

飛航管理程序修編小組第89次會議議程

114年3月7日

一、主席致詞

二、小組成員介紹

三、本次修編會議議題：

(一) 114年度待修編議題之參考依據：FAA 7110.65AA_CHG2、FAA 7110.65AA_CHG3、ICAO DOC4444 16th AMD12

(二) 本次會議待修編事項：（參考資料-FAA 7110.65AA_CHG2及 ATMP 第18版）：

編號	參考文件/版本	待修訂 ATMP 章節及摘要	提案單位	頁碼
1	FAA 7110.65AA_CHG2	3-9-5 LINE UP AND WAIT/進跑道等待 3-10-5 LANDING CLEARANCE/落地許可 3-10-10 LEVEL RESTRICTED LOW APPROACH/限制空層 之低空通過	航管組	3
2	FAA 7110.65AA_CHG2	5-2-12 VALIDATION OF MODE C READOUT/高度顯示確 認	航管組	8

3	FAA 7110.65AA_CHG2	5-7-2 METHODS/方法	航管組	9
4	ATMP 第18版	1-2-7 ABBREVIATIONS/縮語	總臺	11
5	ATMP 第18版	4-7-1 CLEARANCE INFORMATION/許可資料	總臺	11
6	FAA 7110.65AA	7-3-1 VISUAL APPROACH/目視進場	總臺	14
7	FAA 7110.65AA	8-4-5 INFORMATION DISSEMINATION/資料廣播	總臺	21

(三) 提案討論

編號	參考文件/版本	摘要	提案單位	頁碼
1	ICAO DOC4444 16 th AMD12	研議【8.7.3新增節次8.7.3.3及8.7.3.8】與【8.7.3.6之 WTG 機尾亂流程序】納入 ATMP 之可行性?	航管組	22

三、臨時動議

四、散會

二、本次修編會議議題

(二)、待決議事項

1. ATMP 3-9-5 進跑道等待、3-10-5 落地許可、3-10-10 限制空層之低空通過

FAA/ICAO 原文/其他參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
<p>FAA 7110.65 AA_CHG2 3-9-4. LINE UP AND WAIT (LUAW) C. Procedure 1. At facilities without a safety logic system or facilities with the safety logic system in limited configuration: (a) Do not <u>clear</u> an aircraft <u>for</u> a full-stop, touch-and-go, stop-and-go, <u>low approach, or</u> option on the same runway with an aircraft holding in position or taxiing to <u>LUAW</u> until the aircraft in position <u>has exited the runway or</u> starts takeoff roll. <i>REFERENCE- FAA Order JO 7110.65, Para 3-10-10, Altitude Restricted Low Approach.</i></p>	<p>Chapter 3. AERODROME TRAFFIC CONTROL-TERMINAL 3-9-5 LINE UP AND WAIT (LUAW) C. Procedures. 1. Do not issue clear a landing clearance to an aircraft requesting for a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach, or option on the same runway with an aircraft that is holding in position or taxiing to line up and wait LUAW until the aircraft in position has exited the runway or starts takeoff roll. 2. Do not authorize an aircraft to LUAW if an aircraft has been cleared to land, for a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach, or option on the same runway.</p>	<p>Chapter 3. AERODROME TRAFFIC CONTROL-TERMINAL 3-9-5 LINE UP AND WAIT C. Procedures. 1. Do not issue a landing clearance to an aircraft requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach on the same runway with an aircraft that is holding in position or taxiing to line up and wait until the aircraft in position starts takeoff roll. 2. Do not authorize an aircraft to LUAW if an aircraft has been cleared to land, touch-and-go, stop-and-go, option, or unrestricted low approach on the same runway d. When an aircraft is authorized to line up and wait, inform it of the closest traffic within 6-flying miles requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach to the same runway.</p>	<p>【3/7決議】 一、調修3-9-5中英文內容。 二、調修3-10-10英文內容，並修正中文內容之標點符號誤植。</p>

FAA/ICAO 原文/其他參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
<p>(b) Do not authorize an aircraft to LUAW if an aircraft has been cleared for a full-stop, touch-and-go, stop-and-go, low approach, or option on the same runway.</p> <p>(a) May issue clearance for a full-stop, touch-and-go, stop-and-go, low approach, or option on the same runway with an aircraft holding in position or taxiing to LUAW, or 無</p> <p>(b) May authorize an aircraft to LUAW when an aircraft has been cleared for a full-stop, touch-and-go, stop-and-go, low approach, or option on the same runway. 無</p> <p>d. When an aircraft is authorized to LUAW, inform it of the closest traffic within 6 flying miles requesting a full-stop, touch-and-go, stop-and-go, low approach, or</p>	<p>d. When an aircraft is authorized to line up and wait LUAW, inform it of the closest traffic within 6-flying miles requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach, or option to the same runway.</p> <p>第三章 機場管制—終端 3-9-5 進跑道等待</p> <p>c. 程序：</p> <p>1. 航空器已於跑道上等待或正滑行進跑道等待，於該航空器開始滾行前，勿對請求全停、連續起降、落地後再起飛、自行選擇落地種類或無限制低空通過或自行選擇落地種類之其他航空器頒發於同跑道之落地許可。</p> <p>2. 當已許可其他航空器於同跑道落地、連續起降、落地後再起飛、自行選擇落地種類或無限制低空通過或自行選擇落地種類時，勿頒發航空器進跑道等待之許可。</p> <p>d. 當許可航空器進跑道等待時，提供其飛行湮數六湮內，且使用同跑道請求全停、連續起降、落地後再起飛、自行選擇落地種類或無限制低空通過或自行選擇落地種類之最近相關航情。</p>	<p>第三章 機場管制—終端 3-9-5 進跑道等待</p> <p>c. 程序：</p> <p>1. 航空器已於跑道上等待或正滑行進跑道等待，於該航空器開始滾行前，勿對請求全停、連續起降、落地後再起飛、自行選擇落地種類或無限制低空通過之其他航空器頒發於同跑道之落地許可。</p> <p>2. 當已許可其他航空器於同跑道落地、連續起降、落地後再起飛、自行選擇落地種類或無限制低空通過時，勿頒發航空器進跑道等待之許可。</p> <p>d. 當許可航空器進跑道等待時，提供其飛行湮數六湮內，且使用同跑道請求全停、連續起降、落地後再起飛、自行選擇落地種類或無限制低空通過之最近相關航情。</p>	

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<p><u>option</u> to the same runway.</p> <p>1. USAF/USN. When issuing additional instructions or information to an aircraft holding in position, include instructions to continue holding or taxi off the runway, unless it is cleared for takeoff. 無</p> <p>3-10-5. LANDING CLEARANCE</p> <p>1. Facilities without a safety logic system or facilities with the safety logic system inoperative or in the limited configuration must not clear an aircraft for a full-stop, touch-and-go, stop-and-go, low approach, <u>or option on the same runway with an aircraft</u> holding in position <u>or taxiing to LUAW until the aircraft in position has exited the runway or starts</u> takeoff roll.</p>			

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<p>2. Facilities using safety logic in the full core alert runway configuration may clear an aircraft for a full-stop, touch-and-go, stop-and-go, low approach, or option on the same runway with an aircraft holding in position or taxiing to LUAW except when reported weather conditions are less than ceiling 800 feet or visibility less than 2 miles.</p> <p>d. Inform the closest aircraft that is requesting a full-stop, touch-and-go, stop-and-go, low approach, or option when there is traffic authorized to LUAW on the same runway.</p> <p>3-10-10. ALTITUDE RESTRICTED LOW APPROACH A low approach with an altitude restriction of no less than 500 feet above the airport may be</p>	<p>3-10-10 LEVEL RESTRICTED LOW APPROACH A low approach with a level restriction of not less than 500 feet above the airport may be authorized except over an aircraft in takeoff holding in position or a departure</p>	<p>3-10-10 LEVEL RESTRICTED LOW APPROACH A low approach with a level restriction of not less than 500 feet above the airport may be authorized except over an aircraft in takeoff position or a departure aircraft. Do not clear aircraft for restricted level low</p>	

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<p>authorized except over an aircraft holding in position or a departing aircraft. Do not clear aircraft for restricted altitude low approaches over personnel unless airport authorities have advised these personnel that the approaches will be conducted. Advise the approaching aircraft of the location of applicable ground traffic, personnel, or equipment.</p> <p><i>NOTE</i> 2. This authorization includes altitude restricted low approaches over preceding landing or taxiing aircraft. Restricted low approaches are not authorized over aircraft <u>holding</u> in position or departing aircraft.</p>	<p>departing aircraft. Do not clear aircraft for restricted level low approaches over personnel unless airport authorities have advised these personnel that the approaches will be conducted. Advise the approaching aircraft of the location of applicable ground traffic, personnel, or equipment.</p> <p><i>NOTE</i> 2. This authorization includes level restricted low approaches over preceding landing or taxing aircraft. Restricted low approaches are not authorized over aircraft in takeoff position holding in position or departing aircraft.</p> <p>3-10-10 限制空層之低空通過 除起飛位置有航空器或有正在離場之航空器外，得准許以不低於機場上空500呎之限制空層實施低空通過。但不得准許航空器實施限制空層之低空通過飛越人員上空，除非航空站權責單位已通知地面人員將有航空器實施低空通過。同時並應告知進場航空器相關之地面航空器一、人員或裝備之位置。 註-</p>	<p>approaches over personnel unless airport authorities have advised these personnel that the approaches will be conducted. Advise the approaching aircraft of the location of applicable ground traffic, personnel, or equipment.</p> <p><i>NOTE</i> 2. This authorization includes level restricted low approaches over preceding landing or taxing aircraft. Restricted low approaches are not authorized over aircraft in takeoff position or departing aircraft.</p> <p>3-10-10 限制空層之低空通過 除起飛位置有航空器或有正在離場之航空器外，得准許以不低於機場上空500呎之限制空層實施低空通過。但不得准許航空器實施限制空層之低空通過飛越人員上空，除非航空站權責單位已通知地面人員將有航空器實施低空通過。同時並應告知進場航空器相關之地面航空器，人員或裝備之位置。 註-</p>	

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	2. 實施限制空層之低空通過，即許可該航空器低空飛越在它之前降落或滑行之航空器。限制空層之低空通過禁止飛越在起飛位置或正要起飛之航空器。	2. 實施限制空層之低空通過，即許可該航空器低空飛越在它之前降落或滑行之航空器。限制空層之低空通過禁止飛越在起飛位置或正要起飛之航空器。	

2. ATMP 5-2-12 高度顯示確認

FAA/ICAO 原文/其他參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA 7110.65 AA_CHG2 5-2-15. VALIDATION OF MODE C ALTITUDE READOUT d. Whenever you observe an <u>aircraft below FL 180 with an invalid Mode C readout</u> : e. Whenever you observe an <u>aircraft at or above FL 180 with an invalid Mode C readout</u> , unless the aircraft is descending below Class A airspace:	5-2-12 VALIDATION OF MODE C READOUT c. Whenever you observe an aircraft invalid Mode C readout below FL130 with an invalid Mode C readout : d. Whenever you observe an aircraft invalid Mode C readout at or above FL130 with an invalid Mode C readout , unless the aircraft is descending below transition level: 5-2-12高度顯示確認 c. 當觀察到一 航機之無效之高度顯示 ，且該空層低於飛航空層130時， d. 如 當觀察到一航機之無效之高度顯示 ， 且在飛航空層130或以上 ，除非該航空器正下降要穿越轉換空層：	5-2-12 VALIDATION OF MODE C READOUT c. Whenever you observe an invalid Mode C readout below FL 130: d. Whenever you observe an invalid Mode C readout at or above FL130, unless the aircraft is descending below transition level: 5-2-12高度顯示確認 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， 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：	【3/7決議】 一、調修該節 c 項及 d 項英文版文字，至中文版之調修內容待下次會議賡續討論。 二、5-2-12之中文版請修編小組提出修正建議於下次會議賡續討論。

3. ATMP 5-7-2 方法及 2-4-18 數字之使用

FAA/ICAO 原文/其他參考資料	建議修正文字	ATMP 現行章節	說明/建議/決議
<p>FAA 7110.65 AA_CHG2 5-7-2. METHODS 4. Increase or reduce to a specified speed in single-digit form or by a specified number of knots in group form.</p>	<p>5-7-2 METHODS a. 3. Increase or reduce to a specified speed in single-digit form or by a specified number of knots in group form. EXAMPLES: “Increase speed to Mach point seven two.” “Reduce speed to two five zero knots.” “Reduce speed twenty knots.” “Maintain two eight zero knots.” “Maintain maximum speed.”</p> <p>5-7-2 方法 a. 3. 以逐字數字表示增加或減少至指定空速，或以數字讀法表達指定之數目增減。 例一 「加速至點拐兩馬赫」 「減速至兩五洞」 「減速兩洞湮」 「保持空速兩八洞」 「保持最大速度」</p>	<p>5-7-2 METHODS a. 3. Increase or reduce to a specified speed or by a specified number of knots. EXAMPLES: “Increase speed to Mach point seven two.” “Reduce speed to two five zero knots.” “Reduce speed twenty knots.” “Maintain two eight zero knots.” “Maintain maximum speed.”</p> <p>5-7-2 方法 a. 3. 增加或減少至指定空速或以指定之數目增減。 例一 「加速至點拐兩馬赫」 「減速至兩五洞」 「減速兩洞湮」 「保持空速兩八洞」 「保持最大速度」</p>	<p>【3/7決議】 依修編小組建議修改如下： 一、5-7-2_a 項第3點文字維持現行文字。 二、刪除以下內容（如左列內容）： 1. ATMP2-4-18_k 項_1. 之例外規定。 2. ATMP5-7-2_a 項以 group form 指定增減空速數目之例句。</p>

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	<p>2-4-18 NUMBERS USAGE State numbers as follows: NOTE: All numbers except whole hundreds, whole thousands and combinations of thousands and whole hundreds shall be transmitted by pronouncing digit separately k. Speeds: 1. The separate digits of the speed followed by “knots”—except as required by para 5-7-2, METHODS. EXAMPLE:</p> <table border="1" data-bbox="495 802 972 927"> <thead> <tr> <th>Speed</th> <th>Statement</th> </tr> </thead> <tbody> <tr> <td>250</td> <td>“Two five zero knots.”</td> </tr> <tr> <td>190</td> <td>“One niner zero knots.”</td> </tr> </tbody> </table> <p>2-4-18 數字之使用 數字之讀法如下： 註-數字之讀法除了千、百或是兩者合併使用外，應逐字讀出。 k. 速度— 1. 除在 5-7-2 段「方法」中所要求外，應在「哩」字前，逐字讀出數字。</p>	Speed	Statement	250	“Two five zero knots.”	190	“One niner zero knots.”	<p>2-4-18 NUMBERS USAGE State numbers as follows: NOTE: All numbers except whole hundreds, whole thousands and combinations of thousands and whole hundreds shall be transmitted by pronouncing digit separately k. Speeds: 1. The separate digits of the speed followed by “knots” except as required by para 5-7-2, METHODS. EXAMPLE:</p> <table border="1" data-bbox="1008 786 1550 927"> <thead> <tr> <th>Speed</th> <th>Statement</th> </tr> </thead> <tbody> <tr> <td>250</td> <td>“Two five zero knots.”</td> </tr> <tr> <td>190</td> <td>“One niner zero knots.”</td> </tr> </tbody> </table> <p>2-4-18 數字之使用 數字之讀法如下： 註-數字之讀法除了千、百或是兩者合併使用外，應逐字讀出。 k. 速度— 1. 除在 5-7-2 段「方法」中所要求外，應在「哩」字前，逐字讀出數字。</p>	Speed	Statement	250	“Two five zero knots.”	190	“One niner zero knots.”	
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4. ATMP 1-2-7 縮語

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議								
	1-2-7 ABBREVIATIONS (略) <table border="1"> <thead> <tr> <th>Abbreviation</th> <th>Meaning</th> </tr> </thead> <tbody> <tr> <td>CAA</td> <td>Civil Aviation Administration</td> </tr> </tbody> </table>	Abbreviation	Meaning	CAA	Civil Aviation Administration	1-2-7 ABBREVIATIONS (略) <table border="1"> <thead> <tr> <th>Abbreviation</th> <th>Meaning</th> </tr> </thead> <tbody> <tr> <td>CAA</td> <td>Civil Aeronautics Administration</td> </tr> </tbody> </table>	Abbreviation	Meaning	CAA	Civil Aeronautics Administration	【3/7決議】 修改該節中本局英文全銜。
Abbreviation	Meaning										
CAA	Civil Aviation Administration										
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CAA	Civil Aeronautics Administration										

5. ATMP 4-7-1 許可資料

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	4-7-1 CLEARANCE INFORMATION (略) f.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 e.; 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.	4-7-1 CLEARANCE INFORMATION (略) f.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 e.; 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.	【3/7決議】 依實務作業調修該節 f 項範例內容。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	<p>EXAMPLE:</p> <p>① <i>TWB671 has previously been cleared to descend via Yanma One Alpha 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 Wiskey Papa tree eight tree.”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.</i></p> <p>② <i>After a while, ATC instruct TWB671 back to STAR. “TWB671, proceed direct Wiskey Papa tree eight tree rejoin STAR, descend via STAR, maintain five thousand</i></p> <p>③ <i>.” TWB671 will descend to FL140, proceed direct to WP383 to rejoin STAR and comply with the published level and speed restrictions at and after WP383.</i></p> <p>4-7-1 許可資料 (略) f. 航管指示航空器重新加入標準終端到場程序時應包含：</p>	<p>EXAMPLE:</p> <p>① <i>TWB671 has previously been cleared to descend via Yanma One Alpha 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 Wiskey Papa four zero seven.”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.</i></p> <p>② <i>After a while, ATC instruct TWB671 back to STAR. “TWB671, proceed direct Wiskey Papa four zero seven 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></p> <p>4-7-1 許可資料 (略) f. 航管指示航空器重新加入標準終端到場程序時應包含：</p>	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	<p>1. 將加入的標準終端到場程序名稱，除非先前已按照e. 項告知駕駛員預計重新加入標準終端到場程序；</p> <p>2. 按照e. 項頒發重新加入標準終端到場程序之許可高度；</p> <p>3. 預計重新加入標準終端到場程序之位置。</p> <p>例一</p> <p>①TWB671 先前被許可經由YanmaOne Alfa RNAV到場下降到飛航空層200，在通過Yanma後，航管引導TWB671離開標準終端到場程序，並且預劃TWB671後續重新加入。</p> <p>「德威671，左轉航向兩洞洞雷達引導避讓航情，下降保持飛航空層么六洞，預計在WP三八三重新加入STAR。」</p> <p>收到指示後TWB671將左轉航向200°並且下降至飛航空層160，標準終端到場程序上所有限制不再適用，但駕駛員將保留飛航管理系統（FMS）上的標準終端到場程序設定以利後續重新加入。</p> <p>②不久後，航管指示TWB671重回標準終端到場程序。</p> <p>「德威六拐么，直飛WP三八三重新加入STAR，經由STAR下降，保持五千。」</p> <p>TWB671將下降至5,000呎，直飛WP383重新加入標準終端到場程序，並且遵循WP383以及其後程序上頒布之高度與速度限制。</p>	<p>1. 將加入的標準終端到場程序名稱，除非先前已按照e. 項告知駕駛員預計重新加入標準終端到場程序；</p> <p>2. 按照e. 項頒發重新加入標準終端到場程序之許可高度；</p> <p>3. 預計重新加入標準終端到場程序之位置。</p> <p>例一</p> <p>①TWB671 先前被許可經由YanmaOne Alfa RNAV到場下降到飛航空層200，在通過Yanma後，航管引導TWB671離開標準終端到場程序，並且預劃TWB671後續重新加入。</p> <p>「德威671，左轉航向兩洞洞雷達引導避讓航情，下降保持飛航空層么六洞，預計在WP四洞拐重新加入STAR。」</p> <p>收到指示後TWB671將左轉航向200°並且下降至飛航空層160，標準終端到場程序上所有限制不再適用，但駕駛員將保留飛航管理系統（FMS）上的標準終端到場程序設定以利後續重新加入。</p> <p>②不久後，航管指示TWB671重回標準終端到場程序。</p> <p>「德威六拐么，直飛WP四洞拐重新加入STAR，經由STAR下降，保持飛航空層么四洞。」</p> <p>TWB671將下降至飛航空層140，直飛WP407重新加入標準終端到場程序，並且遵循WP407以及其後程序上頒布之高度與速度限制。</p>	

6. ATMP 7-3-1 目視進場

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<p>ICAO Doc4444</p> <p>6.5.3 Visual approach</p> <p>6.5.3.1 Subject to the conditions in 6.5.3.3, clearance for an IFR flight to execute a visual approach may be requested by a flight crew or initiated by the controller. In the latter case, the concurrence of the flight crew shall be required.</p> <p>6.5.3.2 Controllers shall exercise caution in initiating a visual approach when there is reason to believe that the flight crew concerned is not familiar with the aerodrome and its surrounding terrain. Controllers should also take into consideration the prevailing traffic and meteorological conditions when initiating visual approaches.</p> <p>6.5.3.3 An IFR flight may be cleared to execute a visual approach provided the pilot can maintain visual reference to the terrain and:</p>	<p>ATMP</p> <p>7-3-1 VISUAL APPROACH</p> <p>a. Daytime: Clearance for an IFR flight to execute a visual approach may be requested by a flight crew or initiated by the controller. In the latter case, the concurrence of the flight crew shall be required.</p> <p>Nighttime: When the pilot is familiar with the destination airport and the surrounding environment, and can maintain visual reference to the terrain and obstacles continuously, the pilot can request to execute visual approach from controller.</p> <p>NOTE: <i>During nighttime, controller shall issue the instrument approach procedures preferentially and shall not initiate a visual approach.</i> <i>The limitation of visual approach operations at night is not applicable to military.</i></p> <p>b. Controllers shall exercise caution in initiating a visual approach when there is reason to believe that the flight crew concerned is not familiar with the aerodrome and its surrounding terrain. Controllers should also take into consideration the prevailing traffic and meteorological conditions when initiating</p>	<p>ATMP</p> <p>7-3-1 VISUAL APPROACH</p> <p>a. Daytime: Clearance for an IFR flight to execute a visual approach may be requested by a flight crew or initiated by the controller. In the latter case, the concurrence of the flight crew shall be required.</p> <p>Nighttime: When the pilot is familiar with the destination airport and the surrounding environment, and can maintain visual reference to the terrain and obstacles continuously, the pilot can request to execute visual approach from controller.</p> <p>NOTE: <i>During nighttime, controller shall issue the instrument approach procedures preferentially and shall not initiate a visual approach.</i> <i>The limitation of visual approach operations at night is not applicable to military.</i></p> <p>b. Controllers shall exercise caution in initiating a visual approach when there is reason to believe that the flight crew concerned is not familiar with the aerodrome and its surrounding terrain. Controllers should also take into consideration the prevailing traffic and meteorological conditions when initiating</p>	<p>【3/7決議】</p> <p>將於下次會議賡續研議。</p>

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<p>a) the reported ceiling is at or above the level of the beginning of the initial approach segment for the aircraft so cleared; or b) the pilot reports at the level of the beginning of the initial approach segment or at any time during the instrument approach procedure that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed.</p> <p>6.5.3.4 Separation shall be provided between an aircraft cleared to execute a visual approach and other arriving and departing aircraft.</p> <p>6.5.3.5 For successive visual approaches, separation shall be maintained by the controller until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft shall then be instructed to follow and maintain own separation from the preceding aircraft. When both aircraft are of a heavy wake turbulence category, or</p>	<p>visual approaches.</p> <p>c. An IFR flight may be cleared to execute a visual approach provided the pilot can maintain visual reference to the terrain under the approach path and:</p> <ol style="list-style-type: none"> 1. The reported ceiling is at or above the approved initial approach level for the aircraft so cleared; or 2. The pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed. <p>PHRASEOLOGY : <i>REPORT VISUAL.</i> <i>CLEARED VISUAL APPROACH,</i> <i>RUNWAY (number).</i></p> <p>d. Separation shall be provided between an aircraft cleared to execute a visual approach and other arriving and departing aircraft.</p> <p>e. For successive visual approaches, radar or nonradar separation shall be maintained until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft shall then be instructed to follow and maintain own separation from the preceding aircraft. When both aircraft are of a SUPER or HEAVY wake turbulence category, or the preceding aircraft is of a heavier wake turbulence</p>	<p>visual approaches.</p> <p>c. An IFR flight may be cleared to execute a visual approach provided the pilot can maintain visual reference to the terrain under the approach path and:</p> <ol style="list-style-type: none"> 1. The reported ceiling is at or above the approved initial approach level for the aircraft so cleared; or 2. The pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed. <p>PHRASEOLOGY : <i>REPORT VISUAL.</i> <i>CLEARED VISUAL APPROACH,</i> <i>RUNWAY (number).</i></p> <p>d. Separation shall be provided between an aircraft cleared to execute a visual approach and other arriving and departing aircraft.</p> <p>e. For successive visual approaches, radar or nonradar separation shall be maintained until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft shall then be instructed to follow and maintain own separation from the preceding aircraft. When both aircraft are of a SUPER or HEAVY wake turbulence category, or the preceding</p>	

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<p>the preceding aircraft is of a heavier wake turbulence category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller shall issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC unit accordingly, stating their requirements.</p> <p>6.5.3.6 Transfer of communications to the aerodrome controller should be effected at such a point or time that information on essential local traffic, if applicable, and clearance to land or alternative instructions can be issued to the aircraft in a timely manner.</p> <p>FAA 7110.65AA 7-4-1 VISUAL APPROACH</p>	<p>category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller shall issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC unit accordingly, stating their requirements.</p> <p>f. Transfer of communications to the aerodrome controller should be effected at such a point or time that information on essential local traffic, if applicable, and clearance to land or alternative instructions can be issued to the aircraft in a timely manner.</p> <p>g. Daytime: There is no missed approach segment A visual approach is not a standard instrument approach procedure and has no missed approach segment. An aircraft unable to complete a visual approach shall be handled as any go-around and appropriate separation must be provided. aircraft executing a go-around may be directed to:</p> <ol style="list-style-type: none"> 1. Enter the traffic pattern for landing. An altitude assignment is not required. The pilot is expected to climb to pattern altitude and is responsible to maintain 	<p>aircraft is of a heavier wake turbulence category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller shall issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC unit accordingly, stating their requirements.</p> <p>f. Transfer of communications to the aerodrome controller should be effected at such a point or time that information on essential local traffic, if applicable, and clearance to land or alternative instructions can be issued to the aircraft in a timely manner.</p> <p>g. Daytime: There is no missed approach segment. An aircraft unable to complete a visual approach shall be handled as any go-around and appropriate separation must be provided.</p>	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<p>A visual approach is an ATC authorization for an aircraft on an IFR flight plan to proceed visually and clear of clouds to the airport of intended landing. A visual approach is not a standard instrument approach procedure and has no missed approach segment. An aircraft unable to complete a landing from a visual approach must be handled as any go-around and appropriate IFR separation must be provided until the aircraft lands or the pilot cancels their IFR flight plan.</p> <p>a. At airports with an operating control tower, aircraft executing a go-around may be directed to:</p> <ol style="list-style-type: none"> 1. Enter the traffic pattern for landing. An altitude assignment is not required. The pilot is expected to climb to pattern altitude and is responsible to maintain terrain and obstruction avoidance. ATC must provide approved separation or visual separation from other IFR aircraft, or 2. Proceed as otherwise instructed by ATC. The pilot is expected to comply with 	<p>terrain and obstruction avoidance. ATC must provide approved separation or visual separation from other aircraft, or</p> <ol style="list-style-type: none"> 2. Proceed as otherwise instructed by ATC. The pilot is expected to comply with assigned instructions, and responsible to maintain terrain and obstruction avoidance until reaching an ATC assigned altitude. ATC is responsible to provide instructions to the pilot to facilitate a climb to the minimum altitude for instrument operations. ATC must provide approved separation or visual separation from other aircraft. <p>Nighttime:</p> <ol style="list-style-type: none"> 1. If the pilot abandons visual approach to landing, shall advise the controller and overfly the runway, climb and enter the traffic circuit via the crosswind leg. 2. If the controller instructs the pilot to abandon the visual approach, the controller shall give further instruction, and shall not initiate the pilot to join the traffic circuit. <p>NOTE-- The pilot is responsible for their own terrain and obstruction avoidance during a go-around after conducting a visual approach. The facility can assign headings towards the lowest terrain and obstructions.</p>	<p>Nighttime:</p> <ol style="list-style-type: none"> 1. If the pilot abandons visual approach to landing, shall advise the controller and overfly the runway, climb and enter the traffic circuit via the crosswind leg. 2. If the controller instructs the pilot to abandon the visual approach, the controller shall give further instruction, and shall not initiate the pilot to join the traffic circuit. 	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<p>assigned instructions, and responsible to maintain terrain and obstruction avoidance until reaching an ATC assigned altitude. ATC is responsible to provide instructions to the pilot to facilitate a climb to the minimum altitude for instrument operations. ATC must provide approved separation or visual separation from other IFR aircraft.</p> <p>NOTE— The pilot is responsible for their own terrain and obstruction avoidance during a go-around after conducting a visual approach. The facility can assign headings towards the lowest terrain and obstructions.</p> <p>b. At airports without an operating control tower, aircraft executing a go-around are expected to complete a landing as soon as possible or contact ATC for further clearance. ATC must maintain approved separation from other IFR aircraft.</p>	<p>7-3-1 目視進場</p> <p>a. 日間：駕駛員可要求或管制員可主動准許儀器飛航航空器實施目視進場。如為後者，則應於頒發許可前取得駕駛員同意。</p> <p>夜間：駕駛員熟悉目的地機場與周遭環境，並能持續目視參考地形與障礙物，駕駛員方得主動向航管申請實施目視進場。</p> <p>註--於夜間時，管制員應優先頒發儀器進場程序並不得主動頒發目視進場。軍方不受夜間目視進場規定之限制。</p> <p>b. 管制員如對於駕駛員是否熟悉目的地機場與其周遭地形有疑慮時，於主動頒發目視進場許可時應更為謹慎，亦須考量當時航情與天氣情況。</p> <p>c. 如駕駛員可持續目視進場路徑之參考地形，管制員得准許儀器飛航航空器實施目視進場，且：</p> <ol style="list-style-type: none"> 1. 雲幕高高於或等於航空器被許可實施儀器進場程序之最初進場點之空層；或 2. 駕駛員於儀器進場程序之最初進場空層或於儀器進場程序過程報告按當時天氣情況確認可完成目視進場和降落無虞。 	<p>7-3-1 目視進場</p> <p>a. 日間：駕駛員可要求或管制員可主動准許儀器飛航航空器實施目視進場。如為後者，則應於頒發許可前取得駕駛員同意。</p> <p>夜間：駕駛員熟悉目的地機場與周遭環境，並能持續目視參考地形與障礙物，駕駛員方得主動向航管申請實施目視進場。</p> <p>註--於夜間時，管制員應優先頒發儀器進場程序並不得主動頒發目視進場。軍方不受夜間目視進場規定之限制。</p> <p>b. 管制員如對於駕駛員是否熟悉目的地機場與其周遭地形有疑慮時，於主動頒發目視進場許可時應更為謹慎，亦須考量當時航情與天氣情況。</p> <p>c. 如駕駛員可持續目視進場路徑之參考地形，管制員得准許儀器飛航航空器實施目視進場，且：</p> <ol style="list-style-type: none"> 1. 雲幕高高於或等於航空器被許可實施儀器進場程序之最初進場點之空層；或 2. 駕駛員於儀器進場程序之最初進場空層或於儀器進場程序過程報告按當時天氣情況確認可完成目視進場和降落無虞。 	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	<p>術語-</p> <p>目視呼叫。</p> <p>許可目視進場，(跑道號碼)跑道。</p> <p>d. 應提供已許可做目視進場航空器與其他離、到場航空器之隔離。</p> <p>e. 維持對連續目視進場航空器提供雷達或非雷達隔離，直到後一架航空器駕駛員報告目視前一航空器，指示後一架航空器跟隨並自行與前行航空器保持隔離。如前後兩航空器均為超重型或重型航空器，或前一航空器比後者產生較大之機尾亂流，且兩航空器間之隔離低於機尾亂流最低隔離時，應頒發機尾亂流警告。機長負責與產生較大機尾亂流前行航空器之隔離。如確認需要更大之隔離時，駕駛員應向管制單位告知所需。</p> <p>f. 與塔臺通信交管的時機應足以令塔臺提供相關航情、頒發落地許可或其他指示。</p> <p>g. 日間：目視進場非標準儀器進場程序且無誤失進場階段，當航空器如無法完成目視進場時，航管單位應按重飛方式處理，並提供適當隔離。航機可依下列方式執行重飛：</p> <p>1. 加入機場航線執行落地：航管不需指示高度，駕駛員將負責保持避讓地障爬高至航線高度，航管需提供該機與其他航機之法定隔離或目視隔離。</p>	<p>術語-</p> <p>目視呼叫。</p> <p>許可目視進場，(跑道號碼)跑道。</p> <p>d. 應提供已許可做目視進場航空器與其他離、到場航空器之隔離。</p> <p>e. 維持對連續目視進場航空器提供雷達或非雷達隔離，直到後一架航空器駕駛員報告目視前一航空器，指示後一架航空器跟隨並自行與前行航空器保持隔離。如前後兩航空器均為超重型或重型航空器，或前一航空器比後者產生較大之機尾亂流，且兩航空器間之隔離低於機尾亂流最低隔離時，應頒發機尾亂流警告。機長負責與產生較大機尾亂流前行航空器之隔離。如確認需要更大之隔離時，駕駛員應向管制單位告知所需。</p> <p>f. 與塔臺通信交管的時機應足以令塔臺提供相關航情、頒發落地許可或其他指示。</p> <p>g. 日間：目視進場無誤失進場階段。航空器如無法完成目視進場，航管單位應按重飛方式處理，並提供適當隔離。</p>	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	<p>2. 依航管指示飛航：駕駛員將遵循航管指示並負責保持避讓地障爬高至航管指示高度，航管應負責提供指示予駕駛員操作航機爬高至最低儀器飛航高度，並提供該機與其他航機之法定隔離或目視隔離。</p> <p>夜間：</p> <p>1. 駕駛員因故放棄繼續進場落地，應告知管制員並飛越跑道上空爬高由二邊加入機場航線；</p> <p>2. 航管指示駕駛員放棄繼續進場落地，航管應頒發後續指示，惟不得主動指示航機加入機場航線。</p> <p>註— 駕駛員於執行目視進場後即負有重飛時自行避讓地障之責，航管單位可頒發朝向最低地障及障礙物之航向。</p> <p>參考— 機尾亂流警告，2-1-21。 於最後進場階段更新資料，3-10-2。</p>	<p>夜間：</p> <p>1. 駕駛員因故放棄繼續進場落地，應告知管制員並飛越跑道上空爬高由二邊加入機場航線；</p> <p>2. 航管指示駕駛員放棄繼續進場落地，航管應頒發後續指示，惟不得主動指示航機加入機場航線。</p> <p>參考— 機尾亂流警告，2-1-21。 於最後進場階段更新資料，3-10-2。</p>	

7.ATMP 8-4-5 資料廣播

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<p>FAA 7110.65AA 9-4-5 INFORMATION DISSEMINATION a. If you are in contact with an aircraft when it starts dumping fuel, inform other controllers and facilities which might be concerned. Facilities concerned must broadcast an advisory on appropriate radio frequencies at 3-minute intervals until the dumping stops. PHRASEOLOGY– <i>ATTENTION ALL AIRCRAFT. FUEL DUMPING IN PROGRESS OVER (location) AT (altitude) BY (type aircraft) (flight direction).</i> b. Broadcast a terminating advisory when the fuel dumping operation is completed. PHRASEOLOGY– <i>ATTENTION ALL AIRCRAFT. FUEL DUMPING OVER (location) TERMINATED.</i></p>	<p>8-4-5 INFORMATION DISSEMINATION a. If you are in contact with an aircraft when it starts dumping fuel, inform other controllers and units which might be concerned. Units concerned shall broadcast an advisory on appropriate radio frequencies at 3-minute intervals until the dumping stops. PHRASEOLOGY: <i>ATTENTION ALL AIRCRAFT. FUEL DUMPING IN PROGRESS OVER (location) AT (level) BY (type aircraft) (flight direction).</i> b. Broadcast a terminating advisory when the fuel dumping operation is completed. PHRASEOLOGY: <i>ATTENTION ALL AIRCRAFT FUEL DUMPING OVER (location) TERMINATED.</i></p>	<p>8-4-5 INFORMATION DISSEMINATION a. If you are in contact with an aircraft when it starts dumping fuel, inform other controllers and units which might be concerned. Units concerned shall broadcast an advisory on appropriate radio frequencies at 3-minute intervals until the dumping stops. PHRASEOLOGY: <i>ATTENTION ALL AIRCRAFT. FUEL DUMPING IN PROCESS OVER (location) AT (level) BY (type aircraft) (flight direction).</i> b. Broadcast a terminating advisory when the fuel dumping operation is completed. PHRASEOLOGY: <i>ATTENTION ALL AIRCRAFT FUEL DUMPING OVER (location) TERMINATED.</i></p>	<p>【3/7決議】 修訂該節術語文字勘誤。</p>

(三) 提案討論 (參考資料_ ICAO Doc4444 16th AMD12)

1. 其新增節次【8.7.3.3】係關於航機具備 RCP240 規範可在 ATS 監視系統下適用 28 公里 (15 海浬) 之水平隔離，研議將該節納入 ATMP 之可行性？
【3/7 決議】不納入修編。
2. 其新增節次【8.7.3.8】係關於在特定自動化作業系統條件支持環境下，航機於最後進場階段得以採用時間為基礎之隔離 (Time-Based Separation, 簡稱 TBS)，取代以距離為基礎之隔離，研議將該節納入 ATMP 之可行性？
【3/7 決議】不納入修編。
3. 研議將【8.7.3.6】Wake Turbulence Group 之機尾亂流程序應用納入 ATMP 之可行性？
【3/7 決議】繼續研議。

三、臨時動議

四、散會