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INDUSTRY STANDARD OF THE PEOPLE'S REPUBLIC OF CHINA

MH/T 4029.3-2015

Replacing MH/T 4029.3-2015

Civil Aviation Air Traffic Control Automation System - Part 3: Flight Data Exchange

(English Translation)

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Foreword

MH/T 4029 "Civil Aviation Air Traffic Control Automation System" has released the following parts.

--Part 1: Configuration;

--Part 2: Technical requirements;

--Part 3: Flight data exchange.

This part is part 3 of MH/T 4029.

This section was drafted in accordance with the rules given in GB/T 1.1-2009.

This part replaces MH/T 4029-2015 "Civil Aviation Air Traffic Control Automation System Part 3: Flight Data Exchange", and Compared with MH/T 4029-2015, the main technical changes except for editorial changes are as follows.

-Modified the term "flight data coordination and exchange messages between control units" and its definitions (see 2.1.3, 2015 version 2.1.3);

- Added the term "revised sea pressure update information" and its definition (see 2.1.11);

- Modify the abbreviation "QFE surface pressure;

--Modified the abbreviation "2.2 of QNH revised sea level pressure annual edition);

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- Modified the 15-character longitude and latitude expression method (see 3.4.3, 3.4.3 of the 2015 edition);

- Modified the 11-character longitude and latitude expression method (see 3.4.4, 3.4.4 of the 2015 edition);

-Modified the 7-character longitude and latitude expression method (see 3.4.5, 3.4.5 of the 2015 edition);

- Deleted the basic data items in Table 8-Added the basic data items in Table 8 (see Table 8);

- Deleted in the main field of Table 9 basic flight data (see the 2015 edition

Table 9);

---Added the requirement to modify sea pressure information (see 8.7);

--Modified the requirements for flight plan coordination data (see 10.2.1, 10.2.1 in the 2015 edition).

This part is proposed and explained by the Air Traffic Control Industry Management Office of the Civil Aviation Administration of China.

This part is under the jurisdiction of the China Academy of Civil Aviation Science and Technology.

Drafting organizations of this section. Air Traffic Management Bureau of Civil Aviation Administration of China, Second Research Institute of Civil Aviation Administration of China.

1 Scope

This part of MH/T 4029 specifies the civil aviation air traffic control automation system (hereinafter referred to as the air traffic control automation system) and related the protocol, message type and data format used to transmit flight data between systems.

This part is applicable to the planning, design, manufacturing, construction, inspection and use of various air traffic control automation systems.

2 Terms, definitions and abbreviations

The following terms and definitions apply to this document.

2.1 Terms and definitions

2.1.1

Basic Flight Data Exchange Message Messages used for basic flight data exchange

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between air traffic control automation systems and related systems.

Note: The message type starts with the letter "I".

2.1.2

Data exchange message of main and standby air traffic control automation system Messages used for data exchange between main and standby air traffic control automation systems.

Note: The message type starts with the letter "B".

2.1.3

Flight data coordination and exchange messages between control units Messages used for the coordinated exchange of flight data between different control units.

Note: The message type starts with the letter "C".

2.1.4

Individual flight plan A message used to notify the flight plan changes (additions, modifications).

2.1.5

Individual flight plan deletion Used to notify the deletion of the flight plan.

2.1.6

Individual flight plan cancellation data Used to notify the cancellation of the flight plan.

2.1.7

Ssr code assignment message Used to notify the secondary code allocation or recovery message of the flight plan.

2.1.8

Sector assignment message it is used to notify the news of the allocation of seat sectors in the air traffic control automation system.

2.1.9

Airport runway status message Used to notify the current status of the airport runway in the air traffic control automation system.

2.1.10

Restricted airspace status message Used to notify a restricted airspace in the air traffic control automation system (including danger zone, air restricted zone, military airspace, gun shooting point, NTZ zone Etc.) Current status messages.

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2.1.11

CWP setting message

Used to notify the current setting of a physical seat in the air traffic control automation system.

2.1.12

Revise the sea pressure update information QNH setting message Used to notify the air traffic control automation system to modify the news of sea pressure changes.

2.1.13

Coordination flight plan it is used to notify the information of flight plan changes (addition, modification) between control units.

2.1.14

Handover request message it is used as a message when the flight plan between control units requests the transfer.

2.1.15

Handover response message it is used to respond to the transfer of flight plans between control units.

2.1.16

Flight plan transfer logic confirmation data logic affirm message it is used for logical confirmation messages when the flight plan requests and the flight plan respond to the handover between control units.

2.2 Abbreviations

The following abbreviations apply to this document.

3.1 Time and date data

3.1.1

The time data of flight data exchange messages should use UTC, accurate to the minute or second. Time data accurate to the minute it should be represented by four consecutive digits, in the order of hour and minute, with two digits indicating hour and minute respectively. Time data applications accurate to the second Continuing the six-digit representation, in the order of hour, minute, and second, use two digits to represent hour, minute, and second respectively.

Example 1.1030 means 10.30 UTC.

Example 2.103010 means 10.30.10 in UTC.

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