC  
Mr. Pan Wensheng Assistant of ATC Division, Northeast Regional ATMB of CAAC  
Mr. Wei Yang Assistant of CNS Division, Northeast Regional ATMB of CAAC  
Ms. Ji Jing Controller of Flight Service Center, Northeast Regional ATMB of CAAC  
Mr. Li Yazhou Deputy Director of ATC Operations Division, Hei Longjiang ATM Sub-bureau of CAAC  
Mr. Zhou Xiaobo Deputy Director of ATC Division, East China Regional ATMB of CAAC  
Mr. Mao Kanlun Deputy Director of Safety Management Office, East China Regional ATMB of CAAC  
Mr. Chen Haigang Assistant of ATC Division, Xinjiang Regional ATMB of CAAC  
Mr. Wang Jun Assistant CNS Division, Xinjiang Regional ATMB of CAAC

#### Russian Participants:

Mr. Yury Tokarev Director of Air Space Regulation Department, FATA  
Mr. Sergey Legchenkov Advisor of Air Space Regulation Department, FATA  
Mr. Sergey Pogrebnov Deputy Director General of FSUE State ATM Corporation

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Mr.Sergei Shabalin Chief of Khabarovsk ACC, Far East Air Navigation, Branch of  
FSUE State ATM Corporation  
Ms. Tatiana Streltsova Interpreter of FSUE State ATM Corporation

*Chief - G. Prokofiev*<sup>10</sup>

3