



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

ACARS CTOT INFORMATION SERVICE OPERATION TRIAL

(Presented by China)

SUMMARY

This paper presents the operation trial in Shenzhen airport to provide CTOT by ACARS in China following the standards of ARINC623. There will be 44 airports in China which will provide DCL&D-ATIS by ACARS by the end of 2018, and CTOT information are available in these airports in the future after the operation trial.

1. INTRODUCTION

1.1 CTOT service is an innovative application in Data-link Flight Information Service (DFIS). The CTOT service system installed at Shenzhen Bao'an International Airport have been equipped with data-link capability and dedicated data-link communication links have been set up with the ADCC AIRCOM Service to enable aircraft to assess CTOT service via VHF data-link. The message to request and respond CTOT information follows the AEEC620, 622 and 623 specifications.

1.2 CAAC has launched CTOT services operation trial at the Shenzhen Bao'an International Airport on July 16, 2018. The pilots can input the Shenzhen airport code in the D-ATIS function and select the "En-route INFO Service" option to get the CTOT information of the flight.

2. DISCUSSION

2.1 In China, the collaborative departure management (CDM) system is used to improve the operation between stakeholders, and CDM system is able to provide CTOT through a collaborative process with all stakeholders. Stakeholders can obtain information from the airport information sharing platform, but it is not convenient for pilots to obtain CTOT. Usually the pilots need to ask the tower controller or the airline dispatcher for the CTOT. If the pilots don't get the CTOT in time, they might get on board as well as the passengers without knowing they have been delayed, and passengers may have to wait in the plane for a very long time. Sometimes when pilots requesting CTOT in an already very busy frequency will only make the VHF more congested and increase ATC workload too.

2.2 With the existing D-ATIS and CDM system, we are now able to achieve better real-time information sharing on demand service and provide CTOT information through data-link technology. Pilots simply input airport code (E.g ZGSZ), flight number (E.g ZH9004) in the CDU, then comes the CTOT.

2.3 During the trial period, pilots will receive the CTOT marked with “TRAIL OPERATION” and are requested to repeat CTOT to the controller vocally after receiving CTOT information to ensure safety.

2.4 As shown in figure1, Shenzhen tower provides CSZ9004 with real-time information about the CTOT. The relevant information is shown below.



Figure 1 CTOT Information Service in ZGSZ

3. ACTION BY THE MEETING

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

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