飛航管理程序修編小組第86次會議議程　　113年3月15日

一、主席致詞

二、本次修編會議議題 【參考資料－<u>FAA 7110.65AA</u>、<u>FAA 7110.65AA（CHG1）</u>】

（一）、 ATMP 2-1-27 PILOT DEVIATION NOTIFICATION 駕駛員違規通知

（二）、 ATMP 6-4-3 MINIMA ON OPPOSITE COURSES　　相對航道之最低限度

　　　　　　　6-5-4 MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES
　　　　　　　　　飛航於已頒布航路或航線外之最低限度、

　　　　　　　6-5-5 RNAV MINIMA－DIVERGING/CROSSING COURSES
　　　　　　　　　區域航行之最低限度－分歧／交叉航道

（三）、 ATMP 5-2-12 VALIDATION OF MODE C READOUT 高度顯示確認

（四）、 RNAV VISUAL FLIGHT PROCEDURES（RVFP）RNAV目視飛行程序

三、ATMP「climb/descend via SID/STAR」相關術語之再檢視與討論

四、臨時動議

　　（一）、 ATMP 8-3-2 SEPARATION MINIMA 最低隔離（航管組提案）

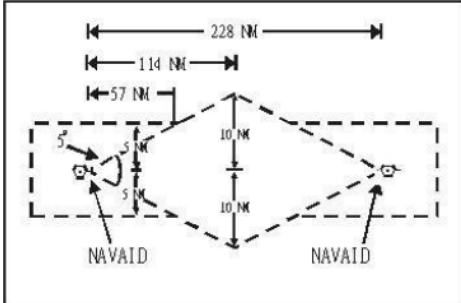　　（二）、 修正 ATMP 4-2-4、4-3-2、4-7-1及5-6-2內容（總臺提案）

五、散會

二、本次修編會議議題

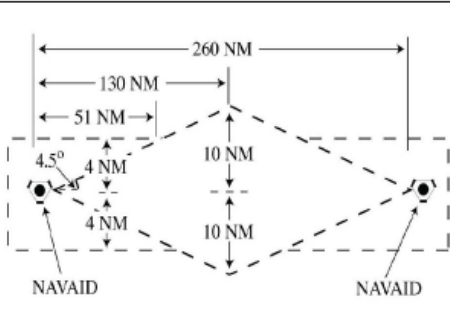## （一）、ATMP 2-1-27 PILOT DEVIATION NOTIFICATION 駕駛員違規通知

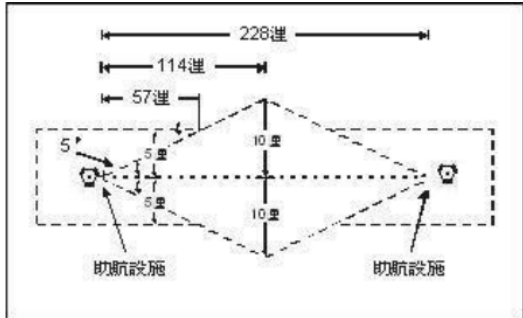| FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA 7110.65AA **Chapter 2. General Control Section 1. General** **2-1-27. <u>POSSIBLE</u> PILOT DEVIATION NOTIFICATION** When it appears that the actions of a pilot constitute a pilot deviation, notify the pilot, workload permitting. *PHRASEOLOGY–* *(Identification) POSSIBLE PILOT DEVIATION ADVISE YOU CONTACT (facility) AT (telephone number).* <u>*NOTE–*</u> <u>*The phraseology example identified in this paragraph is commonly referred to as the "Brasher Notification" or "Brasher Warning," which gives flight crews the opportunity to make note of the occurrence for future reference. The use of these terms during direct pilot communications is not appropriate.*</u>	**Chapter 2. GENERAL CONTROL** **Section 1. GENERAL** **2-1-27 POSSIBLE PILOT DEVIATION NOTIFICATION** When it appears that the actions of a pilot constitute a pilot deviation, notify the pilot, work load permitting. ***PHRASEOLOGY:*** *(Identification) POSSIBLE PILOT DEVIATION ADVISE YOU CONTACT (unit) AT (telephone number).* 第二章 一般管制 第一節 通 則 2-1-27 駕駛員~~疑似~~違規通知 當駕駛員發生疑似違規之情況時，若工作負荷允許，通知駕駛員。 術語— （航空器識別）駕駛員可能違規，建議與（單位名稱）連絡，電話（電話號碼）。	**Chapter 2. GENERAL CONTROL** **Section 1. GENERAL** **2-1-27 PILOT DEVIATION NOTIFICATION** When it appears that the actions of a pilot constitute a pilot deviation, notify the pilot, work load permitting. ***PHRASEOLOGY:*** *(Identification) POSSIBLE PILOT DEVIATION ADVISE YOU CONTACT (unit) AT (telephone number).* 第二章 一般管制 第一節 通 則 2-1-27 駕駛員違規通知 當駕駛員發生疑似違規之情況時，若工作負荷允許，通知駕駛員。 術語— （航空器識別）駕駛員可能違規，建議與（單位名稱）連絡，電話（電話號碼）。	【3/15決議】 一、修訂第2-1-27節名稱，照案通過。 二、FAA 有關 Brasher Notification/Brasher Warning之註釋，不予採納。

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
REFERENCE− *FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Aircraft Incident Notification, Investigation, and Reporting, Chapter 11, Para 3, Air Traffic Facility Responsibilities.*			

（二）、ATMP 6-4-3相對航道之最低限度、6-5-4飛航於已頒布航路或航線外之最低限度、6-5-5區域航行之最低限度－分歧／交叉航道

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA 7110.65 AA **Chapter 6. Nonradar** **Section 4. Longitudinal Separation** **6−4−3. MINIMA ON OPPOSITE COURSES** c. Two RNAV aircraft have reported passing the same position and are at least 8 miles apart if operating along a route that is 8 miles or less in width; or 18 miles apart if operating along **any route segment that is greater than 8 miles in width**; except that 30 miles must be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitations beyond 130	**Chapter 6. NON-RADAR** **Section 4. LONGITUDINAL SEPARATION** **6-4-3 MINIMA ON OPPOSITE TRACKS** c. Two RNAV aircraft have reported passing the same position and are at least 10 miles apart if operating along a route that is 10 miles or less in width; or 20 miles apart if operating along any route segment that is greater than 10 miles in width; except that 30 miles shall be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitations beyond 130 miles. d. An aircraft utilizing RNAV and an	**Chapter 6. NON-RADAR** **Section 4. LONGITUDINAL SEPARATION** **6-4-3 MINIMA ON OPPOSITE TRACKS** c. Two RNAV aircraft have reported passing the same position and are at least 10 miles apart if operating along a route that is 10 miles or less in width; or 20 miles apart if operating along <u>an expanded route</u>; except that 30 miles shall be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitations beyond 130 miles. d. An aircraft utilizing RNAV and an aircraft utilizing VOR have reported	【3/15決議】 一、修訂第6-4-3節 c 項及 d 項、第6-5-5節 b 項，照案通過。 二、圖6-5-4不予修訂。

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FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
miles. d. An aircraft utilizing RNAV and an aircraft utilizing VOR have reported passing the same position and the RNAV aircraft is at least 4 miles beyond the reported position when operating along a route that is 8 miles or less in width; 9 miles beyond the point when operating along **any route segment that is greater than 8 miles in width**; except that 15 miles must be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitation beyond 130 miles; or 3 minutes apart whichever is greater. *NOTE−* *Except for GNSS-equipped aircraft /G, /L, /S, and /V, not on a random impromptu route, paragraph 5−5−1, Application, requires radar separation be provided to RNAV aircraft operating at and below FL450 on Q routes or random RNAV routes, excluding oceanic airspace.* 6−5−4. MINIMA ALONG OTHER THAN ESTABLISHED	aircraft utilizing VOR have reported passing the same position and the RNAV aircraft is at least 5 miles beyond the reported position when operating along a route that is 10 miles or less in width; 10 miles beyond the point when operating along any route segment that is greater than 10 miles in width; except that 15 miles shall be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitation beyond 130 miles; or 3 minutes apart whichever is greater. **Section 5. LATERAL SEPARATION** **6-5-4 MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES** (no change) **6-5-5 RNAV MINIMA-DIVERGING/ CROSSING TRACKS** Consider lateral separation to exist when an RNAV aircraft is beyond the point where the lateral protected airspace of that aircraft has ceased to overlap the lateral protected airspace of another by at least: a. When operating along a route that is	passing the same position and the RNAV aircraft is at least 5 miles beyond the reported position when operating along a route that is 10 miles or less in width; 10 miles beyond the point when operating along an expanded route; except that 15 miles shall be applied if operating along that portion of any route segment defined by a navigation station requiring extended usable distance limitation beyond 130 miles; or 3 minutes apart whichever is greater. **Section 5. LATERAL SEPARATION** **6-5-4 MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES** Protect airspace along other than established airways or routes as follows:(See FIG 6-5-4) **FIG 6-5-4 Minima Along Other Than Established Airways or Routes** 	

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AIRWAYS OR ROUTES Protect airspace along other than established airways or routes as follows: (See FIG 6−5−4.) *FIG 6−5−4* Minima Along Other Than Established Airways or Routes *REFERENCE−* *P/CG Term − Airway.* *P/CG Term − Route.* 6−5−5. RNAV MINIMA− DIVERGING/CROSSING COURSES b. When operating along **any route segment that is greater than 8 miles in width** − 9 miles, except that 15 miles must be applied along that portion of any route segment requiring extended usable distance limitation beyond	10 miles or less in width- 5 miles. b. When operating along any route segment that is greater than 10 miles in width- *10 miles,* except that *15 miles* shall be applied along that portion of any route segment requiring extended usable distance limitation beyond 114 miles of the reference facility. 第六章 非雷達 第四節 前後隔離 6-4-3 相對航道之最低限度 c. 兩區域航行航空器於寬度小於10浬（含）之航路上相互通過同一位置10浬以上，或於寬度大於10浬之航路上相互通過20浬，或由助航裝備設立之航路有效距離130浬外所定義之任何延展航段相互通過30浬後，方可視為兩者已彼此通過。 d. 當一區域航行航空器與一接收多向導航臺信號之航空器，皆已報告通過同一點，前者於寬度小於10浬（含）之航路上通過該點5浬，於寬度大於10浬之航路上通過該點10浬，或由助航裝備設立之航路有效距離130浬外所定義之任何延展航段通過該點15浬或3分鐘以上，取其較大隔離者，方可視為兩者已彼此通過。	**6-5-5 RNAV MINIMA-DIVERGING/ CROSSING TRACKS** Consider lateral separation to exist when an RNAV aircraft is beyond the point where the lateral protected airspace of that aircraft has ceased to overlap the lateral protected airspace of another by at least: a. When operating along a route that is 10 miles or less in width- 5 miles. b. When operating along an expanded route- *10 miles,* except that *15 miles* shall be applied along that portion of any route segment requiring extended usable distance limitation beyond 114 miles of the reference facility. 第六章 非雷達 第四節 前後隔離 6-4-3相對航道之最低限度 c. 兩區域航行航空器於寬度小於10浬（含）之航路上相互通過同一位置10浬以上，或於擴展航路上相互通過20浬，或由助航裝備設立之航路有效距離130浬外所定義之任何延展航段相互通過30浬後，方可視為兩者已彼此通過。 d. 當一區域航行航空器與一接收多	

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
130 miles of the reference facility. *NOTE—* *Except for GNSS-equipped aircraft /G, /L, /S, and /V, not on a random impromptu route, paragraph 5−5−1, Application, requires radar separation be provided to RNAV aircraft operating at and below FL450 on Q routes or random RNAV routes, excluding oceanic airspace.*	第五節 左右隔離 6-5-4 飛航於已頒布航路或航線外之最低限度 （無修訂） 6-5-5 區域航行之最低限度－分歧／交叉航道 兩架區域航行之航空器，應考慮其相遇點之保護空域未重疊，如有下列情況之一，始可確保其左右隔離。 a. 飛行於寬度小於10浬（含）之航路－5浬。 b. 飛行於寬度大於10浬之航路－10浬，如於設立航路之參考助航設施114浬有效距離外所定義之任何延展航段，則須15浬。	向導航臺信號之航空器，皆已報告通過同一點，前者於寬度小於10浬（含）之航路上通過該點5浬，於擴展航路上通過該點10浬，或由助航裝備設立之航路有效距離130浬外所定義之任何延展航段通過該點15浬或3分鐘以上，取其較大隔離者，方可視為兩者已彼此通過。 第五節 左右隔離 6-5-4 飛航於已頒布航路或航線外之最低限度 在已頒布之航路或航線外飛航，其保護空域如下：（見圖6-5-4） 圖6-5-4 已頒布航路或航線外飛航保護空域最低限度 6-5-5區域航行之最低限度－分歧／交叉航道 兩架區域航行之航空器，應考其相	

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
		遇點之保護空域未重疊，如有下列情況之一，始可確保其左右隔離。 a. 飛行於寬度小於10浬（含）之航路－5浬。 b. 飛行於<u>擴展航路</u>－10浬，如於設立航路之參考助航設施114浬有效距離外所定義之任何延展航段，則須15浬。	

（三）、ATMP 5－2－12 VALIDATION OF MODE C READOUT 高度顯示確認

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA 7110.65AA (CHG1) **Chapter 5. Radar** **Section 2. Beacon/ADS−B** **Systems** **5−2−15.　VALIDATION　OF MODE　C　<u>ALTITUDE</u> READOUT** <u>a.</u> Ensure that Mode C altitude readouts are valid after<u>:</u> <u>1.</u> Initial track start. <u>2.</u> Track start from coast/frozen status. <u>3.</u> During and after an unreliable Mode C readout. <u>4.</u> Accepting an interfacility handoff, except: **(a)** CTRD-equipped tower cabs		**Chapter 5. ATS SURVEILLANCE** **Section 2. BEACON SYSTEMS** **5-2-12 VALIDATION OF MODE C READOUT** Ensure that Mode C level readouts are valid after accepting an interunit handoff, initial track start, track start from coast/suspend tabular list, missing, or unreasonable Mode C readouts. a. Consider a level readout valid when: 　1. It varies less than 300 feet from the pilot reported level, or **PHRASEOLOGY:** *CONFIRM LEVEL (level)* 　2. You receive a continuous readout from an aircraft on the aerodrome and the readout varies by less than 300 feet from the field elevation, or **NOTE:** *A continuous readout exists only when*	【3/15決議】 第5-2-12節不予調整。

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
are not required to validate Mode C altitude readouts after accepting interfacility handoffs from TRACONs according to the procedures in paragraph 5−4−3, Methods, subparagraph a4. **(b)** ERAM facilities are not required to validate Mode C altitude readouts after accepting interfacility handoffs from other ERAM facilities, except: **(1)** After initial track start or track start from coast is required, or **(2)** During and after the display of a missing, unreasonable, exceptional, or otherwise unreliable Mode C readout indicator. *NOTE−* *Consider a Mode C readout unreliable when any condition exists that indicates the Mode C may be in error, not just those that display an indicator in the Data Block.* b. Consider an altitude readout valid when: 1. It varies less than 300 feet from the pilot reported altitude, or		*the level filter limits are set to include the field elevation.* **REFERENCE:** *LEVEL FILTERS, Para 5-2-20.* *SELECTED LEVEL LIMITS, Para 5-13-5.* 3. You have correlated the level information in your data block with the validated information in a data block generated in another unit (by verbally coordinating with the other controller) and your readout is exactly the same as the readout in the other data block. b. When unable to validate the readout, do not use the Mode C level information for separation. c. Whenever you observe an invalid Mode C readout below FL 130: 1. Issue the correct altimeter setting and confirm the pilot has accurately reported the level. **PHRASEOLOGY:** *(Location) QNH (appropriate altimeter), CHECK ALTIMETER SETTING AND CONFIRM (level)* 2. If the level readout continues to be invalid: (a) Instruct the pilot to turn off the level-reporting part of his/her	

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PHRASEOLOGY− *(If aircraft is known to be operating below the lowest useable flight level),* *SAY ALTITUDE.* *or* *(If aircraft is known to be operating at or above the lowest useable flight level),* *SAY FLIGHT LEVEL.* 2. You receive a continuous readout from an aircraft on the airport and the readout varies by less than 300 feet from the field elevation, or *NOTE−* *A continuous readout exists only when the altitude filter limits are set to include the field elevation.* *REFERENCE−* *FAA Order JO 7110.65, Para 5−2−21, Altitude Filters.* *FAA Order JO 7110.65, Para 5−13−5, Selected Altitude Limits.* 3. You have correlated the altitude information in your		transponder and include the reason; and, (b) Notify the operational supervisor-in-charge of the aircraft call sign. (c) Ensure that the subsequent control position in the unit or the next unit, as applicable, is notified when the level readout is malfunctioning/inoperative. **PHRASEOLOGY:** *STOP SQUAWK CHARLIE WRONG INDICATION* d. Whenever you observe an invalid Mode C readout at or above FL130, unless the aircraft is descending below transition level: 1. Confirm that the pilot is using 1013 hectopascals as the altimeter setting and has accurately reported the level. **PHRASEOLOGY:** *CONFIRM USING ONE ZERO ONE THREE AS YOUR ALTIMETER SETTING, CONFIRM (level)* 2. If the Mode C readout continues to be invalid: (a) Instruct the pilot to turn off the level-reporting part of his/her transponder and include the reason, and (b) Notify the operational supervisor-in-charge of the aircraft	

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data block with the validated information in a data block generated in another facility (by verbally coordinating with the other controller) and your readout is exactly the same as the readout in the other data block. c. When unable to validate the readout, do not use the Mode C altitude information for separation. d. Whenever you observe an invalid Mode C readout below FL 180: 1. Issue the correct altimeter setting and confirm the pilot has accurately reported the altitude. *PHRASEOLOGY−* *(Location) ALTIMETER (appropriate altimeter), VERIFY ALTITUDE.* 2. If the altitude readout continues to be invalid: **(a)** Instruct the pilot to turn off the altitude- reporting part of his/her transponder and include the reason; and **(b)** Notify the operations supervisor-in-charge of the		call sign. (c) Ensure that the subsequent control position in the unit or the next unit, as applicable, is notified when the level readout is malfunctioning/inoperative. **PHRASEOLOGY:** *STOP SQUAWK CHARLIE WRONG INDICATION* e. Whenever possible, inhibit level readouts on all consoles when a malfunction of the ground equipment causes repeated invalid readouts. 第五章 飛航服務監視 第二節 次級雷達信號系統 5-2-12 高度顯示確認 在接受不同單位之交管、初次追蹤、滑離／暫存欄資料後之重新追蹤、消失或不合理之高度顯示後,應再確認高度顯示是否有效。 a.視高度顯示有效,當:(下列情形視為有效之高度顯示:) 1.顯示高度與駕駛員報告之高度相差小於300呎。 術語一 確認空層為(空層) 2. 持續收到地面航空器顯示之空層與機場標高,相差小於300呎。 註一	

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aircraft call sign. *PHRASEOLOGY–* *STOP ALTITUDE SQUAWK.* *ALTITUDE DIFFERS BY (number of feet) FEET.* e. Whenever you observe an invalid Mode C readout at or above FL 180, unless the aircraft is descending below Class A airspace: 1. Verify that the pilot is using 29.92 inches of mercury as the altimeter setting and has accurately reported the altitude. *PHRASEOLOGY–* *VERIFY USING TWO NINER NINER TWO AS YOUR ALTIMETER SETTING.* *(If aircraft is known to be operating at or above the lowest useable flight level),* *VERIFY FLIGHT LEVEL.* 2. If the Mode C readout continues to be invalid: (a) Instruct the pilot to turn off the altitude- reporting part of his/her transponder and include the reason; and		當高度顯示設定範圍包含機場標高時,其持續高度顯示為有效。 **參考一** 選擇空層範圍,5-2-20。 **選擇空層範圍**,5-13-5。 3.(經由與其他單位管制員口頭協調)確認航空器資料方塊內之高度顯示與其他單位相同航空器所顯示之高度相同。 b.如果不能確認高度顯示正確,不要使用高度顯示做為隔離之依據。 c.當觀察到一無效之高度顯示,且該空層低於飛航空層130時, 1.頒發正確之高度表撥定值,並查證駕駛員正確地報告空層。 **術語一** (地點)高度表撥定值(適當之高度表值),檢查高度表撥定值並確認空層為(空層) 2.如高度顯示仍無效: (a) 指示駕駛員關閉迴波器之高度報告部分,並說明原因。 (b)通知班務督導該航空器之呼號。 (c) 如高度顯示無效,應通知下一席位及相鄰航管單位適當之席位。 **術語一**	

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
(b) Notify the operations supervisor-in-charge of the aircraft call sign. *PHRASEOLOGY−* *STOP ALTITUDE SQUAWK.* *ALTITUDE DIFFERS BY (number of feet) FEET.* Whenever possible, inhibit altitude readouts on all consoles when a malfunction of the ground equipment causes repeated invalid readouts.		**停止SQUAWK高度，顯示錯誤** 當觀察到無效之高度顯示時，應通知相關單位。 d. 如觀察到無效之高度顯示，在飛航空層130或以上，除非該航空器正下降要穿越轉換空層： 　1. 確認駕駛員使用1013百帕為高度表設定，並正確的報告空層。 **術語─** **確認使用么洞么三設定高度表，確認空層為(空層)** 　2. 如高度顯示仍無效： 　　（a）指示駕駛員關閉迴波器之高度報告部分，並說明原因。 　　（b）通知班務督導該航空器之呼號。 　　（c）如高度顯示無效，應通知下一席位及相鄰航管單位適當之席位。 **術語─** **停止SQUAWK高度，顯示錯誤** e. 因地面裝備不正常而導致多次高度顯示無效時，應停用各席位之高度顯示。	

（四）、RNAV VISUAL FLIGHT PROCEDURES (RVFP) RNAV 目視飛行程序－新增章節

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA 7110.65AA (CHG1) **Section 4. Approaches** 7−4−6. RNAV VISUAL FLIGHT PROCEDURES (RVFP) RNAV Visual Flight Procedures (RVFPs) are special procedures flown in VMC and clear of clouds and used by authorized operators only. Clear an aircraft for an RVFP when: a. Requested by the pilot, or if necessary, as addressed in a Letter of Agreement (LOA). b. The pilot reports the airport in sight or, at locations with an operating control tower, the preceding aircraft in sight. c. An altitude is assigned at or above the MVA/MIA, before issuing an approach clearance when conducting an RVFP. The pilot should join the RVFP at the beginning of the charted procedure, or if necessary, may join at another waypoint along the path of the charted procedure, except for waypoints beginning or within			【3/15決議】 本章節不予採納。

FAA 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
an RF leg. d. The official weather at the airport of intended landing indicates VFR and should meet or exceed the ceiling and visibility specified on the RVFP. e. The published name of the RVFP and the landing runway are specified in the approach clearance. *PHRASEOLOGY−* *(Ident) CLEARED RNAV VISUAL RUNWAY (number) APPROACH* *NOTE−* *Refer to the facility RVFP LOAs, if applicable, to determine the authorized operators.* *REFERENCE−* *FAA Order 8260.60, Special Procedures.*			

三、 ATMP「climb/descend via SID/STAR」相關術語之再檢視與討論

ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	Chapter 4. IFR **Section 2. CLEARANCES** **4-2-4 ROUTE OR LEVEL AMENDMENTS** a. Amend route of flight in a previously issued clearance by one of the following: (略) b. When route or level in a previously issued clearance is amended, restate all applicable level restrictions. **EXAMPLE:** ① *A departing aircraft is cleared to cross SW locator at or above 3,000; ROMEO DME Fix at or above FL150; maintain FL220. Shortly after departure, the level to be maintained is changed to FL240. Because level restrictions remain in effect, the controller issues amended clearance as follows:* *"Amend level, cross Sierra Whiskey radio beacon at or above three thousand; cross Romeo at or above flight level one five zero; maintain flight level two four zero."* *Shortly after departure, level restrictions are no longer applicable, the controller issues amended clearance as follows:*	**Chapter 4. IFR** **Section 2. CLEARANCES** **4-2-4 ROUTE OR LEVEL AMENDMENTS** a. Amend route of flight in a previously issued clearance by one of the following: (略) b. When route or level in a previously issued clearance is amended, restate all applicable level restrictions. **EXAMPLE:** ① *A departing aircraft is cleared to cross SW locator at or above 3,000; ROMEO DME Fix at or above FL150; maintain FL220. Shortly after departure, the level to be maintained is changed to FL240. Because level restrictions remain in effect, the controller issues amended clearance as follows:* *"Amend level, cross Sierra Whiskey radio beacon at or above three thousand; cross Romeo at or above flight level one five zero; maintain flight level two four zero."* *Shortly after departure, level restrictions are no longer applicable, the controller issues amended clearance as follows:*	【3/15決議】 一、第4-2-4節 b 項例 ①不予調整；b 項例 ②照案通過。

ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	"Climb and maintain flight level two four zero." ② *An aircraft is cleared to climb via* *Tinho One Alpha RNAV Departure* *with published altitude restrictions and maintain initial altitude 5,000. Shortly after departure the altitude is changed to FL200 and compliance with the altitude restrictions is still required, the controller issues an amended clearance as follows: "Climb via SID, maintain Flight Level Two Zero Zero."* ***REFERENCE:*** *OPERATIONAL REQUESTS, Para 2-1–19.* *DEPARTURE CLEARANCES,Para 4-3-2* *CLEARANCE INFORMATION ,Para 4-7-1* *METHODS, Para 5-6-2.* *METHODS, Para 5-7-2.* 第四章 儀器飛航 第二節 許可 4-2-4航線或空層之修正 a. 用下述方式之一修正已頒發之航線： (略) b. 前頒之空層或航線經修改後，應重述所有相關的空層限制。 例一	*"Climb and maintain flight level two four zero."* ② *An aircraft is cleared to climb via* <u>*SITZE TWO MIKE DEPATURE*</u> *with published altitude restrictions and maintain initial altitude 5,000. Shortly after departure the altitude is changed to FL200 and compliance with the altitude restrictions is still required, the controller issues an amended clearance as follows: "Climb via SID, maintain Flight Level Two Zero Zero."* ***REFERENCE:*** *OPERATIONAL REQUESTS, Para 2-1–19.* *DEPARTURE CLEARANCES,Para 4-3-2* *CLEARANCE INFORMATION ,Para 4-7-1* *METHODS, Para 5-6-2.* *METHODS, Para 5-7-2.* 第四章 儀器飛航 第二節 許可 4-2-4航線或空層之修正 a. 用下述方式之一修正已頒發之航線： (略) b. 前頒之空層或航線經修改後，應重述所有相關的空層限制。 例一	

ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	① 一架離場航空器許可通過 SW定位臺保持 3,000 呎或以上，通過 Romeo測距儀定位點飛航空層150或以上，保持飛航空層220。起飛後不久，更改空層為保持飛航空層240。 因仍需空層限制，管制員須發許可如下： 「修改空層，通過Sierra Whiskey 電臺 三千或以上，通過 Romeo DME FIX 飛航空層么五洞或以上，保持飛航空層兩四洞」。 起飛後不久，空層限制不再需要，管制員須發許可如下： 「爬高保持飛航空層兩四洞。」 ② 一架離場航空器被許可依Tinho One Alpha RNAV離場（程序包含高度限制）爬高並先保持5,000呎。起飛不久後，更改空層為飛航空層200。因仍需標準儀器離場之空層限制，管制員須發許可如下：「依據SID爬高，保持飛航空層兩洞洞。」 參考— 作業之要求，2-1-19。 離場許可，4-3-2。 許可資料，4-7-1。 方法，5-6-2。	① 一架離場航空器許可通過 SW定位臺保持 3,000 呎或以上，通過 Romeo測距儀定位點飛航空層150或以上，保持飛航空層220。起飛後不久，更改空層為保持飛航空層240。 因仍需空層限制，管制員須發許可如下： 「修改空層，通過Sierra Whiskey 電臺 三千或以上，通過 Romeo DME FIX 飛航空層么五洞或以上，保持飛航空層兩四洞」。 起飛後不久，空層限制不再需要，管制員須發許可如下： 「爬高保持飛航空層兩四洞。」 ② 一架離場航空器被許可依SITZE Two Mike離場（程序包含高度限制）爬高並先保持5,000呎。起飛不久後，更改空層為飛航空層200。因仍需標準儀器離場之空層限制，管制員須發許可如下：「依據SID爬高，保持飛航空層兩洞洞。」 參考— 作業之要求，2-1-19。 離場許可，4-3-2。 許可資料，4-7-1。 方法，5-7-2。	

ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	方法，5-7-2。		
	Section 3. DEPARTURE PROCEDURES **4-3-2 DEPARTURE CLEARANCES** 4. SIDs: (a) Assign a SID, if applicable. PHRASEOLOGY: *[CLEARED] (SID name) DEPARTURE.* EXAMPLE: *"Donna One Alpha Departure."* *"Cleared Chali One Alpha RNAV Departure."* *NOTE:* *If a pilot does not wish to use a SID issued in an ATC clearance or any other SID published for that location, ATC should be advised.* (b) Clearances to aircraft on a SID with	**Section 3. DEPARTURE PROCEDURES** **4-3-2 DEPARTURE CLEARANCES** 4. SIDs: (a) Assign a SID, if applicable. PHRASEOLOGY: *[CLEARED] (SID name) DEPARTURE.* EXAMPLE: *"Donna One Departure."* *"Cleared Ajent One Mike RNAV Departure."* *NOTE:* *If a pilot does not wish to use a SID issued in an ATC clearance or any other SID published for that location, ATC should be advised.* (b) Clearances to aircraft on a SID with	【3/15決議】 第4-3-2節照案通過。

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ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following PHRASEOLOGIES shall be used with the following meanings: (1) CLIMB VIA SID/SID name, MAINTAIN *(level)*: (i) climb to the cleared level and comply with published level restrictions; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable. **EXAMPLE:** *"Climb via Tinho One Alpha RNAV Departure, maintain five thousand."* *"Climb via SID, maintain flight level two two zero."* (2) CLIMB VIA SID/SID name, MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S): (i) climb to the cleared level,	remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following PHRASEOLOGIES shall be used with the following meanings: (1) CLIMB VIA SID/SID name, MAINTAIN *(level)*: (i) climb to the cleared level and comply with published level restrictions; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable. **EXAMPLE:** *"Climb via <u>SITZE TWO MIKE departure</u>, maintain five thousand."* *"Climb via SID, maintain flight level two two zero."* (2) CLIMB VIA SID/SID name, MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S): (i) climb to the cleared level,	

ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	published level restrictions are cancelled; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable. **EXAMPLE:** *"Climb via SID, maintain flight level two two zero, cancel level restrictions."* (3)CLIMB VIA SID/SID name, MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S) AT *(point(s))*: (i) climb to the cleared level, published level restriction(s) at the specified point(s) are cancelled; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable. **EXAMPLE:** *"Climb via Paras Two Alpha RNAV*	published level restrictions are cancelled; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable. **EXAMPLE:** *"Climb via SID, maintain flight level two two zero, cancel level restrictions."* (3)CLIMB VIA SID/SID name, MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S) AT *(point(s))*: (i) climb to the cleared level, published level restriction(s) at the specified point(s) are cancelled; (ii) follow the lateral profile of the SID; and (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable. **EXAMPLE:** *"Climb via PARAS One Alfa RNAV*	

ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	Departure, maintain flight level two two zero, cancel level restriction at Whisky Papa five five three." (c) If there are no remaining published level or speed restrictions on the SID, the phrase CLIMB AND MAITAIN *(level)* should be used. (d) When a departing aircraft is cleared to proceed direct to a published waypoint on the SID, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable. **EXAMPLE:** *D610 was previously cleared "climb via Paras Two Alpha RNAV Departure, maintain five thousand", shortly after airborne ATC instruct "D610 proceed direct Whisky Papa five five three, climb via SID, maintain one zero thousand". D610 is not required to comply with the published level or speed restrictions at waypoints being by-passed, however must follow the restrictions at and after Whisky Papa five five three.* (e) When a departing aircraft is vectored or cleared to proceed to a point that is not on the SID, all the published speed and level restrictions of the SID are cancelled	*departure*, maintain flight level two two zero, cancel level restriction at Whisky Papa five five three." (c) If there are no remaining published level or speed restrictions on the SID, the phrase CLIMB AND MAITAIN *(level)* should be used. (d) When a departing aircraft is cleared to proceed direct to a published waypoint on the SID, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable. **EXAMPLE:** *D610 was previously cleared "climb via MUKKA TWO ROMEO departure, maintain five thousand", shortly after airborne ATC instruct "D610 proceed direct RONEO, climb via SID, maintain one zero thousand". D610 is not required to comply with the published level or speed restrictions at waypoints being by-passed, however must follow the restrictions at and after RONEO.* (e) When a departing aircraft is vectored or cleared to proceed to a point that is not on the SID, all the published speed and level restrictions of the SID are cancelled and the controller shall:*	

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	and the controller shall: 　(1) reiterate the cleared level; 　(2) provide speed and level restrictions as necessary; and 　(3) notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID. (f) ATC instructions to an aircraft to rejoin a SID shall include: (1) the designator of the SID to be rejoin, unless advance notification of rejoin has been provided in accordance with (e); (2) the cleared level in accordance with (b); and (3) the position at which it is expected to rejoin the SID. **EXAMPLE:** ① *D610 was previously cleared "climb via Paras Two Alpha RNAV Departure, maintain five thousand", shortly after airborne ATC vector D610 to avoid traffic "D610, turn right heading two seven zero vector for traffic, climb and maintain one zero thousand, expect rejoin SID" D610 will turn right heading 270° and climb to 10,000 feet. All SID restrictions are cancelled. The pilot will retain the SID in the FMS for future rejoin instructions.*	(1) reiterate the cleared level; (2) provide speed and level restrictions as necessary; and (3) notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID. (f) ATC instructions to an aircraft to rejoin a SID shall include: (1) the designator of the SID to be rejoin, unless advance notification of rejoin has been provided in accordance with (e); (2) the cleared level in accordance with (b); and (3) the position at which it is expected to rejoin the SID. **EXAMPLE:** ① *D610 was previously cleared "climb via <u>MUKKA TWO ROMEO departure</u>, maintain five thousand", shortly after airborne ATC vector D610 to avoid traffic "D610, turn right heading two seven zero vector for traffic, climb and maintain one zero thousand, expect rejoin SID" D610 will turn right heading 270° and climb to 10,000 feet. All SID restrictions are cancelled. The pilot will retain the SID in the FMS for future rejoin instructions.* ② *After a while ATC instruct D610*	

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	② *After a while ATC instruct D610 back to SID "D610, proceed direct Whisky Papa five five three, REJION SID, climb via SID, maintain one zero thousand" D610 will climb to 10,000 feet, proceed direct to Whisky Papa five five three to REJOIN SID and comply with all published level and speed restrictions at and after Whisky Papa five five three.* 第四章 儀器飛航 第三節離場程序 **4-3-2 離場許可** 4.標準儀器離場： (a) 如適用時，指定標準儀器離場。 　術語— 〔許可〕(標準儀器離場名稱)離場。 　例— 「*Donna One Alpha* 離場」 「許可*Chali One Alpha* RNAV離場」 　註— *如駕駛員不願使用航管許可中之標準儀器離場或任何頒布之標準儀器離場，須告知航管單位。* (b)須發許可予按照標準儀器離場程序飛航且程序剩餘航段中仍有高度及/或速度限制之航空器時，應指明須	*back to SID "D610, proceed direct RONEO, REJION SID, climb via SID, maintain one zero thousand" D610 will climb to 10,000 feet, proceed direct to RONEO to REJOIN SID and comply with all published level and speed restrictions at and after RONEO.* 第四章 儀器飛航 第三節離場程序 **4-3-2 離場許可** 4.標準儀器離場： (a) 如適用時，指定標準儀器離場。 　術語— 〔許可〕(標準儀器離場名稱)離場。 　例— 「Anbu Five 離場」 「許可Ajent One Mike RNAV離場」 　註— *如駕駛員不願使用航管許可中之標準儀器離場或任何頒布之標準儀器離場，須告知航管單位。* (b)須發許可予按照標準儀器離場程序飛航且程序剩餘航段中仍有高度及/或速度限制之航空器時，應指明須遵守或取消程序上之限制，並使用下列術語說明之： (1)**依據SID/標準儀器離場名稱 爬**	

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	遵守或取消程序上之限制,並使用下列術語說明之: (1)**依據SID/標準儀器離場名稱 爬高,保持(空層):** (i)爬高至許可高度並遵守程序頒布之高度限制; (ii)按照標準儀器離場程序之水平路徑飛航; (iii)依適用情況遵守程序頒布之速度限制或航管頒發之速度控制指示; 例– 「依據Tinho One Alpha RNAV離場爬高,保持五千」 「依據SID爬高,保持五千。」 (2)**依據SID/標準儀器離場名稱 爬高,保持(空層),取消高度限制:** (i)爬高至許可高度,取消程序頒布之高度限制; (ii)按照標準儀器離場程序之水平路徑飛航; (iii)依適用情況遵守程序頒布之速度限制或航管頒發之速度控制指示; 例– 「依據SID爬高,保持飛航空層兩兩洞,取消高度限制。」 (3)**依據SID/標準儀器離場名稱 爬**	高,保持(空層): (i)爬高至許可高度並遵守程序頒布之高度限制; (ii)按照標準儀器離場程序之水平路徑飛航; (iii)依適用情況遵守程序頒布之速度限制或航管頒發之速度控制指示; 例– 「依據<u>SITZE Two Mike</u>離場爬高,保持五千」 「依據SID爬高,保持五千。」 (2)**依據SID/標準儀器離場名稱 爬高,保持(空層),取消高度限制:** (i)爬高至許可高度,取消程序頒布之高度限制; (ii)按照標準儀器離場程序之水平路徑飛航; (iii)依適用情況遵守程序頒布之速度限制或航管頒發之速度控制指示; 例– 「依據SID爬高,保持飛航空層兩兩洞,取消高度限制。」 (3)**依據SID/標準儀器離場名稱 爬高,保持(空層),取消(航點)高度限制** (i)爬高至許可高度,取消程序上特定(航點)之高度限制;	

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	高，保持（空層），取消(航點)高度限制 (i)爬高至許可高度，取消程序上特定(航點)之高度限制； (ii) 按照標準儀器離場程序之水平路徑飛航； (iii)依適用情況遵守程序頒布之速度限制或航管頒發之速度控制指示； 例－ 「依據Paras Two Alpha RNAV離場爬高，保持飛航空層兩兩洞，取消Whisky Papa 五五三高度限制。」 (c)如果標準儀器離場程序之剩餘航段上無頒布之高度或速度限制，則得使用爬高保持（空層）之術語。 (d)許可離場航空器直飛標準儀器離場程序上頒布的航點時，被略過航點之速度與高度限制不再適用，許可直飛點及其後航段剩餘之速度與高速限制仍應適用。 例－ D610先前被許可「依據Paras Two Alpha RNAV 離場爬高，保持五千」，離場不久後，航管指示「Delta 六么洞直飛Whisky Papa五五三，依據SID爬高，保持么萬」，D610不需要遵循程序上被略過航點之高度或速度限制，但必須遵循Whisky Papa五五三及其後程序上頒布之高度與速度限制。 (e)當離場航空器被引導或許可直飛之航點不在標準儀器離場程序上，則	(ii)按照標準儀器離場程序之水平路徑飛航； (iii)依適用情況遵守程序頒布之速度限制或航管頒發之速度控制指示； 例－ 「依據PARAS One Alfa RNAV離場爬高，保持飛航空層兩兩洞，取消Whisky Papa 五五三高度限制。」 (c)如果標準儀器離場程序之剩餘航段上無頒布之高度或速度限制，則得使用爬高保持（空層）之術語。 (d)許可離場航空器直飛標準儀器離場程序上頒布的航點時，被略過航點之速度與高度限制不再適用，許可直飛點及其後航段剩餘之速度與高速限制仍應適用。 例－ D610先前被許可「依據MUKKA Two Romeo離場爬高，保持五千」，離場不久後，航管指示「Delta 六么洞直飛RONEO，依據SID爬高，保持么萬」，D610不需要遵循程序上被略過航點之高度或速度限制，但必須遵循RONEO及其後程序上頒布之高度與速度限制。 (e)當離場航空器被引導或許可直飛之航點不在標準儀器離場程序上，則程序上所有的速度及高度限制即被取消，而管制員應： (1)重申許可高度； (2)如有必要時提供速度及高度限制；	

ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	程序上所有的速度及高度限制即被取消，而管制員應： (1)重申許可高度； (2)如有必要時提供速度及高度限制； (3)如預期後續將指示航空器重新加入標準儀器離場程序時告知駕駛員。 (f)航管指示航空器重新加入標準儀器離場程序時應包含： (1)將加入的標準儀器離場程序名稱，除非先前已按照(e)項告知駕駛員預計重新加入標準儀器離場程序； (2)按照(b)項頒發之許可高度； (3)預計重新加入標準儀器離場程序之位置。 例－ ① D610 先前被許可「依據 Paras Two Alpha RNAV離場爬高，保持五千」，離場不久後航管引導D610避讓航情「Delta 六么洞右轉航向兩拐洞雷達引導避讓航情，爬高保持么萬，預計重新加入SID」，收到指示後，D610將右轉航向270°並爬高至10,000呎，標準儀器離場程序上所有限制不再適用，駕駛員將保留飛航管理系統（FMS）上標準儀器離場程序之設定以利後續重新加入。 ② 不久後，航管指示D610回到標準	(3)如預期後續將指示航空器重新加入標準儀器離場程序時告知駕駛員。 (f)航管指示航空器重新加入標準儀器離場程序時應包含： (1)將加入的標準儀器離場程序名稱，除非先前已按照(e)項告知駕駛員預計重新加入標準儀器離場程序； (2)按照(b)項頒發之許可高度； (3)預計重新加入標準儀器離場程序之位置。 例－ ① D610 先前被許可「依據MUKKA Two Romeo離場爬高，保持五千」，離場不久後航管引導D610避讓航情「Delta 六么洞右轉航向兩拐洞雷達引導避讓航情，爬高保持么萬，預計重新加入SID」，收到指示後，D610將右轉航向270°並爬高至10,000呎，標準儀器離場程序上所有限制不再適用，駕駛員將保留飛航管理系統（FMS）上標準儀器離場程序之設定以利後續重新加入。 ② 不久後，航管指示D610回到標準儀器離場程序「Delta 六么洞，直飛RONEO 重新加入SID，依據SID爬高，保持么萬。」D610將爬高至10,000呎，直飛RONEO重	

ICAO 原文參考資料	本次建議修正文字	前次修正文字	說明/建議/決議
	儀器離場程序「Delta 六么洞，直飛Whisky Papa五五三重新加入SID，依據SID爬高，保持么萬。」D610將爬高至10,000呎，直飛Whisky Papa五五三重新加入標準儀器離場程序，並遵循Whisky Papa五五三及其後程序上頒布之高度與速度限制。	新加入標準儀器離場程序，並遵循RONEO及其後程序上頒布之高度與速度限制。	

四、 臨時動議

（一） ATMP 8-3-2 SEPARATION MINIMA 最低隔離（航管組建議）

FAA/ICAO 原文/參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA 7110.65AA **Chapter 9. Special Flights** **Section 2. Special Operations** **9−3−2. SEPARATION MINIMA** Unless clearance of nonparticipating aircraft in/through/adjacent to a prohibited/restricted/warning area/ MOA/ATCAA/stationary ALTRV is provided for in a letter of agreement (LOA) or letter of procedure (LOP), separate nonparticipating aircraft from active special use airspace, ATCAAs, and stationary ALTRVs by the following minima: *NOTE−* *Nonparticipating aircraft refers to those aircraft for which you have separation responsibility and which have not been authorized by the using agency to operate in/through the special use airspace, ATCAA, or stationary ALTRV. VFR traffic* *is not prohibited from transiting stationary ALTRVs or transitional hazard areas (THA).* **a.** Assign an altitude consistent with paragraph 4−5−2, Flight Direction, and 4−5−3, Exceptions, which is at least 500 feet (above FL 290-1000 feet) above/below the upper/lower	**Chapter 8. SPECIAL FLIGHTS** **Section 3. SPECIAL USE AND ATC ASSIGNED AIRSPACE** **8-3-2 SEPARATION MINIMA** Unless clearance of nonparticipating aircraft in/through/adjacent to a Prohibited/ Restricted/Danger Area/ATCAA is provided for in a Letter of Agreement (LOA) or Letter of Procedure (LOP), separate nonparticipating aircraft from active special use airspace and ATCAA by the following minima: a.Assign a level consistent with para 4-5-2, FLIGHT DIRECTION, and para 4-5-3, EXCEPTIONS, which is at least 500 feet (above FL 290 − 1000 feet) above/below the upper/lower limit of the Prohibited/Restricted/Danger Area/ATCAA. b. Provide radar separation of 3 miles a (FL600 and above − 6 miles) from the special use airspace peripheral boundary. c. Clear aircraft on airways or routes whose widths or protected airspace do not overlap the peripheral boundary. d. Exception. Some Prohibited/Restricted/ Danger Areas are established for security reasons or to contain hazardous activities not	**Chapter 8. SPECIAL FLIGHTS** **Section 3. SPECIAL USE AND ATC ASSIGNED AIRSPACE** **8-3-2 SEPARATION MINIMA** Unless clearance of nonparticipating aircraft in/through/adjacent to a Prohibited/ Restricted/Danger Area/ATCAA is provided for in a Letter of Agreement (LOA) or Letter of Procedure (LOP), separate nonparticipating aircraft from active special use airspace and ATCAA by the following minima: a. Assign a level consistent with para 4-5-2, FLIGHT DIRECTION, and para 4-5-3, EXCEPTIONS, which is at least 500 feet above/below the upper/lower limit of the Prohibited/Restricted/Danger Area/ATCAA. b. Provide radar separation of 3 miles from the special use airspace peripheral boundary. c. Clear aircraft on airways or routes whose widths or protected airspace do not overlap the peripheral boundary. d. Exception. Some Prohibited/Restricted/ Danger Areas are established for security reasons or to contain hazardous activities not involving aircraft operations. The above minima for these Prohibited/Restricted	【3/15決議】 繼續研議。

FAA/ICAO 原文/參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議

limit of the prohibited/restricted/warning area/MOA/ATCAA/stationary ALTRV.
 	
REFERENCE−
FAA Order JO 7210.3, Para 2-1-18, Prohibited/Restricted Areas and Stationary ALTRVs.
b. Provide radar separation of 3 miles <mark>(FL 600 and above − 6 miles)</mark> from the special use airspace, ATCAA, or stationary ALTRV peripheral boundary. EXCEPTIONS:
  1. Some prohibited/restricted/ warning areas are established for security reasons or to contain hazardous activities and do not require radar separation of 3 miles (FL 600 and above – 6 miles) from the special use airspace. Where facility management has identified these areas as outlined in FAA Order JO 7210.3, Facility Operation and Administration, vector aircraft to remain clear of the peripheral boundary.
  2. For stationary ALTRVs issued for the purpose of space launch or reentry operations, ensure aircraft remain clear of the peripheral boundary.
c. Clear aircraft on airways or routes whose widths or protected airspace do not overlap the peripheral boundary.
d. For stationary ALTRVs and temporary flight restrictions (TFR) issued for the purpose of space launch
	involving aircraft operations. The above minima for these Prohibited/Restricted Areas is not required if the areas have been identified by unit management. When separation minima is not required, vector aircraft to avoid the airspace.
	
	NOTE:
	Nonparticipating aircraft refers to those aircraft for which you have separation responsibility and which have not been authorized by the using agency to operate in/through the special use airspace or ATCAA..
	
	第八章 特種飛航
	第三節 特殊用途及航管指定空域
	8-3-2 最低隔離
	除在協議書或程序中已許可未參與航空器可進入/通過/靠近禁航區/限航區/危險區/航管指定空域外，依下列方式提供未參與航空器與特殊空域或航管指定空域間之隔離：
	a. 指定的空層依據4-5-2段「飛航方向」及4-5-3段「例外」，與禁航區/限航區/危險區/航管指定空域上層空層以上/下層空層以下至少應有500呎（高於飛航空層290採1000呎）之隔離。
	
	b. 對於特殊用途空域之周圍提供3浬（飛航空層600以上採6浬）雷達隔
		Areas is not required if the areas have been identified by unit management. When separation minima is not required, vector aircraft to avoid the airspace.
		
		NOTE:
		Nonparticipating aircraft refers to those aircraft for which you have separation responsibility and which have not been authorized by the using agency to operate in/through the special use airspace or ATCAA..
		
		第八章 特種飛航
		第三節 特殊用途及航管指定空域
		8-3-2 最低隔離
		除在協議書或程序中已許可未參與航空器可進入/通過/靠近禁航區/限航區/危險區/航管指定空域外，依下列方式提供未參與航空器與特殊空域或航管指定空域間之隔離：
		a. 指定的空層依據4-5-2段「飛航方向」及4-5-3段「例外」，與禁航區/限航區/危險區/航管指定空域上層空層以上/下層空層以下至少應有500呎之隔離。
		
		b. 對於特殊用途空域之周圍提供3浬雷達隔離。
		
		c. 許可航空器的航路或航線，其寬度或保護空域與該區域周圍邊界不重	

FAA/ICAO 原文/參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議

or reentry operations to protect aircraft hazard areas (AHA):
 	
1. Do not allow nonparticipating aircraft to operate in an AHA unless real–time notifications of the actual start of activity and end of activity of the AHA is provided to affected facilities via ATO Space Operations coordination.
2. Do not provide ATC services to aircraft at airports that lie within an AHA unless real–time notifications
of the actual start of activity and end of activity of the AHA is provided to affected facilities via ATO Space Operations coordination.
REFERENCE–
FAA Order JO 7210.3, Para 20–6–4, Airports within Aircraft Hazard Areas and Transitional Hazard Areas.
e. For NOTAMs issued for the purpose of space launch or reentry operations to protect THAs:
1. Aircraft may enter provided they are not holding, loitering, or hovering, and are cleared on:
    (a) Routing approved by ATO Space Operations that has an angular difference of 30 through 150 degrees from the launch/reentry course, or
    (b) Crossing courses that have an angular difference of 45
	離。
	
	c. 許可航空器的航路或航線，其寬度或保護空域與該區域周圍邊界不重疊。
	
	d. 例外。某些禁航/限航/危險區係基於安全理由或因有危險活動而設立，但不包括航空器的活動。如果這些區域經由權責單位確認，以上這些禁航/限航區的最低隔離就可以不需要。當最低隔離不需要時，仍需引導航空器避讓該空域。
	註–
	未參與航空器係指管制員對其負有隔離責任，且該航空器未獲得使用單位准許其進入/通過特殊空域或航管指定空域。
		疊。
		
		d. 例外。某些禁航/限航/危險區係基於安全理由或因有危險活動而設立，但不包括航空器的活動。如果這些區域經由權責單位確認，以上這些禁航/限航區的最低隔離就可以不需要。當最低隔離不需要時，仍需引導航空器避讓該空域。
		註–
		未參與航空器係指管制員對其負有隔離責任，且該航空器未獲得使用單位准許其進入/通過特殊空域或航管指定空域。	

FAA/ICAO 原文/參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
through 135 degrees from the launch/reentry course. ***NOTE–*** *The intent is to provide a crossing angle that accounts for the effects of wind.* ***REFERENCE–*** *FAA Order JO 7110.65, Para 1–2–2, Course Definitions.* **2.** Do not provide ATC services to aircraft at airports that lie within a THA unless real–time notifications of the actual start of activity and end of activity of the THA is provided to affected facilities via ATO Space Operations coordination. ***REFERENCE–*** *FAA Order JO 7210.3, Para 20–6–4, Airports within Aircraft Hazard Areas and Transitional Hazard Areas.*			

（二）、修正 ATMP 4-2-4、4-3-2、4-7-1及5-6-2內容（總臺提案）

1. 下列建議第三欄文字係依112年10月3日「**飛航管理程序修編小組第85次會議紀錄**」決議事項，並參考現行 ATMP CHG-17版本內容研提第二欄之建議修正文字。

2. 建議修正內容包含 ATMP 下列各章節：

    a. 第4-2-4節

    b. 第4-3-2節

    c. 第4-7-1節

    d. 第5-6-2節

FAA/ICAO/其他參考資料	建議修正文字	ATMP 修編小組第85次會議紀錄	說明/建議/決議
1. 飛航管理程序修編小組第85次會議紀錄 2. ATMP CHG-17	Chapter 4. IFR 4-2-4 ROUTE OR LEVEL AMENDMENTS a. Amend route of flight in a previously issued clearance by one of the following:(略) b. When route or level in a previously issued clearance is amended, restate all applicable level restrictions. EXAMPLE: ① A departing aircraft is cleared to cross SW locator at or above 3,000; ROMEO DME Fix at or above FL150; maintain FL220. Shortly after departure, the level to be maintained is changed to FL240. Because level restrictions remain in effect, the controller issues amended clearance as follows: "Amend level, climb via SID, cross Sierra Whiskey radio beacon at or above three thousand; cross Romeo at or above flight level one five zero; maintain flight level two four zero." Shortly after departure, level restrictions are no longer applicable, the controller issues amended clearance as follows: "Climb and maintain flight level two four zero." ② An aircraft is cleared to climb via SITZE TWO MIKE DEPATURE with	Chapter 4. IFR 4-2-4 ROUTE OR LEVEL AMENDMENTS a. Amend route of flight in a previously issued clearance by one of the following:(略) b. When route or level in a previously issued clearance is amended, restate all applicable level restrictions. EXAMPLE: ① A departing aircraft is cleared to cross SW locator at or above 3,000; ROMEO DME Fix at or above FL150; maintain FL220. Shortly after departure, the level to be maintained is changed to FL240. Because level restrictions remain in effect, the controller issues amended clearance as follows: "Amend level, cross Sierra Whiskey radio beacon at or above three thousand; cross Romeo at or above flight level one five zero; maintain flight level two four zero." Shortly after departure, level restrictions are no longer applicable, the controller issues amended clearance as follows: "Climb and maintain flight level two four zero." ②An aircraft is cleared to climb via SITZE TWO MIKE DEPATURE	【3/15決議】 撤銷提案。

	published altitude restrictions and maintain initial altitude 5,000. Shortly after departure the altitude is changed to FL 200 and compliance with the altitude restrictions is still required, the controller issues an amended clearance as follows:"Climb via SID, maintain Flight Level Two Zero Zero."	with published altitude restrictions and maintain initial altitude 5,000. Shortly after departure the altitude is changed to FL 200 and compliance with the altitude restrictions is still required, the controller issues an amended clearance as follows:"Climb via SID, maintain Flight Level Two Zero Zero."	

	Chapter 4. Section 3. DEPARTURE PROCEDURES
	4-3-2 DEPARTURE CLEARANCES
	Include the following items in IFR departure clearances:
	a. Clearance Limit.
	b. Departure Procedures:
	 4. SIDs:
	  (a) Assign a SID, if applicable.
	  (b) If it is necessary to assign a crossing level which differs from the SID level, repeat the changed level to the pilot for emphasis.
	PHRASEOLOGY:
	[CLEARED] (SID name) DEPARTURE, EXCEPT (revised level information). I SAY AGAIN (revised level information)
	EXAMPLE:
	"Sitze Two(略)..."
	(c) Specify level restrictions when they are not included in the SID.
	PHRASEOLOGY:
	[CLEARED] (SID name)
		Chapter 4. Section 3. DEPARTURE PROCEDURES
		4-3-2 DEPARTURE CLEARANCES
		b. Departure Procedures:
		4. SIDs:
		(a) Assign a SID, if applicable.
		PHRASEOLOGY:
		[CLEARED] (SID name) DEPARTURE.
		EXAMPLE:
		"Donna One Departure."
		"Cleared Ajent One Mike RNAV Departure."
		NOTE:
		If a pilot does not wish to use a SID issued in an ATC clearance or any other SID published for that location, ATC should be advised.
		(b) Clearances to aircraft on a SID with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following PHRASEOLOGIES shall be used with the following meanings:
			【3/15決議】
			繼續研議。

DEPARTURE, CROSS (fix) AT (level)

EXAMPLE:
"Cleared(略)*..."*

c. Route of flight

d. Level ~~Use one of the following in the order of preference listed~~:

NOTE:

Turbojet aircraft equipped with afterburner engines may occasionally be expected to use afterburning during their climb to the en route altitude. When so advised by the pilot, the controller may be able to plan his traffic to accommodate the high performance climb and allow the pilot to climb to planned level without restriction.

~~1. Assign the level requested by the pilot.~~

~~2. Assign a level, as near as possible to the level requested by the pilot, and~~

~~(a) Inform the pilot when to expect clearance to the requested level unless instructions are contained in the specified SID, or~~

~~(b) If the requested level is not expected to be available, inform the pilot what level can be expected and when/where to expect it.~~

~~PHRASEOLOGY(略)~~

(1) CLIMB VIA SID/SID name, MAINTAIN *(level)*:
 (i) climb to the cleared level and comply with published level restrictions;
 (ii) follow the lateral profile of the SID; and
 (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

EXAMPLE:
"Climb via SITZE TWO MIKE departure, maintain five thousand." "Climb via SID, maintain flight level two two zero."

(2) CLIMB VIA SID/SID name, MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S):
 (i) climb to the cleared level, published level restrictions are cancelled;
 (ii) follow the lateral profile of the SID; and
 (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

EXAMPLE:
"Climb via SID, maintain flight level two two zero, cancel level restrictions."

(3) CLIMB VIA SID/SID name, MAINTAIN *(level)*, CANCEL

1. Clearances to aircraft on a SID with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following PHRASEOLOGIES shall be used with the following meanings:

PHRASEOLOGY:

(a) CLIMB VIA SID/(SID name), MAINTAIN *(level)*:

  (i) climb to the cleared level and comply with published level restrictions;

  (ii) follow the lateral profile of the SID; and

  (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

EXAMPLE:

"Climb via SITZE TWO MIKE departure, maintain five thousand." "Climb via SID, maintain flight level two two zero."

(b) CLIMB VIA SID/(SID name), MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S):

  (i) climb to the cleared level, published level restrictions are cancelled;

  (ii) follow the lateral profile of the SID; and

  (iii) comply with published speed

LEVEL RESTRICTION(S) AT *(point(s))*:

  (i) climb to the cleared level, published level restriction(s) at the specified point(s) are cancelled;

  (ii) follow the lateral profile of the SID; and

  (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

EXAMPLE:

"Climb via PARAS One Alfa RNAV departure, maintain flight level two two zero, cancel level restriction at Whisky Papa five five three."

(c) If there are no remaining published level or speed restrictions on the SID, the phrase CLIMB AND MAITAIN *(level)* should be used.

(d) When a departing aircraft is cleared to proceed direct to a published waypoint on the SID, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.

EXAMPLE:

D610 was previously cleared "climb via MUKKA TWO ROMEO departure, maintain five thousand", shortly after airborne ATC instruct "D610 proceed

restrictions or ATC-issued speed control instructions as applicable.

EXAMPLE:

"Climb via SID, maintain flight level two two zero, cancel level restrictions."

(c) CLIMB VIA SID/(SID name), MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S) AT *(point(s))*:

(i) climb to the cleared level, published level restriction(s) at the specified point(s) are cancelled;

(ii) follow the lateral profile of the SID; and

(iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

EXAMPLE:

"Climb via PARAS One Alfa RNAV departure, maintain flight level two two zero, cancel level restriction at Whisky Papa five five three."

2. If there are no remaining published level or speed restrictions on the SID, the phrase CLIMB AND MAINTAIN *(level)* should be used.

3. When a departing aircraft is cleared to proceed direct to a published waypoint on the SID, the speed and

direct RONEO, climb via SID, maintain one zero thousand". D610 is not required to comply with the published level or speed restrictions at waypoints being bypassed, however must follow the restrictions at and after RONEO.

(e) When a departing aircraft is vectored or cleared to proceed to a point that is not on the SID, all the published speed and level restrictions of the SID are cancelled and the controller shall:

(1) reiterate the cleared level;

(2) provide speed and level restrictions as necessary; and

(3) notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID.

(f) ATC instructions to an aircraft to rejoin a SID shall include:

(1) the designator of the SID to be rejoin, unless advance notification of rejoin has been provided in accordance with (e);

(2) the cleared level in accordance with (b); and

(3) the position at which it is expected to rejoin the SID.

EXAMPLE:

① *D610 was previously cleared "climb via MUKKA TWO ROMEO departure, maintain five*

level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.

EXAMPLE:

D610 was previously cleared "climb via MUKKA TWO ROMEO departure, maintain five thousand", shortly after airborne ATC instruct "D610 proceed direct RONEO, climb via SID, maintain one zero thousand". D610 is not required to comply with the published level or speed restrictions at waypoints being bypassed, however must follow the restrictions at and after RONEO.

REFERENCE:

METHODS, Para 5-6-2.

4. When assigning a level in a departure clearance, use one of the following in the order of preference listed:

  (a) Assign the level requested by the pilot.

  (b) Assign a level, as near as possible to the level requested by the pilot, and

    (i) Inform the pilot when to expect clearance to the requested level unless instructions are contained in the specified SID, or

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thousand", shortly after airborne ATC vector D610 to avoid traffic "D610, turn right heading two seven zero vector for traffic, climb and maintain one zero thousand, expect rejoin SID" D610 will turn right heading 270° and climb to 10,000 feet. All SID restrictions are cancelled. The pilot will retain the SID in the FMS for future rejoin instructions.

① *After a while ATC instruct D610 back to SID "D610, proceed direct RONEO, REJION SID, climb via SID, maintain one zero thousand" D610 will climb to 10,000 feet, proceed direct to RONEO to REJOIN SID and comply with all published level and speed restrictions at and after RONEO.*

	(ii)If the requested level is not expected to be available, inform the pilot what level can be expected and when/where to expect it. **PHRASEOLOGY:** *CLIMB AND MAINTAIN (the level as near as possible to the pilot's requested level).* *EXPECT (the requested level or a level different from the requested level) AT (time or fix), and if applicable, (pilot's requested level) IS NOT AVAILABLE.* **EXAMPLE:** ① *A pilot has requested flight level 370. Flight level 270 is immediately available and flight level 370 will be available at the Anbu zero five zero radial 35 mile fix. The clearance will read:* *"Climb via SID, maintain flight level two seven zero. Expect flight level three seven zero at Anbu zero five zero radial three five mile fix."* ② *A pilot has requested 9,000 feet. A level restriction is required because of unit procedures or requirements. Assign the level and advise the pilot at what fix/time the pilot*		

	may expect the requested level. The clearance could read: "*Climb via SID, maintain five thousand. Expect niner thousand at one zero minutes after departure."* ③ *A pilot has requested FL170 which is unavailable. You plan FL150 to be the pilot's highest level prior to descent to the pilot's destination but only FL130 is available until Makung VOR. Advise the pilot of the expected level change and at what fix/time to expect clearance to FL150. The clearance will read:* "*Climb via SID, maintain flight level one three zero. Expect flight level one five zero at Makung. Flight level one seven zero is not available."*	
	4-7-1 CLEARANCE INFORMATION Standard clearances for arriving aircraft shall contain the following items: a. aircraft identification; b. Route of flight including a STAR/ RNAV STAR, if appropriate. Assign a STAR/RNAV STAR to any aircraft in lieu of other routes; e.g., airways or preferential arrival routes when the routings are the same. **PHRASEOLOGY:**	**4-7-1 CLEARANCE INFORMATION** Standard clearances for arriving aircraft shall contain the following items: a. aircraft identification; b. Route of flight including a STAR/ RNAV STAR, if appropriate. Assign a STAR/RNAV STAR to any aircraft in lieu of other routes; e.g., airways or preferential arrival routes when the routings are the same. **PHRASEOLOGY:** *CLEARED (STAR name) ARRIVAL.*	【3/15決議】 繼續研議。

CLEARED (STAR name) ARRIVAL.

EXAMPLE:

"Cleared Anbu One Alpha Arrival."

"From Tonga to Wuchi."

Note:

If a civil pilot does not wish to use a STAR issued in an ATC clearance or any other STAR published for that location, ATC should be advised.

c. TERMINAL ： Runway-in-use, except when part of the STAR description;

d. Clearances to aircraft on a STAR with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following phraseologies shall be used with the following meaning:

1. DESCEND VIA STAR/(STAR name), MAINTAIN *(level)*:

(a) descend to the cleared level and comply with published level restrictions;

(b)follow the lateral profile of the STAR; and

(c) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

EXAMPLE:

"Descend via LUGIA One Alfa RNAV arrival, maintain three thousand."

EXAMPLE:

"Cleared Anbu One Alpha Arrival."

"From Tonga to Wuchi."

Note:

If a civil pilot does not wish to use a STAR issued in an ATC clearance or any other STAR published for that location, ATC should be advised.

c. TERMINAL ： Runway-in-use, except when part of the STAR description;

d. Clearances to aircraft on a STAR with remaining published level and/or speed restrictions shall indicate if such restrictions are to be followed or are cancelled. The following phraseologies shall be used with the following meaning:

1. DESCEND VIA STAR/STAR name, MAINTAIN *(level)*:

(a) descend to the cleared level and comply with published level restrictions;

(b)follow the lateral profile of the STAR; and

(c) comply with published speed restrictions or ATC-issued speed control instructions as applicable.

EXAMPLE:

"Descend via LUGIA One Alfa RNAV arrival, maintain three thousand."

"Descend via STAR, maintain flight

	"Descend via STAR, maintain flight level two one zero." 2. DESCEND VIA STAR/(STAR name), MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S): (a) descend to the cleared level; published level restrictions are cancelled; (b) follow the lateral profile of the STAR; and (c) comply with published speed restrictions or ATC-issued speed control instructions as applicable. **EXAMPLE:** *"Descend via LUGIA One Alfa RNAV arrival, maintain three thousand, cancel level restrictions."* *"Descend via STAR, maintain seven thousand, cancel level restrictions."* 3. DESCEND VIA STAR/(STAR name), MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S) AT (point(s)): (a) descend to the cleared level; published level restriction(s) at the specified point(s) are cancelled; (b) follow the lateral profile of the STAR; and (c) comply with published speed restrictions or ATC-issued speed	*level two one zero."* 2. DESCEND VIA STAR/STAR name, MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S): (a) descend to the cleared level; published level restrictions are cancelled; (b) follow the lateral profile of the STAR; and (c) comply with published speed restrictions or ATC-issued speed control instructions as applicable. EXAMPLE: *"Descend via LUGIA One Alfa RNAV arrival, maintain three thousand, cancel level restrictions."* *"Descend via STAR, maintain seven thousand, cancel level restrictions."* 3. DESCEND VIA STAR/STAR name, MAINTAIN *(level)*, CANCEL LEVEL RESTRICTION(S) AT (point(s)): (a) descend to the cleared level; published level restriction(s) at the specified point(s) are cancelled; (b) follow the lateral profile of the STAR; and (c) comply with published speed restrictions or ATC-issued speed control instructions as applicable. EXAMPLE: *"Descend via LUGIA One Alfa RNAV arrival, maintain three*	

control instructions as applicable.

EXAMPLE:

"Descend via LUGIA One Alfa RNAV arrival, maintain three thousand, cancel level restrictions at Whisky Papa three four five."

e. 4. If there are no remaining published level or speed restrictions on the STAR, the phrase DESCEND AND MAINTAIN *(level)* should be used.

f. 5. When an arriving aircraft is cleared to proceed direct to a published waypoint on the STAR, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.

EXAMPLE:

TWB671 has previously been cleared to descend via YANMA ONE ALFA RNAV arrival to FL200, after passing YANMA, ATC instruct "

TWB671, proceed direct WP381, descend via STAR, maintain flight level one four zero".

TWB671 will proceed direct to WP381 and descend to FL140.TWB671 is not required to comply with the published level or speed restrictions at waypoints being bypassed. TWB671 must however comply with all published

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thousand, cancel level restrictions at Whisky Papa three four five."

e. If there are no remaining published level or speed restrictions on the STAR, the phrase DESCEND AND MAINTAIN *(level)* should be used.

f. When an arriving aircraft is cleared to proceed direct to a published waypoint on the STAR, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions shall remain applicable.

EXAMPLE:

TWB671 has previously been cleared to descend via YANMA ONE ALFA RNAV arrival to FL200, after passing YANMA, ATC instruct "

TWB671, proceed direct WP381, descend via STAR, maintain flight level one four zero".

TWB671 will proceed direct to WP381 and descend to FL140.TWB671 is not required to comply with the published level or speed restrictions at waypoints being bypassed. TWB671 must however comply with all published level and speed restrictions at and after WP381.

g. When an arriving aircraft is vectored or cleared to proceed to a point that is

level and speed restrictions at and after WP381.

e. Instructions regarding further communications as appropriate.

~~not on the STAR, all the published speed and level restrictions of the STAR are cancelled and the controller shall:~~

~~1. reiterate the cleared level;~~

~~2. provide speed and level restrictions as necessary; and~~

~~3. notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the STAR.~~

~~h. ATC instructions to an aircraft to rejoin a STAR shall include:~~

~~1. the designator of the STAR to be rejoined, unless advance notification of rejoin has been provided in accordance with g.;~~

~~2. the cleared level on rejoining the STAR in accordance with d.; and~~

~~3. the position at which it is expected to rejoin the STAR.~~

~~**EXAMPLE:**~~

~~① TWB671 has previously been cleared to descend via YANMA ONE ALFA RNAV arrival to FL200, after passing YANMA, ATC vectors TWB671 off the STAR. ATC intends that TWB671 will rejoin the STAR.~~

~~" TWB671, turn left heading two zero zero vector for traffic, descend and maintain flight level one six zero, expect to rejoin STAR at WP407"~~

~~TWB671 will turn left heading 200° and descend to FL160. All the STAR~~

		restrictions are cancelled. The pilot will retain the STAR in the FMS for future rejoin instructions. *②After a while, ATC instruct TWB671 back to STAR.* *"TWB671, proceed direct WP407 rejoin STAR, descend via STAR, maintain flight level one four zero."* *TWB671 will descend to FL140, proceed direct to WP407 to REJOIN STAR and comply with the published level and speed restrictions at and after WP407.* i. Instructions regarding further communications as appropriate. **REFERENCE:** RADIO COMMUNICATIONS TRANSFER, Para 2-1-18.	

		Section 6. VECTORING
		5-6-2METHODS
		a. Vector aircraft by specifying:
		  1. Direction of turn, if appropriate, and magnetic heading to be flown, or(略)
		  2. The number of degrees, in group form, to turn and the direction of turn, or(略)
		  3. For NO-GYRO procedures, the type of vector, direction of turn, and when to stop turn. (略)
		b. When initiating a vector, advise the pilot of the purpose.(略)
		c. When an aircraft is vectored or approved to deviate off a procedure or cleared to proceed to a point that is not
			Section 6. VECTORING
			5-6-2METHODS
			a. Vector aircraft by specifying:
			  1. Direction of turn, if appropriate, and magnetic heading to be flown, or(略)
			  2. The number of degrees, in group form, to turn and the direction of turn, or(略)
			  3. For NO-GYRO procedures, the type of vector, direction of turn, and when to stop turn. (略)
			b. When initiating a vector, advise the pilot of the purpose.(略)
			c. ~~When vectoring or approving course deviations, assign an altitude to maintain and, if necessary, a speed, when :~~
				【3/15決議】
				撤銷5-6-2部分提案，
				RESUME/REJOIN 相關內容繼續研議。

on the procedure, all the published speed and level restrictions of the procedure are cancelled and the controller shall:
1. reiterate the cleared level;
2. provide speed and level restrictions as necessary; and
3. notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the procedure.

PHRASEOLOGY:
FLY HEADING (degrees), MAINTAIN (level), (if necessary, MAINTAIN (speed)), EXPECT TO RESUME (SID, STAR, etc.).
DEVIATION (restrictions if necessary) APPROVED,
MAINTAIN (level), (if necessary, MAINTAIN (speed)),
EXPECT TO RESUME (SID, STAR, etc.) AT (NAVAID, fix, waypoint).

REFERENCE:
DEPARTURE CLEARANCES,Para 4-3-2
CLEARANCE INFORMATION ,Para 4-7-1

d. Provide radar navigational guidance until the aircraft is:
1. Established within the airspace to be protected for the nonradar route to be flown, or
2. On a heading that will, within a reasonable distance, intercept the nonradar route to be flown, and
3. Informed of its position unless the

1. The vector or approved deviation is off an assigned procedure which contains altitude or speed restrictions, i.e., instrument approach, etc .
2. The previously issued clearance included crossing restrictions .
3. The vector or approved deviation is off an assigned procedure that contains published altitude or speed restrictions, i.e., SID, STAR, and a clearance to Climb Via/Descend Via has been issued.
REFERENCE:
ROUTE OR LEVEL AMENDMENTS, Para 4-2-4.
DEPARTURE CLEARANCES,Para 4-3-2.
CLEARANCE INFORMATION ,Para 4-7-1.
d. When vectoring or approving an aircraft to deviate off of a procedure that includes published altitude or speed restrictions, advise the pilot if you intend on clearing the aircraft to resume the procedure.
PHRASEOLOGY:
FLY HEADING (degrees), MAINTAIN (level), (if necessary, MAINTAIN (speed)), EXPECT TO REJOIN (SID, STAR, etc.).
DEVIATION (restrictions if necessary) APPROVED,
MAINTAIN (level), (if necessary, MAINTAIN (speed)),
EXPECT TO REJOIN (SID, STAR, etc.) AT (NAVAID, fix, waypoint).
NOTE—
After a climb via or descend via clearance has been issued, a vector/deviation off of a SID/STAR cancels all published altitude and speed restrictions on the procedure.

aircraft is RNAV, FMS or DME equipped and being vectored toward a VORTAC/ TACAN or a waypoint and within the service volume of the NAVAID.

PHRASEOLOGY:

(position information), RESUME OWN NAVIGATION,

Or

FLY HEADING (degrees). WHEN ABLE, PROCEED DIRECT (name of fix),

Or

REJOIN (name/SID/STAR/procedure).

REFERENCE:

NAVAID USE LIMITATIONS, Chapter 4, Section 1.

e. Aircraft instructed to resume a procedure which contains restrictions (SID/STAR, etc.) must be issued/ reissued all applicable restrictions or be instructed to Climb Via/Descend Via the rejoining procedure.

PHRASEOLOGY−

CLEARED DIRECT (NAVAID, fix, waypoint), RESUME OWN NAVIGATION/ REJOIN SID/STAR/(SID name/STAR name) 〔CROSS (NAVAID, fix, waypoint) AT/AT OR ABOVE/AT OR BELOW (level) 〕,then CLIMB VIA/DESCEND VIA (SID/STAR), MAINTAIN (level)

EXAMPLE−

① *"Cleared direct WP736, resume own navigation, then descend via the LUGIA TWO BRAVO RNAV arrival."*

~~The aircraft's Flight Management System (FMS) may be unable to process crossing altitude restrictions once the aircraft leaves the SID/STAR lateral path. Without an assigned altitude, the aircraft,'s FMS may revert to leveling off at the altitude set by the pilot, which may be the SID/STAR published top or bottom altitude.~~

REFERENCE:

DEPARTURE CLEARANCES,Para 4-3-2
CLEARANCE INFORMATION ,Para 4-7-1

e. Provide radar navigational guidance until the aircraft is:

1. Established within the airspace to be protected for the nonradar route to be flown, or

2. On a heading that will, within a reasonable distance, intercept the nonradar route to be flown, and

3. Informed of its position unless the aircraft is RNAV, FMS or DME equipped and being vectored toward a VORTAC/ TACAN or a waypoint and within the service volume of the NAVAID.

PHRASEOLOGY:

(position information), RESUME OWN NAVIGATION,

Or

FLY HEADING (degrees). WHEN ABLE, PROCEED DIRECT (name of fix),

Or

REJOIN (name/SID/STAR/procedure).

REFERENCE:

NAVAID USE LIMITATIONS, Chapter 4, Section 1.

② *"Cleared direct WP552, rejoin SID, cross WP552 at or above four thousand, then climb via the PARAS ONE ALFA RNAV departure."*

③ *D610 was previously cleared "climb via MUKKA TWO ROMEO departure, maintain five thousand", shortly after airborne ATC vector D610 to avoid traffic "D610, turn right heading two seven zero vector for traffic, climb and maintain one zero thousand, expect rejoin SID" D610 will turn right heading 270° and climb to 10,000 feet. All SID restrictions are cancelled. The pilot will retain the SID in the FMS for future rejoin instructions.*

After a while ATC instruct D610 back to SID "D610, proceed direct RONEO, REJION SID, climb via SID, maintain one zero thousand" D610 will climb to 10,000 feet, proceed direct to RONEO to REJOIN SID and comply with all published level and speed restrictions at and after RONEO.

REFERENCE:
DEPARTURE CLEARANCES,Para 4-3-2
CLEARANCE INFORMATION ,Para 4-7-1

f. Aircraft vectored off an RNAV route shall be recleared to the next waypoint or as requested by the pilot.

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f. Aircraft instructed to resume a procedure which contains published crossing restrictions (SID/STAR) must be issued/reissued all applicable restrictions or be instructed to Climb Via/Descend Via.

PHRASEOLOGY−
CLEARED DIRECT (NAVAID, fix, waypoint), CROSS (NAVAID, fix, waypoint) AT/AT OR ABOVE/AT OR BELOW (level), then CLIMB VIA/DESCEND VIA (SID/STAR)

EXAMPLE−
"Cleared direct WP736, then descend via the LUGIA TWO BRAVO RNAV arrival."

"Cleared direct WP552, cross WP552 at or above four thousand, then climb via the PARAS ONE ALFA RNAV departure."

REFERENCE:
DEPARTURE CLEARANCES,Para 4-3-2
CLEARANCE INFORMATION ,Para 4-7-1

g. Aircraft vectored off an RNAV route shall be recleared to the next waypoint or as requested by the pilot.

h. During ATMS operation, update the route of flight in the computer unless an operational advantage is gained and coordination is accomplished.

i. Inform the pilot when a vector will take the aircraft across a previously assigned nonradar route.

PHRASEOLOGY:
EXPECT VECTOR ACROSS (NAVAID radial) (airway/route/course) FOR

	g.During ATMS operation, update the route of flight in the computer unless an operational advantage is gained and coordination is accomplished. h.Inform the pilot when a vector will take the aircraft across a previously assigned nonradar route. **PHRASEOLOGY:** *EXPECT VECTOR ACROSS (NAVAID radial) (airway/route/course) FOR (purpose).* **REFERENCE:** *APPLICATION, Para 7-6-1.*	*(purpose).* *REFERENCE:* *APPLICATION, Para 7-6-1.*	

3. 第 85 次會議修編決議之 4-3-2 b.4.(b)(3)" CLIMB VIA SID/(SID name), MAINTAIN (level), CANCEL LEVEL RESTRICTION(S) AT (point(s))"之術語，建議修改為" CLIMB VIA SID/(SID name), MAINTAIN (level), CANCEL (point(s)) LEVEL RESTRICTION(S)"語意不影響，但可以避免與取消全部高度限制的術語混淆。

   【3/15決議：繼續研議】

4. 第85次會議修編決議之5-6-2 f 項中有關英文 at or above，中文編修翻譯為"到達或高於"，建議應該使用文件1-2的參考用語，已定義「以上」是包含本數、高於(本數)之上是不包含本數的中文用法，不宜在此又增加"到達或高於"中文用語。

   【3/15決議：繼續研議】

5. 4-3章節中塔臺頒發 ATC 許可部分，經查 FAA 和 ICAO 有不同的用法，範例如下，可否考慮把"as filed"或"flight planned route"等納入 ATMP？

   a. ICAO: FASTAIR 345 CLEARED TO XXX, FLIGHT PLANNED ROUTE, DEPART RUNWAY 27, CLIMB VIA XXX

DEPARTURE TO 5000 FEET, SQUAWK (CODE), WHEN AIRBORNE CONTACT DEPARTURE ON 128.17.

b.   FAA: Cleared to Reynolds Airport; David Two Departure, Kingham Transition; then, as filed. Climb via SID.

【3/15決議：繼續研議】

五、散會