



ICAO

International Civil Aviation Organization

Tenth Meeting of the Air Traffic Management Sub-Group
(ATM/SG/10) of APANPIRG

Video Teleconference, 17 – 21 October 2022

Agenda Item 5: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

CHINA RESPONSE TO WORKING PAPER 19

(Presented by the Secretariat)

SUMMARY

This paper records China's response to ATM/SG/10 WP19 Missing Departure Messages

1. INTRODUCTION

1.1 China provided a lengthy response to WP19 – Missing Departure Messages.

2. DISCUSSION

2.1 The following response to WP19 was provided through the ATM/SG/10 video-teleconference chat facility. The matters referred to are paragraphs 3.1 b) iii, and 3.1 d) of the working paper.

We do not support action b item 3 and action d

First, we believe that the paper does not correctly and completely understand the provisions of ICAO PANS ATM. **ICAO 4444 11.2.1.1.2** said: Origination of movement, control and flight information messages for purposes other than air traffic services (e.g. operational control) shall, except as provided for in Annex 11, 2.17, be the responsibility of the pilot, the operator, or a designated representative. **ICAO 4444 11.3.6** said: Movement messages shall be addressed simultaneously to air traffic flow management units. **ICAO 11.2.1.2.3.3** means that **the ATS message for ATS unit can only use the address mentioned in the paper.**

Second, the action is unnecessary. According to the procedures of ICAO, any differences related to SARPS will be published on AIP and notified to ICAO headquarters.

Third, according to the **APANPIRG handbook**, only the events that do not conform to SARPS and have an impact on safety can be considered as an APANPIRG deficiency.

Fourthly, the suggestions in the paper are not conducive to safety. ICAO 3-letter code is only a part of AFTN, which redirect the received movement message internally, increasing the relevance operation risk. The responsibilities of providing Movement messages including FPL/DEP, etc for other purposes rather than ATS purpose is very clear in ICAO 4444 11.2.1.1.2.

Fifth, the key to the DEP problem is to correctly send the ATSMessages to the address specified by ICAO for ATS service, instead of focusing on the use of other addresses, which is not conducive to focusing on solving the problem of missing DEP.

Sixth, the ICAO 3-letter code ZFP has been approved by the ICAO HQ and is a part of the AFTN address. The address used for ATFM and other purpose is not specified, and 4444 require that ATFM address should be sent as required.

Seventh, the ICAO three letter code is part of the AFTN address. The AFTN address was successfully configured, indicating that the CNS department recognized it. The WP should fully listen to the opinions of the CNS group.

Eighth, from China's participation in the DEP survey over the years, it can be seen from the results that China's practice of adding additional addresses not only conforms to the 4444 provisions, but also is more conducive to air navigation safety.

Finally, we will further study the use of ZGZ and ZRZ. China will make efforts on solving missing DEP and using addresses in proper.

2.2 ICAO will separately coordinate with China on the matters raised in their response to WP/19.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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