AERONAUTICAL INFORMATION SERVICES-AERONAUTICAL INFORMATION MANAGEMENT STUDY GROUP (AIS-AIMSG)

FIFTH MEETING

Montréal, Canada, 7 to 11 November 2011

Agenda Item 1: Development and implementation of AIS-AIM transition

INFORMATION MANAGEMENT IN CHINA

(Presented by Amy Meng, China)

SUMMARY

This information paper describes the China Aeronautical Information Management activities including WGS-84 implementation, QSMS project and Strategy Plan for the Implementation of AIM.

1. WGS-84 IMPLEMENTATION

1.1 Application of WGS-84 for civil aviation was approved in June 2007 by CAAC. Two years (2007 to 2009) were required for the project which included preparation of a working plan, formulating survey specifications, creating an implementation plan, organizing bidding and training. Field survey and data verification was completed the end of March 2011. Data publishing is scheduled for 4 AIRAC cycles from March to December 2011.

1.2 China will complete WGS-84 implementation on or about 15 December 2011.

2. QUALITY AND SAFETY MANAGEMENTS (QSMS) PROJECT

2.1 QSMS is planned to be established in the Aeronautical Information Service Center (AISC), which is headquarters for the 7 regional AIS offices. Currently, the 7 regional AIS offices have completed their QSMS project. AISC QSMS project is scheduled to be completed on or about December 2012.

2.2 AISC has 8 units, including International AIP, National AIP, Charting, International NOTAM office, Distribution, System Support, Logistics and Financing. Financing unit is not included in the QSMS project. By the end of 2011, AISC will complete drafting and editing the manuals of operational level, which include more than 160 documents. The draft of AISC QSMS manual will be completed in February 2012.
2.3 During the establishment of QSMS for AISC, we found that maintaining liaison with originators is critical to improve data quality. We classify the originators as three categories: aerodrome authorities, ATMB personnel, and state administrative organizations including CAAC. For the various originators, we have different procedures to keep in contact with them. We give training courses to aerodrome originators together with AIS Regional Offices and hold meeting with administrative organizations.

2.4 The 7 regional AIS offices have established their QSMS independently. Differences concerning data handling process were found of which AISC will instruct the regional AIS offices to improve their QSMS and harmonize procedures within AIS organizations.

2.5 While collecting original data from the various aerodrome authorities, we found many did not know what kind of aeronautical information shall be provided for “Local Traffic Regulations” under AIP AD 2.20. One possible cause could be the sample given in Annex 15 is too general. We list more choices for aerodrome originator under the subtitle: Airport Operations Regulations; Use of Runways and Taxiways, General Rules for The Use of Runways, Runway Crossing Rules (Including: TWYs Used for Crossing, Procedures for Crossing, Limits for Crossing, Runway Crossing Routes), RWY Holding Positions And Requirements, Protection Procedures for ILS Sensitive Area, Procedure for Rapidly Vacating RWY; General Rules for The Use of Taxiways, General Rules for The Use of Parallel Taxiways, TWY Use Limits, Compulsory Holding Points, Push-Back Holding Points, Taxiway By Which Aircraft enter/exit Stands, Hot Spots, Use of Aprons And Parking Stands, Engine Run-Ups, Limits For Aircraft Parking, De-Icing Rules, Use of Combined Stands, Rules for Pushing Back; Air Traffic Control Regulations; CAT II/III Operations, Simultaneous Operations on Parallel Runways; Helicopter Operation Restrictions And Helicopter Parking/Docking Area, etc.. We also give more details for other subtitles.

2.6 A standardized Original Data Collecting System has been developed and tested, which is being installed similar to the NOTAM system.

2.7 NOTAM Processing System Updated

2.7.1 Q-code in database for NOTAM Processing System will be modified to comply with ICAO latest standard specified in Doc. 8126 by the end of this year.

2.8 We are unable to find international specifications for the charting format and data list concerning the publication of RNP procedures. Since many RNP procedures are being developed and published in China, this issue is being discussed.

3. STRATEGY PLAN FOR THE IMPLEMENTATION OF AERONAUTICAL INFORMATION MANAGEMENT

3.1 The draft of the Strategy Plan for the Implementation of Aeronautical Information Management has been discussed in October 2011. According to the plan, establishment of AIM system will be divided into two phases.
3.2 First phase: 2011 to 2015

3.2.1 Establish the main infrastructure and the system platform to accomplish: the data collection/processing/publishing functions for aeronautical information (AIP data and information), establish QSMS, establish the emergency responding system, and establish AIM operation monitoring system.

3.3 Second phase: 2016 to 2025

3.3.1 Strengthen information management; improve QSMS, expand product series to include AMDB and eTOD, accomplish dNOTAM, and exchange data with other countries.

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