



International Civil Aviation Organization

**The Twenty-Second Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/22)**

Bangkok, Thailand, 25 – 29 June 2012

Agenda Item 4: Review outcome of relevant meetings

IMPLEMENTATION STATUS OF ICAO NEW FLIGHT PLAN IN CHINA

(Presented by China)

SUMMARY

This paper presents the status of implementation of ICAO new format flight plan Messages in China, and describes China's schedule of the transition period of NEW FPL&ATS messages.

This paper relates to –

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

GPI-12 Functional integration of ground systems with airborne systems

GPI-18 Aeronautical information

GPI-21 Navigation systems

1. INTRODUCTION

1.1 Since 2008 when the Amendment 1 of the 15th edition of PANS –ATM Doc 4444 was published, CAAC has been making its efforts to meet the requirements of ICAO new format FPL messages to be effective from 15 November 2012 and has developed a special transition schedule based on the complexity of China's Flight Data Processing systems (FDP) and ATM automation systems.

1.2 The transition steps for China's 2012 NEW Flight Plan Format adopted and being implemented by CAAC are as follows:

- a) **Step A-** Upgrading FDP and developing the front-end system and converter. To complete ANSPs software delivery and internal testing by the end of August 2012;
- b) **Step B-** To conduct initial external testing by no later than 30 September 2012;
- c) **Step C-** To accept NEW FPL and ATS messages from operator and/or airlines and getting ready for implementation by no later than 18 October 2012;

- d) **Step D**-The transition period, from 18 October to 15 November. China plans to use converter or the front-end system to transfer NEW FPL&ATS messages into PRESENT format and send to ATM systems which cannot updated for a period of time. At the same time, China will use the updated FDP, which are able to accept and process NEW FPL&ATS messages, to send NEW format FPL messages to domestic ANSPs, and send the PRESENT format FPL messages to foreign ANSPs during the transition period. On the other hand, China will commence accepting and processing NEW and PRESENT format FPL on 18 October up to every relational states can send NEW format FPL.
- e) **Step E**-After cutover time on 15 November, China will send NEW format FPL messages to all ANSPs.

2. DISCUSSION

The status of implementation in China

2.1 Up to now, the tasks of Step A were completed in ZYSH FIR, ZWUQ FIR and ZPKM FIR. The rest FIRs are in early stage of Step A. Upgrading FDPs at major ACCs will be completed by the end of August 2012.

Deployment of Amendment 1

2.2 A national conference on the implementation of Amendment 1 of the 15th edition of PANS –ATM Doc 4444 was held in Shanghai from 6 to 7 June 2012.

2.3 Participants from regional Air Traffic Management Bureau, airlines and airport operators and their Departments attended the meeting.

2.4 During the meeting, the solution providers and technical supporters introduced not only the functions of the converter and the front-end system, but also demonstrated the function of updated FDP systems. Meanwhile, Air Traffic Management Bureau reaffirmed with all stakeholders the schedule of the 2012 NEW Flight Plan Format Implementation.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- note the information contained in this paper; and
 - discuss any relevant matters as appropriate.
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