

RESEARCH ON COMMON PROBLEMS AND SOLUTIONS IN CHINA'S CIVIL AVIATION DOMAIN MANAGEMENT

Chenfan Huang, Hlushchenko N.V.

National Aviation University, Kyiv

Scientific Supervisor – Ivannikova V.Yu., PhD (Eng.), Associate Professor

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In the process of building a modern society, transportation has become an important part of promoting economic development and an indispensable key link to ensure the continuous operation of cities. In the current development process of China's transportation field, civil aviation has increasingly become a key construction content, and its related management work has gradually received attention. However, looking at the actual implementation of civil aviation domain management at this stage, there are still many problems.

China's airspace management has strict regulations. The National Air Traffic Management Commission and the Civil Aviation Administration of China are responsible for the relevant work of the Chinese airspace management. Through mutual coordination, they are responsible for providing a series of air traffic and transportation services, including communication, weather monitoring, route navigation and navigation monitoring. To collect intelligence information a systematic three-level air traffic service system has been constructed, which follows the management axis of approach control, airport control and area control [1].

When planning most air routes in China, there is a certain degree of unity. There are too many inflection points and reporting points. When the airspace management methods are optimized and adjusted, the implementation of the work is not in place and the progress is relatively slow, which seriously affects the airspace. At the same time, due to the complexity of the management work, it has increased the difficulty of the control personnel, and also has a negative impact on the work of the pilots.

The emphasis on the east and the light on the west is the basic status of the development of Chinese civil aviation industry. Compared with the eastern region, the air transport development in the western region is relatively stable and the transportation pressure is lighter, but the problem of excessive local transportation pressure still exists. In the eastern region, crisscrossing air routes are generally densely distributed, while in the western region, including important nodes such as Lanzhou, Xi'an and Urumqi, there are sparse air routes and air traffic is greatly reduced.

In recent years, Chinese civil aviation transportation industry has been developed well. Under the environment of increasing demand for aviation resources, the available airspace resources of civil aviation are becoming more urgent, and the existing available resources are more difficult to meet [2].

In airspace management, civil aviation and military aviation are important components. Therefore, they should be distinguished by key points and the management operations related to them should be taken seriously.

Currently, in the entire airspace domain, the civil aviation domain accounts for about 20%, emphasizing the unreasonable distribution of airspace resources in China [3]. To effectively change this development status, we should actively reform the current airspace management system, redefine the national airspace category scientifically, build an airspace management mechanism based on flexible use, and reasonably coordinate the flight requirements of military aviation and civil aviation to achieve. Taking national economic development as the primary foothold, rationally adjust and plan the existing route structure. Priority should be given to the areas with heavy civil aviation transportation, such as Beijing, Shanghai, Guangzhou and the eastern region, and priority should be optimized.

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