



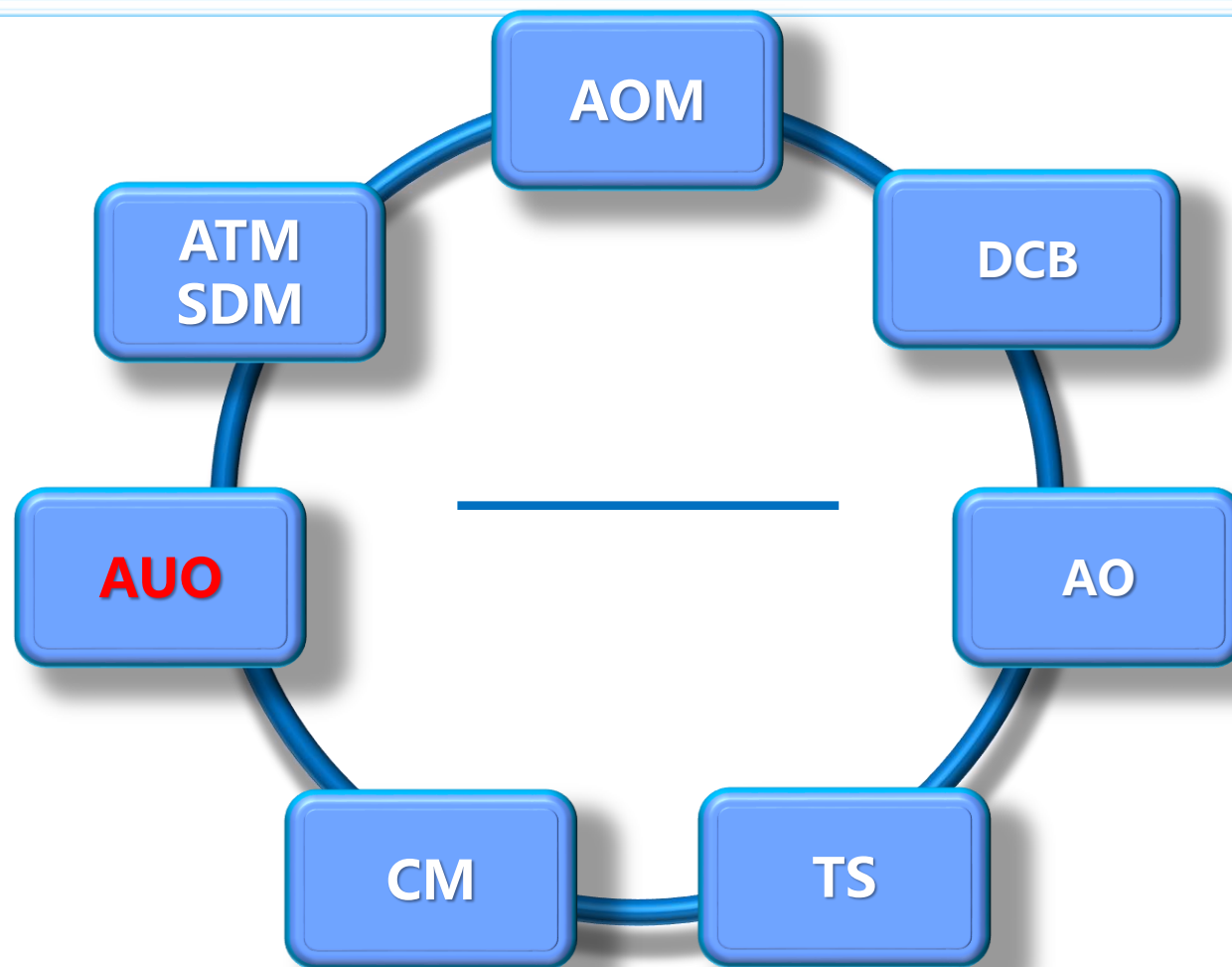
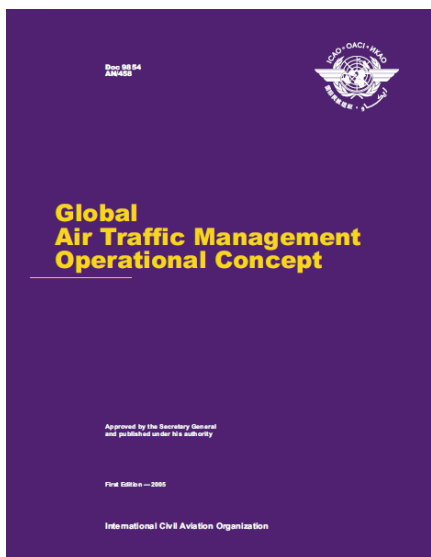
The Value and Importance of Real-Time Data Output From ATM Automation System

ICAO APAC REGIONAL ATM AUTOMATION SYSTEM SYMPOSIUM

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To represent, lead and serve the airline industry





The Important Data Output From ATM Automation System

- Here the ATM Automation System is the broad-sence ATM Automation System not only referring to the front line Air Traffic Control
- **Flight Plan Data: Static/Dynamic**
- **CDM Data: EOBT/CTOT/RWY, ATFM,etc**
- **Airspace Data: Static/Dynamic , closely related to the FUA and also RM(before airborne and in-the-air), looking forward seeing to enhancement based on the Notams**

FPP From 06Dec2018

ENR 1.11 飞行计划报收电地址

1. 飞行动态电报是指领航计划报以及与其有关的延误报、修订领航计划报、取消领航计划报、起飞报以及落地报 (ICAO PANS-ATM 11.1.3)。

2. 从北京飞行情报区、沈阳飞行情报区、上海飞行情报区、广州飞行情报区、武汉飞行情报区、三亚飞行情报区、昆明飞行情报区、兰州飞行情报区以及乌鲁木齐飞行情报区以内起飞的航班，航空器驾驶员、运营人或者其代理人应当按照按照下列规定，提交领航计划报及其有关延误报、修订领航计划报、取消领航计划报。

2.1 应当向民航空管飞行计划处理中心 SITA 地址 (PEKFP8X 和 SHAFP8X) 提交领航飞行计划申请。拟通过 AFTN 提交领航飞行计划等电报申请的，应当事先与民航空管飞行计划处理中心签订协议并按照协议执行。

3. 从北京飞行情报区、沈阳飞行情报区、上海飞行情

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. Flight movement messages in this context comprise FPL/CHG/DLA/CNL/DEP/ARR(Ref. ICAO PANS-ATM 11.1.3).

2. For the aircraft departing from Beijing FIR, Shenyang FIR, Shanghai FIR, Guangzhou FIR, Wuhan FIR, Sanya FIR, Kunming FIR, Lanzhou FIR, Urumqi FIR, The FPL/CHG/DLA/CNL message shall be submitted as follows:

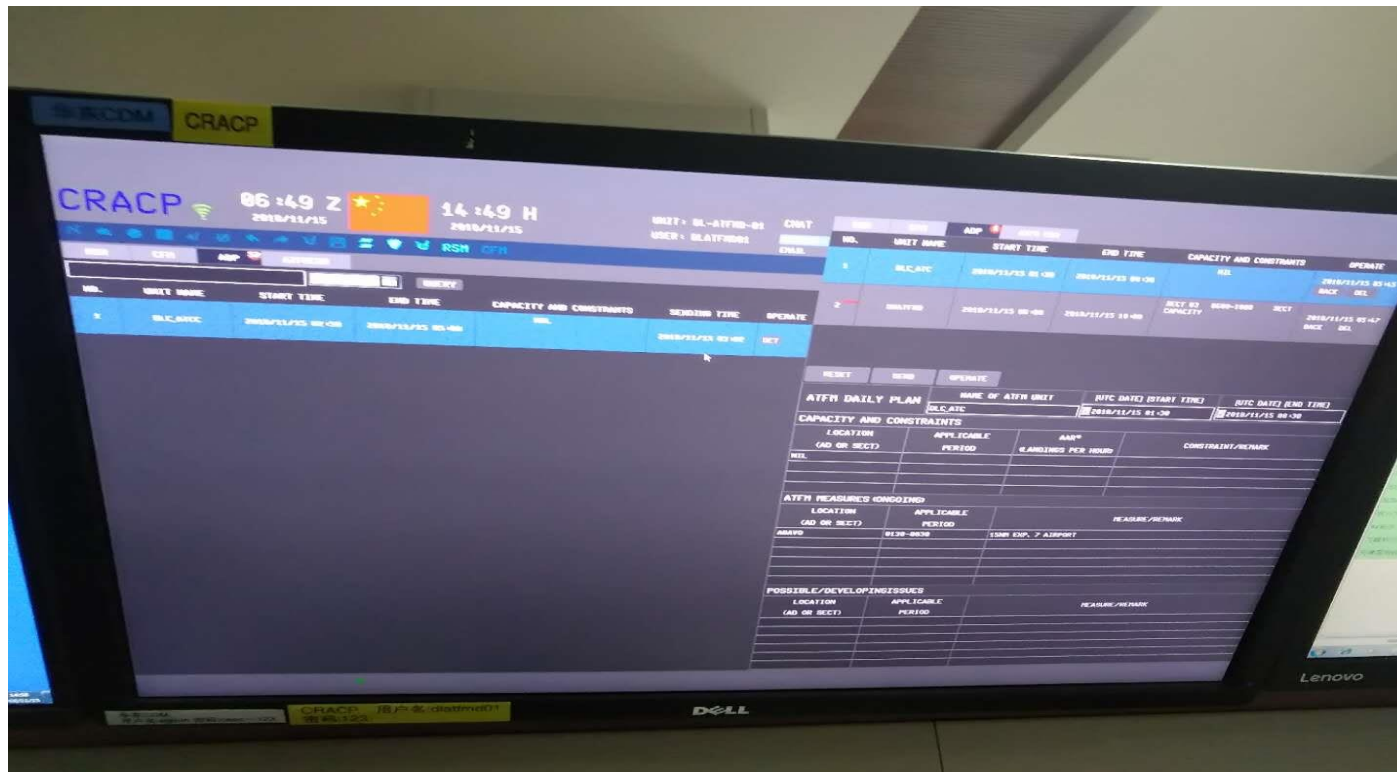
2.1 The FPL/CHG/DLA/CNL shall be submitted to Flight Plan Processing Center of ATMB via SITA, the addresses are (PEKFP8X and SHAFP8X). If the Airline operators need to submit those messages by AFTN, it shall sign an agreement with the Flight Planning Processing Center of ATMB in advance.

3. For the aircraft entering Beijing FIR, Shenyang FIR, Shanghai

NARAHG/7 Meeting in DLC arranged by ICAO APAC and ATMB



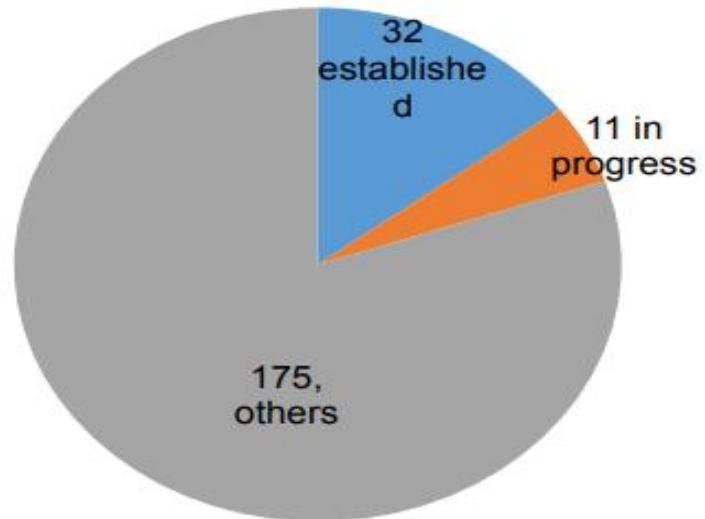
Cross Region ATFM Coordination Platform



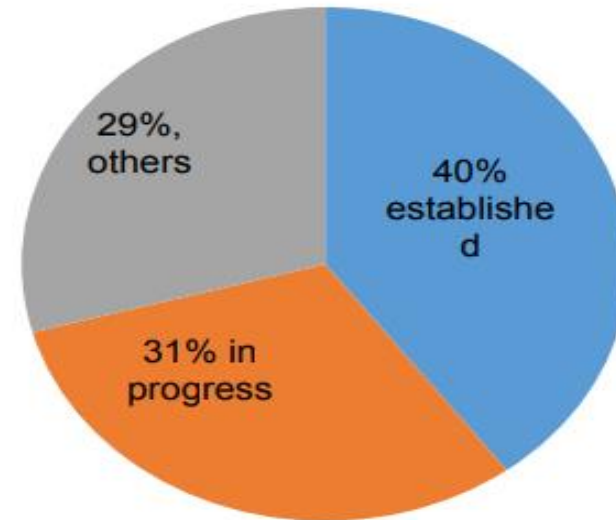
CAAC A-CDM policies

- Notice of further promote A-CDM implementation
 - Released in August 2017;
 - By the end of year 2018, airports with annual passenger throughput exceed 30 million should implement A-CDM;
 - By the end of year 2019, airports with annual passenger throughput between 10 million to 30 million, should implement A-CDM;
 - Airports with annual passenger throughput under 10 million should commence data exchange, integration and information sharing.

A-CDM implementation status in China



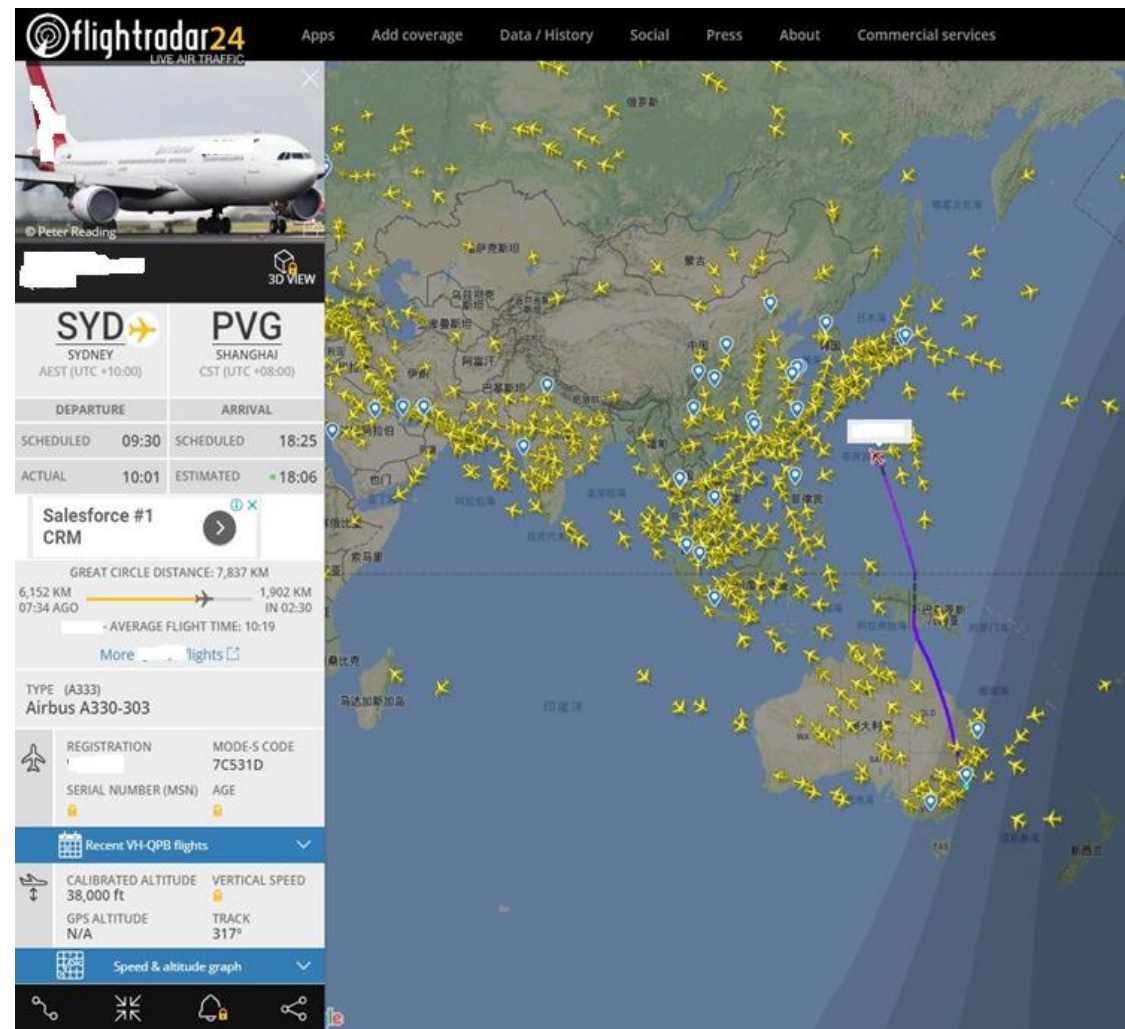
A-CDM Airport numbers



Passenger numbers divided by A-CDM implementation

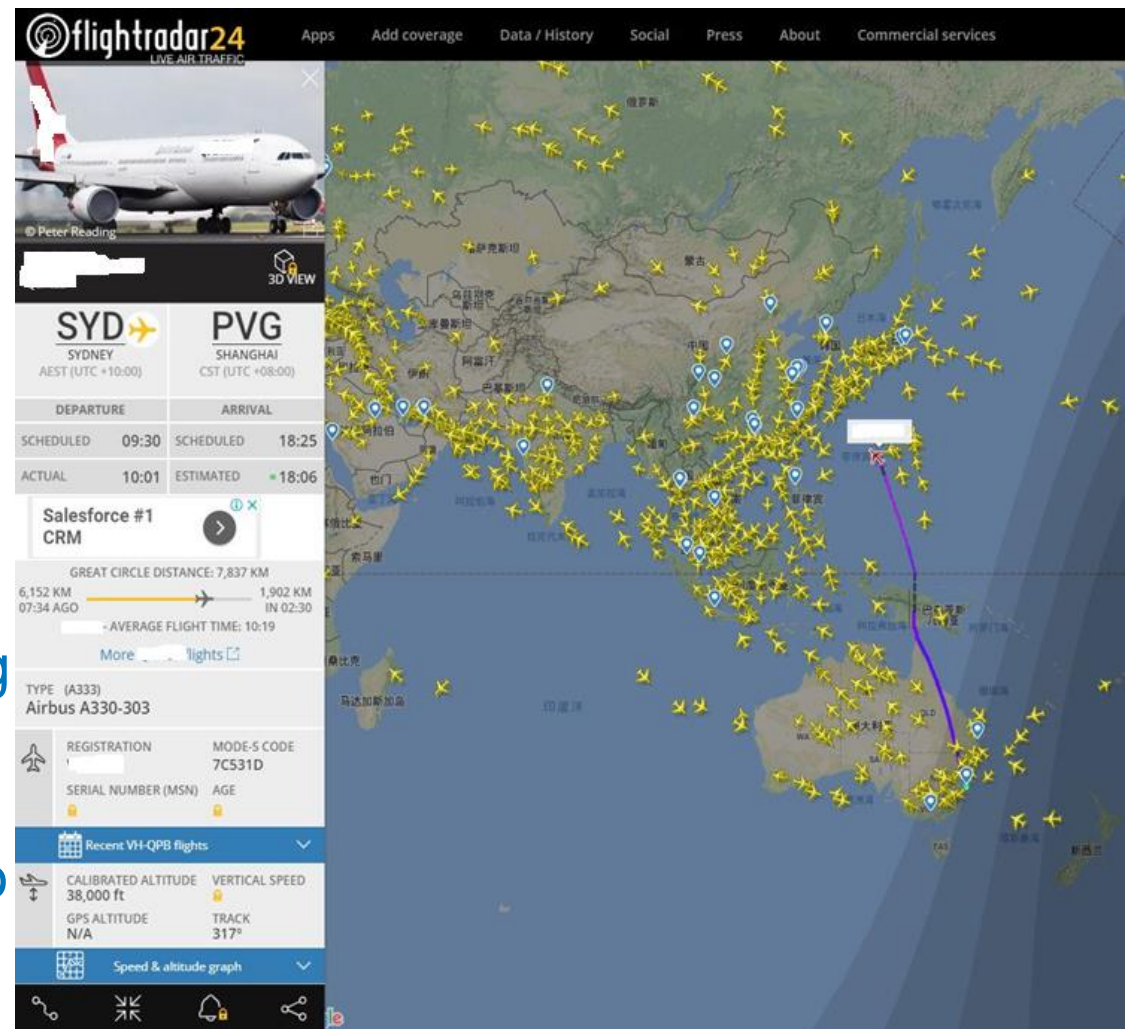
7th May 2018 airborne rerouting coordination due typhoon

- A very strict ATFM restrictions originated by Shanghai ACC due typhoon for the consideration of safety, transferred and magnified to 2 hours in trail along the route China, China Hong Kong, Philippine, Malesia, Indonesia, to Australia.
- A flight from SYD to PVG got a very strict traffic restriction after departed from SYD;



7th May 2018 airborne rerouting coordination due typhoon

- The IATA China liaison desk coordinated with the OSC and ATMB of CAAC, Shanghai ACC and Guangzhou ACC for airborne rerouting, the entry point of China was successfully changed to east of Shanghai ACC(LAMEN) from south of Guangzhou ACC(DOTMI/MAGOG);
- During the coordination, the information regarding the airspace busy/free and the coordination between Shanghai/Guangzhou/Hongkong ACCs all done by phone call, faster than Notam but also not enough, neither open to the carrier



Summary

- The demand is around the corner and will increase with the total flight volume increasing;
- Fully understood the goal is not easy and suggest taking into consideration when further establishing/upgrading the ATM automation system;
- Starting from one specific area/aerodrome is a good trial;
- Thanks for the long time effort from ICAO and CAAC, willing to assist from the IATA side.

Thank You!

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