

飛航管理程序修編小組第91次會議紀錄

一、本次修編會議議題：

(一)、ATMP 5-2-18廣播式自動回報監視(ADS-B)發射器作業

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>DOC 4444 16th,amd12 8.5.3.3 Aircraft equipped with Mode S having an aircraft identification feature shall transmit the aircraft identification as specified in <u>the corresponding item of the filed flight plan, such as</u> Item 7 of the <u>FPL</u>, or, when no flight plan has been filed, the aircraft registration.</p> <p>8.5.4.1 Aircraft equipped with ADS-B having an aircraft identification feature shall transmit the aircraft identification as specified in <u>the corresponding item of the filed flight plan, such as</u> Item 7 of <u>the FPL</u>, or, when no flight plan has been filed, the aircraft registration.</p>	<p>5-2-18 OPERATION OF ADS-B TRANSMITTERS a. Aircraft equipped with ADS-B having an aircraft identification feature shall transmit the aircraft identification as specified in the corresponding item of the filed flight plan, such as Item 7 of the ICAO flight plan FPL or, when no flight plan has been filed, the aircraft registration.</p> <p>5-2-18 廣播式自動回報監視(ADS-B)發射器作業 a. 配備具發送航空器識別功能之ADS-B航空器，應依ICAO飛航計畫申報之飛航計畫對應項如第7項指定之航空器識別發送，未提送飛航計畫時，則發送航空器註冊編號。</p>	<p>5-2-18 OPERATION OF ADS-B TRANSMITTERS a. Aircraft equipped with ADS-B having an aircraft identification feature shall transmit the aircraft identification as specified in Item 7 of the ICAO flight plan or, when no flight plan has been filed, the aircraft registration.</p> <p>5-2-18 廣播式自動回報監視(ADS-B)發射器作業 a. 配備具發送航空器識別功能之ADS-B航空器，應依ICAO飛航計畫第7欄指定之航空器識別發送，未提送飛航計畫時，則發送航空器註冊編號。</p>	<p>【決議】 照案通過。</p>

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<p>9.2.2.4 In obtaining the necessary information as required under 5.2.2.1 of Annex 11, attention shall particularly be given to informing the relevant rescue coordination centre of the distress frequencies available to survivors, as listed in <u>the corresponding item of the flight plan, such as</u> Item 19 of the <u>FPL</u>, but not normally transmitted.</p>			

(二)、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>FAA 7-4-1. VISUAL APPROACH 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</p>	<p>ATMP 7-3-1 VISUAL APPROACH A visual approach is an ATC authorization for an aircraft on an IFR flight plan to proceed visually and clear of clouds to the aerodrome 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</p>	<p>ATMP</p> <p><u>(重飛處置 7-3-1)</u> 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>	<p>【決議】 目前本議題討論至7-3-3章節結束，因會議時長，剩餘部分待第92次修編小組會議討論。</p>

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<p>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 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>NOTE– The pilot is responsible for their own terrain and obstruction</p>	<p>the aircraft lands or the pilot cancels their IFR flight plan.</p> <p>a. At aerodromes 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 circuit for landing. An altitude assignment is not required. The pilot is expected to climb to circuit 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 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>NOTE–</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. 	

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<p>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>REFERENCE– FAA Order JO 7110.65, Para 2–1–4, Operational Priority. FAA Order JO 7110.65, Para 2–1–20, Wake Turbulence Cautionary Advisories. FAA Order JO 7110.65, Para 3–10–2, Forwarding Approach Information by Nonapproach Control Facilities. FAA Order JO 7110.65, Para 7–2–1, Visual Separation. FAA Order JO 7110.65, Para 7–4–4, Approaches to Multiple Runways. FAA Order JO 7210.3, Para 10–3–15, Go-around/Missed Approach.</p>	<p>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 aerodromes 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>		

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<p>P/CG Term – Go-around. AIM, Para 5-4-23, Visual Approach.</p> <p>7-4-2. VECTORS FOR VISUAL APPROACH A vector for a visual approach may be initiated if the reported ceiling at the airport of intended landing is at least 500 feet above the MVA/MIA and the visibility is 3 miles or greater. At airports without weather reporting service there must be reasonable assurance (e.g. area weather reports, PIREPs, etc.) that descent and flight to the airport can be made visually, and the pilot must be informed that weather information is not available.</p>	<p>7-3-2. VECTORS FOR VISUAL APPROACH A vector for a visual approach may be initiated if the reported ceiling at the aerodrome of intended landing is at least 500 feet above the MVA/MIA and the visibility is 5000 meters or greater. At aerodromes without weather reporting service there must be reasonable assurance (e.g. area weather reports, PIREPs, etc.) that descent and flight to the aerodrome can be made visually, and the pilot must be informed that weather information is not available.</p>	<p>7-3-2 VECTORS FOR VISUAL APPROACH a. The radar controller may initiate radar vectoring of an aircraft for visual approach provided the reported ceiling is above the minimum altitude applicable to radar vectoring and meteorological conditions are such that, with reasonable assurance, a visual approach and landing can be completed. NOTE- “the reported ceiling is above the minimum altitude applicable to radar vectoring” means the reported ceiling of the aerodrome shall be higher than the lowest MVA on the path that the controller plans to vector.</p> <p>b. Clearance for visual approach shall be issued only after the pilot has reported the aerodrome or the preceding aircraft in sight, at which</p>	

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<p>PHRASEOLOGY– (Ident) FLY HEADING or TURN RIGHT/LEFT HEADING (degrees) VECTOR FOR VISUAL APPROACH TO (airport name). (If appropriate) WEATHER NOT AVAILABLE.</p> <p>NOTE– At airports where weather information is not available, a pilot request for a visual approach indicates that descent and flight to the airport can be made visually and clear of clouds.</p> <p>REFERENCE– FAA Order JO 7110.65, Para 5–9–1, Vectors to Final Approach Course. FAA Order JO 7110.65, Para 7–2–1, Visual Separation. FAA Order JO 7110.65, Para 7–4–3, Clearance for Visual Approach. FAA Order JO 7110.65, Para 7–4–4, Approaches to Multiple Runways. FAA Order JO 7110.65, Para 7–6–7, Sequencing. FAA Order JO 7110.65, Para 7–7–3, Separation.</p>	<p>PHRASEOLOGY– (Ident) FLY HEADING or TURN RIGHT/LEFT HEADING (degrees) VECTOR FOR VISUAL APPROACH TO (aerodrome name). REPORT AD (or RUNWAY) IN SIGHT. (If appropriate) WEATHER NOT AVAILABLE.</p> <p>NOTE– At aerodromes where weather information is not available, a pilot request for a visual approach indicates that descent and flight to the aerodrome can be made visually and clear of clouds.</p> <p>REFERENCE– VECTORS TO FINAL APPROACH COURSE , Para 5-9-1. VISUAL SEPARATION, Para 7-2-1. CLEARANCE FOR VISUAL APPROACH, Para 7–3–3. APPROACHES TO MULTIPLE RUNWAYS, Para 7–3–4.</p>	<p>time radar vectoring would normally be terminated.(許可進場)</p> <p>PHRASEOLOGY: VECTOR FOR VISUAL APPROACH RUNWAY (number) REPORT FIELD (or RUNWAY) IN SIGHT. REFERENCE: VECTORS TO FINAL APPROACH COURSE, Para 5-9-1. VISUAL SEPARATION, Para 7-2-1.</p>	

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<p>7-4-3. CLEARANCE FOR VISUAL APPROACH</p> <p>ARTCCs and approach controls may clear aircraft for visual approaches using the following procedures:</p> <p>NOTE–</p> <p>Towers may exercise this authority when authorized by a LOA with the facility that provides the IFR service, or by a facility directive at collocated facilities.</p> <p>a. Controllers may initiate, or pilots may request, a visual approach even when an aircraft is being vectored for an instrument approach and the pilot subsequently reports:</p> <p>1.The airport or the runway in sight at airports with operating control towers.</p> <p>2.The airport in sight at airports without a control tower.</p>	<p>7-3-3. CLEARANCE FOR VISUAL APPROACH</p> <p>ARTCCs and Approach controls may clear aircraft for visual approaches using the following procedures:</p> <p>NOTE–</p> <p>Towers may exercise this authority when authorized by a LOA with the facility that provides the IFR service, or by a facility directive at collocated facilities.</p> <p>a. Controllers may initiate, or pilots may request, a visual approach even when an aircraft is being vectored for an instrument approach and the pilot subsequently reports:</p> <p>1.The aerodrome or the runway in sight at aerodromes with operating control towers.</p> <p>2.The aerodrome in sight at aerodromes without a control tower.</p> <p>NOTE:</p> <p>1. If controllers initiate the visual approach, the concurrence of the flight crew shall be required.</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. <i>In the latter case, the concurrence of the flight crew shall be required.</i></p> <p>Clearance for visual approach shall be issued only after the pilot has reported the aerodrome or the preceding aircraft in sight, at which time radar vectoring would normally be terminated.</p>	

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	<p>2. When the pilot is familiar with the destination aerodrome and the surrounding environment, and can maintain visual reference with the terrain and obstacles continuously, the pilot can request a visual approach from the controller during the nighttime.</p> <p>3. During nighttime, controller shall issue the instrument approach procedures preferentially and shall not initiate a visual approach.</p> <p>4. The limitation of visual approach operations at night is not applicable to military.</p> <p>5. 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>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></p> <p><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 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> <p>1. The reported ceiling is at or above the approved initial approach level for</p>	

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<p>b. Resolve potential conflicts with all other aircraft, advise an overtaking aircraft of the distance to the preceding aircraft and speed difference, and ensure that weather conditions at the airport are VFR or that the pilot has been informed that weather is not available for the destination airport. Upon pilot request, advise the pilot of the frequency to receive weather information where AWOS/ASOS is available.</p> <p>REFERENCE– FAA Order JO 7110.65, Para 7–2–1, Visual Separation.</p>	<p>b. Resolve potential conflicts with all other aircraft, (advise an overtaking aircraft of the distance to the preceding aircraft and speed difference), and ensure that weather conditions at the aerodrome are VFR or that the pilot has been informed that weather is not available for the destination aerodrome. Upon pilot request, advise the pilot of the frequency to receive weather information where AWOS/ASOS is available.</p> <p>REFERENCE– VISUAL SEPARATION, Para 7-2-1.</p>	<p>the aircraft so cleared; or</p> <p>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> <p>PHRASEOLOGY : <i>REPORT VISUAL.</i> <i>CLEARED VISUAL APPROACH,</i> <i>RUNWAY (number).</i></p>	

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<p>c. Clear an aircraft for a visual approach when:</p> <p>The aircraft is number one in the approach sequence, or At locations with an operating control tower, the aircraft is to follow a preceding aircraft and the pilot reports the preceding aircraft in sight and is instructed to follow it to the same runway, or NOTE– The pilot need not report the airport/runway in sight.</p> <p>At locations with an operating control tower, the pilot reports the airport or runway in sight but not the preceding aircraft. Radar separation must be maintained until visual separation is provided. At locations without an operating control tower or where part-time towers are closed, do not specify a runway when issuing a visual approach clearance, issue a visual approach clearance to the airport only.</p> <p>PHRASEOLOGY– (at locations with an operating control tower)</p>	<p>c. Clear an aircraft for a visual approach when:</p> <p>1. The aircraft is number one in the approach sequence, or 2. At locations with an operating control tower, the aircraft is to follow a preceding aircraft and the pilot reports the preceding aircraft in sight and is instructed to follow it to the same runway, or NOTE– The pilot need not report the aerodrome/runway in sight.</p> <p>At locations with an operating control tower, the pilot reports the aerodrome or runway in sight but not the preceding aircraft. Radar separation must be maintained until visual separation is provided. At locations without an operating control tower or where part-time towers are closed, do not specify a runway when issuing a visual approach clearance, issue a visual approach clearance to the aerodrome only.</p> <p>PHRASEOLOGY– (at locations with an operating control tower)</p>	<p>(7-3-2 b.)</p> <p>b. Clearance for visual approach shall be issued only after the pilot has reported the aerodrome or the preceding aircraft in sight, <u>at which time radar vectoring would normally be terminated.</u></p> <p>d. Separation shall be provided between an aircraft cleared to execute a visual approach and other arriving and departing aircraft.</p>	

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<p>(Call sign) (control instructions as required) CLEARED VISUAL APPROACH RUNWAY number); or (at locations without an operating control tower) (Call sign) (control instructions as required) CLEARED VISUAL APPROACH TO (airport name) (and if appropriate) WEATHER NOT AVAILABLE or VERIFY THAT YOU HAVE THE (airport) WEATHER.</p> <p>REFERENCE– FAA Order JO 7110.65, Para 7–2–1, Visual Separation.</p> <p>d. All aircraft following a heavy, or a small aircraft following a B757, must be informed of the airplane manufacturer and/or model.</p>	<p>(Call sign) (control instructions as required) CLEARED VISUAL APPROACH RUNWAY (number); Or (at locations without an operating control tower) (Call sign) (control instructions as required) CLEARED VISUAL APPROACH TO (aerodrome name) (and if appropriate) WEATHER NOT AVAILABLE or VERIFY THAT YOU HAVE THE (aerodrome) WEATHER.</p> <p>REFERENCE– VISUAL SEPARATION, Para 7-2-1.</p> <p>d. All aircraft following a heavy, or a small aircraft following a B757, must be informed of the airplane manufacturer and/or model. When both aircraft are of a SUPER or HEAVY wake turbulence category, or 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</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 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.</p>	

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<p>EXAMPLE– “Cessna Three Four Juliet, following a Boeing 757, 12 o’clock, six miles.” or “Cessna Three Four Juliet, following a Seven fifty seven, 12 o’clock, six miles.”</p> <p>REFERENCE– FAA Order JO 7110.65, Para 2–4–21, Description of Aircraft Types.</p> <p>NOTE– Visual separation is not authorized when the lead aircraft is a super.</p> <p>REFERENCE– FAA Order JO 7110.65, Para 7–2–1, Visual Separation.</p>	<p>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>EXAMPLE– “Smart Cat Two One One , following a Boeing 757, 12 o’clock, six miles.” or “Smart Cat Two One One, following a Seven fifty-seven, 12 o’clock, six miles.”</p> <p>NOTE– Visual separation is not authorized when the lead aircraft is a super.</p> <p>REFERENCE– VISUAL SEPARATION, Para 7-2-1.</p>	<p>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>	

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<p>e. Inform the tower of the aircraft's position prior to communications transfer at controlled airports. STARS functions may be used provided a facility directive or LOA specifies control and communication transfer points.</p> <p>f. In addition to the requirements of paragraph 7-4-2, Vectors for Visual Approach, and subparagraphs a, b, c, d, and e, ensure that the location of the</p>	<p>e. Inform the tower of the aircraft's position prior to communications transfer at controlled aerodromes. STARS functions may be used provided a facility directive or LOA specifies control and communication transfer points.</p> <p>f. In addition to the requirements of paragraph 7-3-2, Vectors for Visual Approach, and subparagraphs a, b, c, d, and e, ensure that the location of the destination aerodrome is provided</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. <u>重飛處置</u></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. 	

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<p>destination airport is provided when the pilot is asked to report the destination airport in sight.</p> <p>g. In those instances where airports are located in close proximity, also provide the location of the airport that may cause the confusion.</p> <p>EXAMPLE– “Cessna Five Six November, Cleveland Burke Lakefront Airport is at 12 o’clock, 5 miles. Cleveland Hopkins Airport is at 1 o’clock 12 miles. Report Cleveland Hopkins in sight.”</p> <p>REFERENCE– FAA Order JO 7110.65, Para 7–4–4, Approaches to Multiple Runways.</p> <p>7-4-4. APPROACHES TO MULTIPLE RUNWAYS</p> <p>a. All aircraft must be informed that approaches are being conducted to parallel, intersecting, or converging runways. This may be accomplished through use of the ATIS.</p>	<p>when the pilot is asked to report the destination aerodrome in sight.</p> <p>g. In those instances where aerodromes are located in close proximity, also provide the location of the aerodrome that may cause the confusion.</p> <p>EXAMPLE– “Delta Six One Two , Zhihang Aerodrome is at 2 o’clock, 5 miles. Fongnian Aerodrome is at 1 o’clock 6 miles. Report Fongnian in sight.”</p> <p>REFERENCE– APPROACHES TO MULTIPLE RUNWAYS, Para 7–3–4 .</p> <p>7–3–4. APPROACHES TO MULTIPLE RUNWAYS</p> <p>a. All aircraft must be informed that approaches are being conducted to parallel, intersecting, or converging runways. This may be accomplished through use of the ATIS.</p>		

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<p>b. When conducting visual approaches to multiple runways ensure the following:</p> <p>Do not permit the respective aircrafts' primary radar targets/fusion target symbols to touch unless visual separation is being applied.</p> <p>When the aircraft flight paths intersect, ensure approved separation is maintained until visual separation is applied.</p> <p>c. The following conditions apply to visual approaches being conducted simultaneously to parallel, intersecting, and converging runways, as appropriate:</p> <p>1.Parallel runways separated by less than 2,500 feet. Unless approved separation is provided, an aircraft must report sighting a preceding aircraft making an approach (instrument or visual) to the adjacent parallel runway.</p> <p>When an aircraft reports another aircraft in sight on the adjacent extended runway centerline and visual separation is applied, controllers must advise the succeeding aircraft to maintain</p>	<p>b. When conducting visual approaches to multiple runways ensure the following:</p> <p>Do not permit the respective aircrafts' primary radar targets/fusion target symbols to touch unless visual separation is being applied.</p> <p>When the aircraft flight paths intersect, ensure approved separation is maintained until visual separation is applied.</p> <p>c. The following conditions apply to visual approaches being conducted simultaneously to parallel, intersecting, and converging runways, as appropriate:</p> <p>1. Parallel runways separated by less than 2,500 feet. Unless approved separation is provided, an aircraft must report sighting a preceding aircraft making an approach (instrument or visual) to the adjacent parallel runway.</p> <p>When an aircraft reports another aircraft in sight on the adjacent extended runway centerline and visual separation is applied, controllers must advise the succeeding aircraft to maintain</p>		

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<p>visual separation. Do not permit an aircraft to overtake another aircraft when wake turbulence separation is required.</p> <p>2.Parallel runways separated by 2,500 feet but less than 4,300 feet.</p> <p>(a) When aircraft are approaching from opposite base legs, or one aircraft is turning to final and another aircraft is established on the extended centerline for the adjacent runway, approved separation is provided until the aircraft are:</p> <p>(1) Established on a heading or established on a direct course to a fix or cleared on an RNAV/ instrument approach procedure which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and,</p> <p>(2) One pilot has acknowledged receipt of a visual approach clearance and the other pilot has acknowledged receipt of a visual or instrument approach clearance.</p> <p>(b) When aircraft are approaching from the same side of the airport and the lead aircraft is assigned the nearer runway, approved</p>	<p>visual separation. Do not permit an aircraft to overtake another aircraft when wake turbulence separation is required.</p> <p>2. Parallel runways separated by 2,500 feet but less than 4,300 feet.</p> <p>(a) When aircraft are approaching from opposite base legs, or one aircraft is turning to final and another aircraft is established on the extended centerline for the adjacent runway, approved separation is provided until the aircraft are:</p> <p>(1) Established on a heading or established on a direct course to a fix or cleared on an RNAV/ instrument approach procedure which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and,</p> <p>(2) One pilot has acknowledged receipt of a visual approach clearance and the other pilot has acknowledged receipt of a visual or instrument approach clearance.</p> <p>(b) When aircraft are approaching from the same side of the aerodrome and the lead aircraft is assigned the nearer runway,</p>		

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<p>separation is maintained or pilot–applied visual separation is provided by the succeeding aircraft until intercepting the farther adjacent extended runway centerline.</p> <p>(c) Provided that aircraft flight paths do not intersect, when the provisions of subparagraphs (a), (b), or (d) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent extended runway centerline.</p> <p>(d) When aircraft are approaching from the same side of the airport and the lead aircraft is assigned the farther runway, the succeeding aircraft must be assigned a heading that will intercept the extended centerline of the nearer runway at an angle not greater than 30 degrees. Approved separation must be maintained or pilot–applied visual separation must be provided by the succeeding aircraft until it is established on the extended centerline of the nearer runway.</p> <p>NOTE– The intent of the 30 degree intercept angle is to reduce the</p>	<p>approved separation is maintained or pilot–applied visual separation is provided by the succeeding aircraft until intercepting the farther adjacent extended runway centerline.</p> <p>(c) Provided that aircraft flight paths do not intersect, when the provisions of subparagraphs (a), (b), or (d) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent extended runway centerline.</p> <p>(d) When aircraft are approaching from the same side of the aerodrome and the lead aircraft is assigned the farther runway, the succeeding aircraft must be assigned a heading that will intercept the extended centerline of the nearer runway at an angle not greater than 30 degrees. Approved separation must be maintained or pilot–applied visual separation must be provided by the succeeding aircraft until it is established on the extended centerline of the nearer runway.</p> <p>NOTE– The intent of the 30 degree intercept angle is to reduce the</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>potential for overshoots of the extended centerline of the runway and preclude side-by-side operations with one or both aircraft in a “belly-up” configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.</p> <p>The 30-degree intercept angle is not necessary when approved separation is maintained until the aircraft are established on the extended centerline of the assigned runway.</p> <p>Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.</p> <p>Procedures using Radius-to-Fix legs that intercept final may be used in lieu of the 30-degree</p>	<p>potential for overshoots of the extended centerline of the runway and preclude side-by-side operations with one or both aircraft in a “belly-up” configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.</p> <p>The 30-degree intercept angle is not necessary when approved separation is maintained until the aircraft are established on the extended centerline of the assigned runway.</p> <p>Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.</p> <p>Procedures using Radius-to-Fix legs that intercept final may be used in lieu of the 30-degree intercept</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>intercept provisions contained in this paragraph.</p> <p>3.Parallel runways separated by 4,300 feet or more.</p> <p>(a) When aircraft are approaching from opposite base legs, or one aircraft is turning to final and another aircraft is established on the extended centerline for the adjacent runway, approved separation is provided until the aircraft are:</p> <p>(1) Assigned a heading or established on a direct course to a fix or cleared on an RNAV/instrument approach procedure which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and,</p> <p>(2) One of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance.</p> <p>(b) When aircraft are approaching from the same side of the airport and the lead aircraft is assigned the nearer runway, approved separation is maintained or pilot–applied visual separation is provided by the succeeding aircraft</p>	<p>provisions contained in this paragraph.</p> <p>3. Parallel runways separated by 4,300 feet or more.</p> <p>(a) When aircraft are approaching from opposite base legs, or one aircraft is turning to final and another aircraft is established on the extended centerline for the adjacent runway, approved separation is provided until the aircraft are:</p> <p>(1) Assigned a heading or established on a direct course to a fix or cleared on an RNAV/instrument approach procedure which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and,</p> <p>(2) One of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance.</p> <p>(b) When aircraft are approaching from the same side of the aerodrome and the lead aircraft is assigned the nearer runway, approved separation is maintained or pilot–applied visual separation is provided by the succeeding aircraft</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>until intercepting the farther adjacent extended runway centerline.</p> <p>(c) Provided that aircraft flight paths do not intersect, when the provisions of subparagraphs (a), (b), or (d) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent extended runway centerline.</p> <p>(d) When aircraft are approaching from the same side of the airport and the lead aircraft is assigned the farther runway, the succeeding aircraft must be assigned a heading that will intercept the extended centerline of the nearer runway at an angle not greater than 30 degrees. Approved separation must be maintained or pilot-applied visual separation must be provided by the succeeding aircraft until it is established on the extended centerline of the nearer runway.</p> <p>NOTE— The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended centerline of the runway</p>	<p>until intercepting the farther adjacent extended runway centerline.</p> <p>(c) Provided that aircraft flight paths do not intersect, when the provisions of subparagraphs (a), (b), or (d) are met, it is not necessary to apply any other type of separation with aircraft on the adjacent extended runway centerline.</p> <p>(d) When aircraft are approaching from the same side of the aerodrome and the lead aircraft is assigned the farther runway, the succeeding aircraft must be assigned a heading that will intercept the extended centerline of the nearer runway at an angle not greater than 30 degrees. Approved separation must be maintained or pilot-applied visual separation must be provided by the succeeding aircraft until it is established on the extended centerline of the nearer runway.</p> <p>NOTE— The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended centerline of the runway</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>and preclude side-by-side operations with one or both aircraft in a “belly-up” configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.</p> <p>The 30-degree intercept angle is not necessary when approved separation is maintained until the aircraft are established on the extended centerline of the assigned runway.</p> <p>Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.</p> <p>Procedures using Radius-to-Fix legs that intercept final may be used in lieu of 30-degree intercept provisions contained in this paragraph.</p> <p>(e) Visual approaches may be conducted to one runway while visual or instrument approaches</p>	<p>and preclude side-by-side operations with one or both aircraft in a “belly-up” configuration during the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.</p> <p>The 30-degree intercept angle is not necessary when approved separation is maintained until the aircraft are established on the extended centerline of the assigned runway.</p> <p>Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance.</p> <p>Procedures using Radius-to-Fix legs that intercept final may be used in lieu of 30-degree intercept provisions contained in this paragraph.</p> <p>(e) Visual approaches may be conducted to one runway while visual or instrument approaches</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>are conducted simultaneously to other runways, provided the conditions of subparagraph (a), (b), or (d) are met.</p> <p>4. Intersecting and converging runways. Visual approaches may be conducted simultaneously with visual or instrument approaches to other runways, provided:</p> <p>(a) Approved separation is maintained until the aircraft conducting the visual approach has been issued, and the pilot has acknowledged receipt of, the visual approach clearance.</p> <p>(b) When aircraft flight paths intersect, approved separation must be maintained until visual separation is provided.</p> <p>ICAO DOC 4444 6.5.3 Visual approach 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>are conducted simultaneously to other runways, provided the conditions of subparagraph (a), (b), or (d) are met.</p> <p>4. Intersecting and converging runways. Visual approaches may be conducted simultaneously with visual or instrument approaches to other runways, provided:</p> <p>(a) Approved separation is maintained until the aircraft conducting the visual approach has been issued, and the pilot has acknowledged receipt of, the visual approach clearance.</p> <p>(b) When aircraft flight paths intersect, approved separation must be maintained until visual separation is provided.</p>	<p>7-3-1 VISUAL APPROACH 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. 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>本段對照及說明 ICAO4444 6.5.3 與 ATMP 7-3內容之相異處</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>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>a) the reported ceiling is at or above the level of the beginning of the initial approach segment for the aircraft so cleared; or</p> <p>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</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 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>	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<p>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 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</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 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>	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<p>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>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> <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. 	

(三)、ATMP 1-2-1 WORD MEANINGS/字義 及 2-4-18 NUMBERS USAGE/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
ATMP 第18版	<p>1-2-1 WORD MEANINGS (前略) e. “Will” means futurity, not a requirement for the application of a procedure.</p> <p>2-4-18 NUMBERS USAGE (前略) j. Frequencies: (略) 3. Issue TACAN frequencies by stating the assigned two- or three- digit channel number. EXAMPLE: “TACAN channel niner seven.”</p>	<p>1-2-1字義 (前略) e. “Wil” means futurity, not a requirement for the application of a procedure.</p> <p>2-4-18 數字之使用 (前略) j. Frequencies: (略) 3. Issue TACAN frequencies by stating the assigned two- or three- digit channel number. EXAMPLE: “TACAN channel nine seven.”</p>	<p>【決議】 照案通過。</p>

(四)、附件-駕駛員/管制員詞彙

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
ATMP 第18版	<p>附件-駕駛員/管制員詞彙</p> <p>「終端資料自動廣播服務」之「a. 數據鏈資料鏈路終端資料自動廣播服務(DATA LINK-AUTOMATIC TERMINAL INFORMATION SERVICE(D-ATIS))」，</p>	<p>附件-駕駛員/管制員詞彙</p> <p>「終端資料自動廣播服務」之「a. 數據鏈終端資料自動廣播服務(DATA LINK-AUTOMATIC TERMINAL INFORMATION SERVICE(D-ATIS))」</p>	<p>【決議】 照案通過。</p>

二、提案討論

(一)、研議【2-1-6，SPECIFIC PRIORITIES/特定之優先次序】納入具有任務性質的軍事無人機之可行性？（海軍司令部說明）

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>7110.65(和 ATMP 內文大不相同，但未提及 UAS)</p> <p>2-1-4. OPERATIONAL PRIORITY</p> <p>It is recognized that traffic flow may affect the controller's ability to provide priority handling. However, without compromising safety, good judgment must be used in each situation to facilitate the most expeditious movement of priority aircraft. Provide air traffic control service to aircraft on a "first come, first served" basis as circumstances permit, except the following: NOTE- It is solely the pilot's prerogative to cancel an IFR flight plan. However, a pilot's retention of an IFR flight plan does not afford priority over VFR aircraft. For example, this does not preclude the requirement for the pilot of an</p>	<p>2-1-6 SPECIFIC PRIORITIES</p> <p>Provided that safety is not jeopardized, assign priority for the use of airspace and the maneuvering area in the following order:</p> <p>a. An aircraft that is believed to be in a state of emergency, including being subject to unlawful interference.</p> <p>b. An aircraft which anticipates being compelled to land because of factors affecting the safe operation of the aircraft (engine failure, shortage of fuel, etc). c. Air ambulance (MEDEVAC) aircraft; when verbally requested, military evacuation flights; when requested by the pilot, ground handling of patients, vital organs and urgently needed</p>	<p>2-1-6 SPECIFIC PRIORITIES</p> <p>Provided that safety is not jeopardized, assign priority for the use of airspace and the maneuvering area in the following order:</p> <p>a. An aircraft that is believed to be in a state of emergency, including being subject to unlawful interference.</p> <p>b. An aircraft which anticipates being compelled to land because of factors affecting the safe operation of the aircraft (engine failure, shortage of fuel, etc). c. Air ambulance (MEDEVAC) aircraft; when verbally requested, military evacuation flights; when requested by the pilot, ground handling of patients, vital organs and urgently needed</p>	<p>【會議決議】</p> <p>本議題涉及軍用無人作業，相關章節尚無需修訂。</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>arriving IFR aircraft to adjust his/her flight path, as necessary, to enter a traffic pattern in sequence with arriving VFR aircraft.</p> <p>a. An aircraft in distress has the right of way over all other air traffic. REFERENCE– 14 CFR Section 91.113(c).</p> <p>b. Provide priority handling to civilian air ambulance flights (call sign “MEDEVAC”). Use of the MEDEVAC call sign indicates that operational priority is requested. When verbally requested, provide priority handling to AIR EVAC, HOSP, and scheduled air carrier/air taxi flights. Assist the pilots of MEDEVAC, AIR EVAC, and HOSP aircraft to avoid areas of significant weather and turbulent conditions. When requested by a pilot, provide notifications to expedite ground handling of patients, vital organs, or urgently needed medical materials. NOTE– Good judgment must be used in each situation to facilitate the</p>	<p>medical supplies. d. Aircraft engaged in search and rescue operations.</p> <p>e. Armed forces combat mission aircraft.</p> <p>f. Presidential aircraft and entourage, and any escort, support aircraft. NOTE: Presidential aircraft and entourage include aircraft and entourage of the President, Vice President, or other public figures when designated by the military authority.</p> <p>g. Other military mission flights by pre-arrangement.</p> <p>h. Flight Check aircraft. i. All other aircraft, except that IFR have priority over special VFR.</p> <p>2-1-6 特定之優先次序 在不危害安全情況下，航空器依下列優先順序使用空域及機場操作區：</p> <p>a. 經認定處於緊急狀態之航空器，包括受到非法干擾者。</p> <p>b. 因引擎失效、油量不足等因素影響其安全操作，而預期將迫降之航空器。</p>	<p>medical supplies. d. Aircraft engaged in search and rescue operations.</p> <p>e. Armed forces combat mission aircraft.</p> <p>f. Presidential aircraft and entourage, and any escort, support aircraft. NOTE: Presidential aircraft and entourage include aircraft and entourage of the President, Vice President, or other public figures when designated by the military authority.</p> <p>g. Other military mission flights by pre-arrangement.</p> <p>h. Flight Check aircraft. i. All other aircraft, except that IFR have priority over special VFR.</p> <p>2-1-6 特定之優先次序 在不危害安全情況下，航空器依下列優先順序使用空域及機場操作區：</p> <p>a. 經認定處於緊急狀態之航空器，包括受到非法干擾者。</p> <p>b. 因引擎失效、油量不足等因素影響其安全操作，而預期將迫降之航空器。</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>most expeditious movement of a MEDEVAC aircraft.</p> <p>c. Provide priority handling and expedite the movement of presidential aircraft and entourage and any rescue support aircraft as well as related control messages when traffic conditions and communications facilities permit. NOTE- As used herein the terms presidential aircraft and entourage include aircraft and entourage of the President, Vice President, or other public figures when designated by the White House. REFERENCE- FAA Order JO 7110.65, Para 2-4-20 Aircraft Identification. FAA Order JO 7110.65, Para 4-3-2 Departure Clearances. FAA Order JO 7210.3, Para 5-1-1 Advance Coordination.</p> <p>d. Provide priority handling and maximum assistance to SAR aircraft performing a SAR mission. REFERENCE- FAA Order JO 7110.65, Para 10-1-3, Providing Assistance.</p> <p>(以下略)</p>	<p>c. 救護機；經由口頭申請之軍用傷患機；駕駛員請求有關傷患、重要器官與緊急醫療用品 之地面處理。</p> <p>d. 從事搜救作業之航空器。 e. 執行作戰任務之軍機。 f. 總統專機及隨扈與救援航空器。 註一 此處所指之總統專機及其隨扈包含總統、副總統或由軍方指定之公眾人物之航空器與其隨扈。</p> <p>g. 其他經事先安排之軍機。 h. 飛航查核機。</p> <p>i. 其他航空器，惟儀器飛航航空器應較特種目視飛航航空器優先。</p>	<p>c. 救護機；經由口頭申請之軍用傷患機；駕駛員請求有關傷患、重要器官與緊急醫療用品 之地面處理。</p> <p>d. 從事搜救作業之航空器。 e. 執行作戰任務之軍機。 f. 總統專機及隨扈與救援航空器。 註一 此處所指之總統專機及其隨扈包含總統、副總統或由軍方指定之公眾人物之航空器與其隨扈。</p> <p>g. 其他經事先安排之軍機。 h. 飛航查核機。</p> <p>i. 其他航空器，惟儀器飛航航空器應較特種目視飛航航空器優先。</p>	

(二)、DOC 4444 第17章 協作環境下的飛行和流量信息服務 (FLIGHT AND FLOW — INFORMATION FOR A COLLABORATIVE ENVIRONMENT 【FF-ICE】 SERVICES)

本提案因時間限制未討論，預計於第92次修編小組會議討論

三、臨時動議

(一)、ATMP 文字勘誤「中文版半形逗號」，共計51處

本提案因時間限制未討論，待第92次修編小組會議中提出討論

四、散會