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International Civil Aviation Organization

**The Seventh Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/7)**

Bangkok, Thailand, 05 – 09 August 2019

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

INTRODUCTION TO “THREE-CENTER PROJECT” OF ATMB CAAC

(Presented by CHINA)

SUMMARY

This paper presents introductory information for the “three-center project” of ATMB, CAAC, especially the construction background of the national ATFM system and related working progress.

1. INTRODUCTION

1.1 The Civil Aviation Operation Management Center, Meteorological Center, and Information Management Center Project (hereinafter referred to as the “Three-Center Project”) are key infrastructure construction projects listed in the “13th Five-Year Plan for Civil Aviation”.

1.2 The construction site is close to the Beijing Area Control Center and the Civil Aviation Museum. The construction land area is 84,000 square meters, while the civil aviation operation management center(OMC) covers an area of 16,880 square meters.

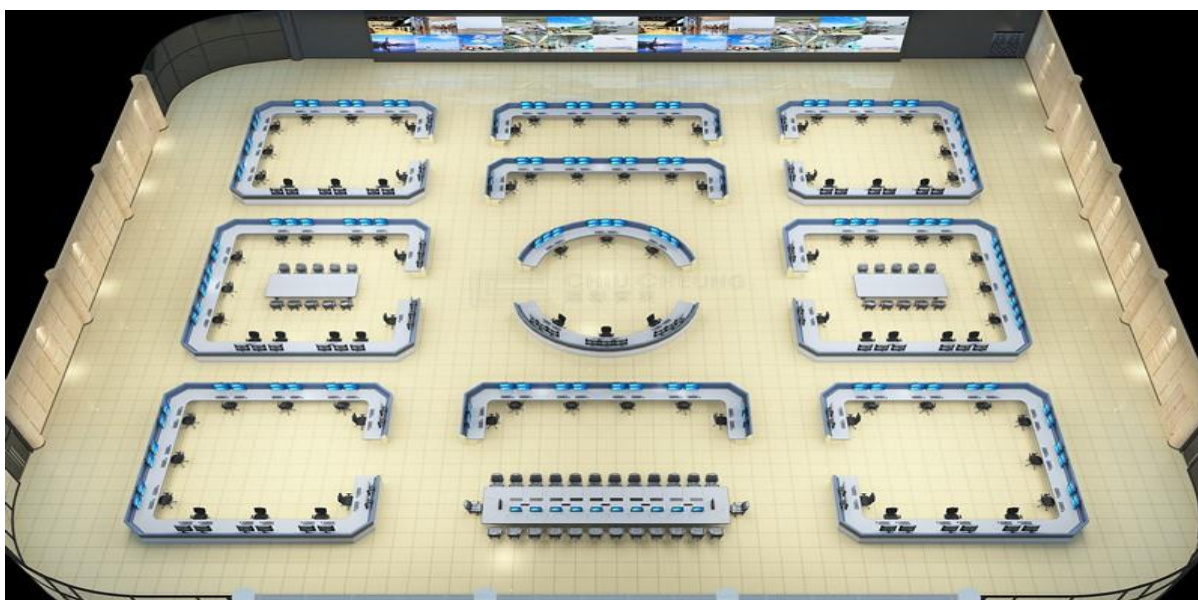




1.3 National ATFM system being developed by LES Company, a subsidiary of China Electronics Technology Corporation, will serve as the main operation system of the OMC.

1.4 The main functional modules of the national ATFM system includes data integration, capacity management, strategic ATFM, pre-tactical ATFM, tactical ATFM, cross-border ATFM, operational comprehensive information display, statistical analysis, POA, test platform, training platform, etc.

1.5 In the operation hall of the OMC, 89 sets of various seats will be arranged. In addition to the ATFM seats, a number of seats will be reserved for stakeholders such as airlines, large hub airports, military, IATA, etc.



1.6 In order to guide the development of the national ATFM system, the ATMB headquarter of CAAC has organized the drafting of the “Operation Rules for Civil Aviation Collaborative Traffic Flow Management” in the early stage. This document clarifies the responsibilities of all levels of traffic flow management units and related stakeholders such as airlines and airports, enhances flight information management, clarifies the working procedures corresponding to different traffic management strategies, and creates a common flight operation situation awareness for ATC, airports, airlines and other related

parties. At present, the draft of the "Rules" has been issued to all relevant units for comments.

2. DISCUSSION

2.1 After the ATFM system is officially put into operation (expected at the end of 2020), all levels of ATFM units and stakeholders across the country will use the same set of system tools, following the same rules, using the same algorithm for flight sequencing so as to achieve centralized traffic flow management. At the same time, the cross-border traffic flow management module in the system will make the cooperation between China and the neighboring countries and regions in a smoother and more harmonious manner.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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