飛航管理程序修編小組第 96 次會議紀錄

115 年 5 月 8 日

（一）、修編事項

1.（續）Chapter 10. FLIGHT AND FLOW — INFORMATION FOR A COLLABORATIVE ENVIRONMENT（FF-ICE）SERVICES

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	17.4 PROCEDURES FOR FF-ICE SERVICES	**SECTION 4. PROCEDURES FOR FF-ICE SERVICES**	**【決議】** 1. 依「建議修正文字」欄新增內容。 2. 10-4-10保留標題並加註「(保留)」
	17.4.1 General *Note.— Each FF-ICE service has an applicable set of messages and associated procedures, and some procedures are used by more than one service.*	**10-4-1 GENERAL** ***Note*** **–** *Each FF-ICE service has an applicable set of messages and associated procedures, and some procedures are used by more than one service.*	
	17.4.1.1 An originator shall ensure that an FF-ICE message complies with an applicable format and data conventions.	a. An originator shall ensure that an FF-ICE message complies with an applicable format and data conventions.	
	17.4.1.2 A recipient shall validate the FF-ICE message by checking its compliance with the applicable format and data conventions and to the extent possible, for completeness and accuracy.	b. A recipient shall validate the FF-ICE message by checking its compliance with the applicable format and data conventions and to the extent possible, for completeness and accuracy.	
	17.4.1.3 Each recipient shall respond to each of the messages identified below with a Submission Response message as soon as practicable after validation of a message pursuant to 17.4.1.2:	c. Each recipient shall respond to each of the messages identified below with a Submission Response message as soon as practicable after validation of a message pursuant to b. :	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	a) Preliminary Flight Plan (PFP); b) Filed Flight Plan (eFPL); c) Flight Plan Update; d) Trial Request; e) Flight Cancellation; f) Flight Departure; g) Flight Arrival; and h) Flight Data Request.	1. Preliminary Flight Plan (PFP); 2. Filed Flight Plan (eFPL); 3. Flight Plan Update; 4. Trial Request; 5. Flight Cancellation; 6. Flight Departure; 7. Flight Arrival; and 8. Flight Data Request.	
	17.4.1.4 Upon receipt of a Submission Response indicating that the message has been rejected, the recipient of the Submission Response shall take action, as necessary.	d. Upon receipt of a Submission Response indicating that the message has been rejected, the recipient of the Submission Response shall take action, as necessary.	
	17.4.1.5 The originator of PFP, eFPL or Flight Plan Update messages shall include flight plan version information that allows a recipient to verify that the flight plan version in the message is more recent than previously received, and that no incremental updates were missed.	e. The originator of PFP, eFPL or Flight Plan Update messages shall include flight plan version information that allows a recipient to verify that the flight plan version in the message is more recent than previously received, and that no incremental updates were missed.	
	17.4.1.6 When the flight plan version of a received message is older than the one currently held, or incremental updates are missing, the recipient shall take action to obtain the latest version of the flight plan.	f. When the flight plan version of a received message is older than the one currently held, or incremental updates are missing, the recipient shall take action to obtain the latest version of the flight plan.	
	17.4.2 Preliminary flight plan (PFP) 17.4.2.1 The FF-ICE planning service shall be effected by the submission of a Preliminary Flight Plan (PFP) message by an operator or designated representative to each FF-ICE services unit from which	**10-4-2 PRELIMINARY FLIGHT PLAN (PFP)** a. The FF-ICE planning service shall be effected by the submission of a Preliminary Flight Plan (PFP) message by an operator or designated representative to each FF-ICE services unit from which evaluation	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	evaluation is needed and that has indicated the availability of the service.	is needed and that has indicated the availability of the service.	
	17.4.2.2 A PFP message shall include the following data items, as a minimum when first submitted, and be augmented as more information is available to the operator:	b. A PFP message shall include the following data items, as a minimum when first submitted, and be augmented as more information is available to the operator:	
	a) globally unique flight identifier (GUFI); b) aircraft identification; c) departure aerodrome; d) estimated off-block date and time; and e) destination aerodrome. Note.— Provisions on the generation and use of a GUFI are contained in Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status.	1. globally unique flight identifier (GUFI); 2. aircraft identification; 3. departure aerodrome; 4. estimated off-block date and time; and 5. destination aerodrome. ***Note*** **–** *Provisions on the generation and use of a GUFI are contained in Aeronautical Telecommunications Procedures.*	
	17.4.2.3 The time limits for submission of a PFP message determined by the appropriate ATS authority or on the basis of regional air navigation agreements shall be published in the AIP.	c. The time limits for submission of a PFP message determined by the appropriate ATS authority or on the basis of regional air navigation agreements shall be published in the AIP.	
	17.4.2.4 A PFP message shall be rejected if a filed flight plan exists for the given flight.	d. A PFP message shall be rejected if a filed flight plan exists for the given flight.	
	17.4.2.5 FF-ICE services units shall evaluate the validated PFP message and provide an appropriate response in accordance with 17.4.5.	e. FF-ICE services units shall evaluate the validated PFP message and provide an appropriate response in accordance with 10-4-5.	
	17.4.2.6 Submission of a PFP message shall not substitute for the submission of an eFPL message.	f. Submission of a PFP message shall not substitute for the submission of an eFPL message.	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	17.4.3 Filed flight plan (eFPL) 17.4.3.1 The FF-ICE filing service shall be effected by the submission of a Filed Flight Plan (eFPL) message by an operator or designated representative.	**10-4-3 FILED FLIGHT PLAN (eFPL)** a. The FF-ICE filing service shall be effected by the submission of a Filed Flight Plan (eFPL) message by an operator or designated representative.	
	17.4.3.2 Unless otherwise prescribed by the appropriate ATS authority, an operator or its designated representative electing to use FF-ICE services shall submit	b. Unless otherwise prescribed by the appropriate ATS authority, an operator or its designated representative electing to use FF-ICE services shall submit:	
	a) an eFPL to each FF-ICE services unit concerned along the route of a flight; and b) an FPL to each ATS unit unable to process an eFPL, as directed by the AIP relevant to each airspace the flight is expected to traverse.	1. an eFPL to each FF-ICE services unit concerned along the route of a flight; and 2. a FPL to each ATS unit unable to process an eFPL, as directed by the AIP relevant to each airspace the flight is expected to traverse.	
	Note 1.— When so prescribed, the FF-ICE service unit may optionally offer related functionality, for example: an operator or its designated representative may submit an eFPL only to an FF-ICE services unit serving the departure aerodrome. The FF-ICE services unit may assume responsibility for the provision of the flight plan information and changes thereto in an appropriate format to all relevant units concerned along the route of flight, and for provision of appropriate responses back to an operator or its designated representative.	***Note*** **–** *①. When so prescribed, the FF-ICE service unit may optionally offer related functionality, for example: an operator or its designated representative may submit an eFPL only to an FF-ICE services unit serving the departure aerodrome. The FF-ICE services unit may assume responsibility for the provision of the flight plan information and changes thereto in an appropriate format to all relevant units concerned along the route of flight, and for provision of appropriate responses back to an operator or its designated representative.*	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	Note 2.— Acceptable methods for translating eFPL to FPL can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (Doc 9965).	*②. Acceptable methods for translating eFPL to FPL can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (Doc 9965).*	
	17.4.3.3 An eFPL message shall include, as a minimum, the GUFI and the flight data items prescribed by the provisions in Annex 2, 3.3.2 and Appendix 2 of this document.	c. An eFPL message shall include, as a minimum, the GUFI and the flight data items prescribed by the provisions in Rules of the Air.	
	Note.— Provisions on the generation and use of a GUFI are contained in Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status.	***Note –*** *Provisions on the generation and use of a GUFI are contained in Aeronautical Telecommunications Procedures.*	
	17.4.3.4 The FF-ICE services unit shall ensure that the filed flight plan is made available to all ATS units concerned within its area of responsibility.	d. The FF-ICE services unit shall ensure that the filed flight plan is made available to all ATS units concerned within its area of responsibility.	
	17.4.3.5 When so required by the agreement between the appropriate ATS authorities to assist in the identification of flights and thereby eliminate or reduce the need for interceptions in the event of deviations from the assigned track, the FF-ICE services unit shall also provide an eFPL message to the FF-ICE services unit of each FIR or upper FIR in close proximity to specified routes or airspace the flight is expected to traverse.	e. When so required by the agreement between the appropriate ATS authorities to assist in the identification of flights and thereby eliminate or reduce the need for interceptions in the event of deviations from the assigned track, the FF-ICE services unit shall also provide an eFPL message to the FF-ICE services unit of each FIR or upper FIR in close proximity to specified routes or airspace the flight is expected to traverse.	
	17.4.3.6 The FF-ICE services units shall evaluate the validated filed flight plan and provide an appropriate response in accordance with 17.4.5.	f. The FF-ICE services units shall evaluate the validated filed flight plan and provide an appropriate response in accordance with 10-4-5.	
	17.4.4 Flight plan update	**10-4-4 FLIGHT PLAN UPDATE**	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	17.4.4.1 An FF-ICE services unit shall publish in the AIP, pursuant to 17.2.2, the applicable conditions which cause the procedures for the submission of a Flight Plan Update message to change.	a. An FF-ICE services unit shall publish in the AIP, pursuant to 10-2-2, the applicable conditions which cause the procedures for the submission of a Flight Plan Update message to change.	
	Note.— Depending on a local arrangement between an FF-ICE services unit and an ATS unit formulating ATC clearances, flight plan updates may not be accepted after a certain point of time, which is important information to operators.	***Note*** **–** *Depending on a local arrangement between an FF-ICE services unit and an ATS unit formulating ATC clearances, flight plan updates may not be accepted after a certain point of time, which is important information to operators.*	
	17.4.4.2 When any change is to be made to a previously submitted flight plan (PFP or eFPL, as appropriate), an operator or designated representative shall submit a Flight Plan Update message to all the recipients of the previously submitted flight plan.	b. When any change is to be made to a previously submitted flight plan (PFP or eFPL, as appropriate), an operator or designated representative shall submit a Flight Plan Update message to all the recipients of the previously submitted flight plan.	
	17.4.4.3 When such a change results in additional entities not previously having received the flight plan concerned, the operator or designated representative shall submit a latest version of the complete flight plan (PFP or eFPL, as appropriate), with all prior updates incorporated, to those recipients that are newly affected by the change.	c. When such a change results in additional entities not previously having received the flight plan concerned, the operator or designated representative shall submit a latest version of the complete flight plan (PFP or eFPL, as appropriate), with all prior updates incorporated, to those recipients that are newly affected by the change.	
	17.4.4.4 When the submitted flight plan message (PFP or eFPL) includes a flight plan version number exactly one greater than the one currently held, the flight plan message shall be processed as an update to the previously submitted flight plan.	d. When the submitted flight plan message (PFP or eFPL) includes a flight plan version number exactly one greater than the one currently held, the flight plan message shall be processed as an update to the previously submitted flight plan.	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	17.4.4.5 When a flight plan version number contained in a Flight Plan Update message is not exactly one greater than the one currently held, the Flight Plan Update message shall be rejected and the version mismatch shall be indicated to the operator.	e. When a flight plan version number contained in a Flight Plan Update message is not exactly one greater than the one currently held, the Flight Plan Update message shall be rejected and the version mismatch shall be indicated to the operator.	
	17.4.4.6 When a rejection of a Flight Plan update message due to a version mismatch is received, the operator or designated representative shall submit the latest version of the complete flight plan (PFP or eFPL, as appropriate).	f. When a rejection of a Flight Plan update message due to a version mismatch is received, the operator or designated representative shall submit the latest version of the complete flight plan (PFP or eFPL, as appropriate).	
	17.4.4.7 When a flight plan has been provided pursuant to 17.4.3.3 and 17.4.3.4, the FF-ICE services unit shall keep those recipients informed of any changes to the filed flight plan including the case when, following a change, the flight is no longer of concern to the recipients.	g. When a flight plan has been provided pursuant to 10-4-3 c. and d. , the FF-ICE services unit shall keep those recipients informed of any changes to the filed flight plan including the case when, following a change, the flight is no longer of concern to the recipients.	
	17.4.4.8 Upon validation of a flight plan update message, the FF-ICE services units shall evaluate the update to the previously submitted flight plans and provide an appropriate response in accordance with 17.4.5.	h. Upon validation of a flight plan update message, the FF-ICE services units shall evaluate the update to the previously submitted flight plans and provide an appropriate response in accordance with 10-4-5.	
	17.4.5 Flight plan evaluation 17.4.5.1 Each individual FF-ICE services unit shall determine the acceptability of the flight plan or flight plan update, and send an appropriate FF-ICE message (Planning Status message or Filing Status message) as soon as practicable. In case of the Planning Status	**10-4-5 FLIGHT PLAN EVALUATION** a. Each individual FF-ICE services unit shall determine the acceptability of the flight plan or flight plan update, and send an appropriate FF-ICE message (Planning Status message or Filing Status message) as soon as practicable. In case of the Planning Status message, it shall be sent no later	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	message, it shall be sent no later than three hours before the estimated off-blocks time.	than three hours before the estimated off blocks time.	
	Note 1.— Flight plan acceptability is determined based on a separate evaluation of semantics and the assessment of compliance with applicable restrictions and/or constraints. *Note 2.— The response messages resulted from the flight plan evaluation are additional to the Submission Response message provided pursuant to 17.4.1.3.*	***Note*** **–** *①. Flight plan acceptability is determined based on a separate evaluation of semantics and the assessment of compliance with applicable restrictions and/or constraints.* *②. The response messages resulted from the flight plan evaluation are additional to the Submission Response message provided pursuant to 10-4-1 c.*	
	17.4.5.2 The FF-ICE services unit may wish to provide an update to the Planning Status or Filing Status in order to reflect changes in relevant restrictions or applicable flight constraints. In such cases, the period of time and/or conditions under which an update to the Planning Status and Filing Status messages is provided shall be published in the AIP pursuant to 17.2.2.	b. The FF-ICE services unit may wish to provide an update to the Planning Status or Filing Status in order to reflect changes in relevant restrictions or applicable flight constraints. In such cases, the period of time and/or conditions under which an update to the Planning Status and Filing Status messages is provided shall be published in the AIP pursuant to 10-2-2.	
	17.4.5.3 In response to the Planning Status or Filing Status message, the operator or designated representative shall evaluate the contents and take action as necessary.	c. In response to the Planning Status or Filing Status message, the operator or designated representative shall evaluate the contents and take action as necessary.	
	17.4.6 Flight cancellation	**10-4-6 FLIGHT CANCELLATION** a. To cancel a flight for which a preliminary or filed flight plan was previously submitted, an operator or	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	17.4.6.1 To cancel a flight for which a preliminary or filed flight plan was previously submitted, an operator or designated representative shall submit a Flight Cancellation message to each FF-ICE services unit that was previously provided with the flight plan concerned.	designated representative shall submit a Flight Cancellation message to each FF-ICE services unit that was previously provided with the flight plan concerned.	
	17.4.6.2 Upon validation of a Flight Cancellation message, an FF-ICE services unit shall take necessary actions to ensure that the flight is not considered as an intended flight. Such actions may include, but are not limited to:	b. Upon validation of a Flight Cancellation message, an FF-ICE services unit shall take necessary actions to ensure that the flight is not considered as an intended flight. Such actions may include, but are not limited to:	
	a) not accepting any further FF-ICE messages that include the GUFI of the cancelled flight; b) notifying FF-ICE services units and/or ATS units that are aware of the flight; and c) removing the flight from ATC systems.	1. not accepting any further FF-ICE messages that include the GUFI of the cancelled flight; 2. notifying FF-ICE services units and/or ATS units that are aware of the flight; and 3. removing the flight from ATC systems.	
	17.4.6.3 When a previously cancelled flight needs to be re-established, a flight plan shall be submitted in the same manner as it is for a new flight.	c. When a previously cancelled flight needs to be re-established, a flight plan shall be submitted in the same manner as it is for a new flight.	
	17.4.7 Flight data request	**10-4-7 FLIGHT DATA REQUEST**	
	17.4.7.1 An FF-ICE services unit may make available any information about a flight that is deemed useful, but as a minimum, shall be capable of providing the following information, when applicable, upon request:	a. FF-ICE service units may make available any information about a flight that is deemed useful, but as a minimum, shall be capable of providing the following information, when applicable, upon request:	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	a) the most recent version of a preliminary flight plan; b) the most recent version of a filed flight plan; c) supplementary search and rescue information; d) the latest planning status; or e) the latest filing status.	1. the most recent version of a preliminary flight plan; 2. the most recent version of a filed flight plan; 3. supplementary search and rescue information; 4. the latest planning status; or 5. the latest filing status.	
	17.4.7.2 To obtain flight plan information about a specific flight such as listed in 17.4.7.1, a Flight Data Request message shall be submitted to an appropriate FF-ICE services unit that has been identified as holding the desired information. *Note.— More use cases for the FF-ICE flight data request service can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).*	b. To obtain flight plan information about a specific flight such as listed in 10-4-7 a., a Flight Data Request message shall be submitted to an appropriate FF-ICE services unit that has been identified as holding the desired information. ***Note*** – *More use cases for the FF-ICE flight data request service can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).*	
	17.4.7.3 A Flight Data Request message submitted by an operator or designated representative shall concern only a flight under its operational control.	c. A Flight Data Request message submitted by an operator or designated representative shall concern only a flight under its operational control.	
	17.4.7.4 An FF-ICE services unit shall validate whether the received Flight Data Request message originates from an entity eligible for requesting such information.	d. An FF-ICE services unit shall validate whether the received Flight Data Request message originates from an entity eligible for requesting such information.	
	17.4.7.5 Upon validation of a Flight Data Request message, the FF-ICE services unit shall provide the requested flight data as soon as practicable.	e. Upon validation of a Flight Data Request message, the FF-ICE services unit shall provide the requested flight data as soon as practicable.	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	17.4.7.6 When unable to provide the requested data, the FF-ICE services unit shall send a Submission Response Message - Reject and indicate the reasons for the inability to provide the requested data.	f. When unable to provide the requested data, the FF-ICE services unit shall send a Submission Response Message - Reject and indicate the reasons for the inability to provide the requested data.	
	17.4.8 Trial request 17.4.8.1 The FF-ICE trial service shall be effected through the submission of a Trial Request message by an operator or designated representative to each FF-ICE services unit from which evaluation is needed and that has indicated provision of the service. A Trial Request message may be submitted to an FF-ICE services unit that was not along the original route of flight and did not previously receive the flight plan, in order to evaluate a reroute into the airspace for which the FF-ICE services unit is designated to serve.	**10-4-8 TRIAL REQUEST** a. The FF-ICE trial service shall be effected through the submission of a Trial Request message by an operator or designated representative to each FF-ICE services unit from which evaluation is needed and that has indicated provision of the service. A Trial Request message may be submitted to an FF-ICE services unit that was not along the original route of flight and did not previously receive the flight plan, in order to evaluate a reroute into the airspace for which the FF-ICE services unit is designated to serve.	
	17.4.8.2 Upon validation of a Trial Request message, an FF-ICE service unit shall, as soon as practicable, determine the acceptability of the potential changes to an intended flight, and send a Trial Response message.	b. Upon validation of a Trial Request message, an FF-ICE service unit shall, as soon as practicable, determine the acceptability of the potential changes to an intended flight, and send a Trial Response message.	
	17.4.8.3 The information contained in the Trial Request message shall not be used for the purpose of air traffic flow management or air traffic services.	c. The information contained in the Trial Request message shall not be used for the purpose of air traffic flow management or air traffic services.	
	17.4.9 Notification When it has been determined that the FF-ICE notification service will be used as a means to meet the re-	**10-4-9 NOTIFICATION** When it has been determined that the FF-ICE notification service will be used as a means to meet the requirements of	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	quirements of transmitting the flight departure and arrival prescribed in 11.4.2.2.6 and 11.4.2.2.7, the Flight Departure message and Flight Arrival message shall be used in lieu of DEP and ARR messages.	transmitting the flight departure and arrival. The Flight Departure message and Flight Arrival message shall be used in lieu of DEP and ARR messages.	
	17.4.10 Publication (To be developed)	**10-4-10 PUBLICATION** *(To be developed)*	
	17.5 TECHNICAL AND INTEROPERABILITY REQUIREMENTS	**Section 5. TECHNICAL AND INTEROPERABILITY REQUIREMENTS**	【決議】 1. 依「建議修正文字」欄新增內容。 2. 新增 10-5-1，標題 USE OF INFORMATION SERVICES 及 10-5-2，標題 INFORMATION EXCHANGE MODEL。
	17.5.1 FF-ICE services shall make use of information services.	**10-5-1 <u>USE OF INFORMATION SERVICES</u>** FF-ICE services shall make use of information services.	
	Note 1.— In the context of system-wide information management, the information service addresses machine-to-machine interaction in a service-oriented architecture. *Note 2.— Procedures on information services are contained in the Procedures for Air Navigation Services - Information Management (PANS-IM, Doc 10199).*	***Note* –** *①. In the context of system-wide information management <u>(SWIM)</u>, the information service addresses machine-to-machine interaction in a service-oriented architecture.* *②. Procedures on information services are contained in the Procedures for Air Navigation Services - Information Management (PANS-IM, Doc 10199).*	
	17.5.2 The providers and users of the FF-ICE services shall adopt an information exchange model that:	**10-5-2 <u>INFORMATION EXCHANGE MODEL</u>** The providers and users of the FF-ICE services shall adopt an information exchange model that:	
	a) provides the structure and format of the required flight and flow data elements, including their properties, associations and data types, and data value constraints;	a. provides the structure and format of the required flight and flow data elements, including their properties, associations and data types, and data value constraints;	

ICAO 參考資料	原始資料內容	建議修正文字	說明/建議
	b) enables the construction and exchange of the standard FF-ICE messages in Table 17-1; and	b. enables the construction and exchange of the standard FF-ICE messages in Table 10-1; and	
	c) provides a mechanism by which additional flight and flow data and/or FF-ICE messages can be used without affecting global interoperability.	c. provides a mechanism by which additional flight and flow data and/or FF-ICE messages can be used without affecting global interoperability.	
	Note.— Details on the structure and format of the flight and flow data elements and FF-ICE messages are contained in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).	***Note*** – *Details on the structure and format of the flight and flow data elements and FF-ICE messages are contained in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).*	

2. 4-8-1 進場許可

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
FAA7110.65BB CHG1 **4-8-1 APPROACH CLEARANCE** a. Clear aircraft for "standard" or "special" instrument approach procedures only. **1**. To authorize a pilot to execute a particular instrument approach procedure: (a) Specify the name of the approach as published on the approach chart. (b) Where more than one procedure is published on a single chart and a specific procedure is to be flown,	**4-8-1 APPROACH CLEARANCE** a. Clear aircraft for "standard" or "special" instrument approach procedures only. 1. To authorize a pilot to execute a particular instrument approach procedure: (1) Specify the name of the approach as published on the approach chart. (2) Where more than one procedure is published on a single chart and a specific procedure is to be flown, specify the approach to be flown.	**4-8-1 APPROACH CLEARANCE** a. Clear aircraft for "standard" or "special" instrument approach procedures only. 1. To require an aircraft to execute a particular instrument approach procedure, specify in the approach clearance the name of the approach as published on the approach chart. Where more than one procedure is published on a single chart and a specific procedure is to be flown,	**【決議】** 1. 修訂4-8-1，內容改寫為條列式。 2. 新增a. 4內容、術語及例句，內容依「建議修正文字」欄新增。 3. 其餘修訂內容依「建議修正文字」欄修訂。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
specify the approach to be flown. (c) If only one instrument approach of a particular type is published, the approach need not be identified by the runway reference.	(3) If only one instrument approach of a particular type is published, the approach need not be identified by the runway reference.	amend the approach clearance to specify execution of the specific approach to be flown. If only one instrument approach of a particular type is published, the approach need not be identified by the runway reference.	
	a. 僅許可航空器作「標準」或「特別」儀器進場程序。	a. 僅許可航空器作「標準」或「特別」儀器進場程序。	
	1. 授權航空器實施某一儀器進場程序時：	1. 要求航空器實施某一儀器進場程序時，在進場許可中應使用頒布在進場圖上的進場名稱。當一張航圖上頒布之程序不只一種時，在進場許可中應指明何種進場程序。當某類型的儀器進場程序只有一種時，可不必指出相關跑道。	
	(1) 在進場許可中應使用頒布在進場圖上的進場名稱。		
	(2) 當一張航圖上頒布之程序不只一種時，在進場許可中應指明何種進場程序。		
	(3) 當某類型的儀器進場程序只有一種時，可不必指出相關跑道。		
3. Instrument approach procedures (IAPs) must begin at an initial approach fix (IAF) or an intermediate fix (IF) if there is not an IAF.	3. ~~Standard~~ Instrument Approach Procedures shall begin at an Initial Approach Fix or an Intermediate ~~Approach~~ Fix if there is not an Initial Approach Fix.	3. Standard Instrument Approach Procedures shall begin at an Initial Approach Fix or an Intermediate Approach Fix if there is not an Initial Approach Fix.	
(新增) **4.** Where a STAR/ATS route and an IAP connect at an IAF or IF, and the connection will be used, clear the aircraft for approach at least 3 NM prior to the IAF/IF and specify the name of	(新增) 4. Where a STAR/ATS route and an IAP connect at an IAF or IF, and the connection will be used, clear the aircraft for approach at least 3 NM prior to the IAF/IF and specify	(ATMP無)	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
the connection fix. For arrivals via an ATS Route, assign an altitude to maintain until the connection fix.	the name of the connection fix. For arrivals via an ATS Route, assign an altitude to maintain until the connection fix. 4. 當標準儀器到場／飛航服務航線與儀器進場程序在最初進場點(IAF) 或中間進場點 (IF) 處連接，且將使用該連接點時，應在IAF/IF 至少 3 浬前許可飛機進場，並指定連接點的名稱。 ~~4.~~ 5. (修改題號，中英文版同步修訂)	4. Where adequate radar coverage exists, radar units may vector aircraft to the final approach course, or clear an aircraft to any fix 3 NM or more prior to the FAF along the final approach course in accordance with paragraph 5-9-1, VECTORS TO FINAL APPROACH COURSE, and paragraph 5-9-2, FINAL APPROACH COURSE INTERCEPTION.	
PHRASEOLOGY- ***(新增)*** *At (fix), CLEARED (specific procedure to be flown) APPROACH.*	**PHRASEOLOGY –** (新增) *At (fix), CLEARED (specific procedure to be flown) APPROACH.* *(To issue an approach clearance when a STAR/ATS route and IAP are directly connected).* **術語 –** (新增) 在 (最初進場點／中間進場點)，許可 (進場程序名稱) 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
NOTE- *STARs are not ATS routes.* ***REFERENCE-*** *P/CG Term – Air Traffic Service (ATS) Routes.* ***EXAMPLE-*** *"At RDFSH, Cleared ILS Runway 27 Approach." "At TNTOE, Cleared RNAV Z Runway 3 Approach." "Cross AMONT at or above 9,000, Cleared ILS Runway 30R Approach."*	(當標準儀器到場／飛航服務航線與儀器進場程序在最初進場點或中間進場點連接時須發進場許可用) ~~***NOTE-***~~ ~~*STARs are not ATS routes.*~~ ~~***REFERENCE-***~~ ~~*P/CG Term – Air Traffic Service (ATS) Routes.*~~ ***EXAMPLE-*** *"At JAMMY, Cleared RNP Runway 05L Approach."* *"At HLG, Cleared ILS Runway 05L Approach."* *"Cross ANKLE at or above 2,500, Cleared ILS Runway 05L Approach."* ***例－*** 「在 JAMMY，許可 RNP 05L 跑道進場。」 「在後龍，許可 ILS 05L 跑道進場。」 「通過 ANKLE 2,500呎或以上，許可 ILS 05L 跑道進場。」 g. For RNAV-equipped aircraft operating on unpublished routes, issue approach clearance for conventional or RNAV ~~SIAP~~ IAP only after the aircraft is (See FIG 4-8-3):	g. For RNAV-equipped aircraft operating on unpublished routes, issue approach clearance for conventional or RNAV	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	g. 配備區域航行裝備之航空器飛航於未經頒布的航線上時，僅當航空器在下列情況下頒布傳統或區域航行儀器進場許可 (見圖 4-8-3)：	SIAP only after the aircraft is (See FIG 4-8-2): g. 配備區域航行裝備之航空器飛航於未經頒布的航線上時，僅當航空器在下列情況下頒布傳統或區域航行進場許可 (見圖 4-8-3)：	

（二）提案討論

1. 7-3-4 目視進場

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
7−4−4. APPROACHES TO MULTIPLE RUNWAYS 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. b. When conducting visual approaches to multiple runways ensure the following: 1. Do not permit the respective aircrafts' primary radar targets/fusion target symbols to touch unless visual separation is being applied. 2. When the aircraft flight paths intersect, ensure approved separation is maintained until visual separation is applied.	**7−3−4 APPROACHES TO MULTIPLE RUNWAYS** a. All aircraft …略	**7−3−4 APPROACHES TO MULTIPLE RUNWAYS** a. All aircraft …略	**【決議】** 1. 請 FAA 協助釋疑，待 FAA 回信後再於 ATMP 修編會議中研議本提案內容。 2. 暫不修訂

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
c. The following conditions apply to visual approaches being conducted simultaneously to parallel, intersecting, and converging runways, as appropriate: 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. 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 visual separation. Do not permit an aircraft to overtake another aircraft when wake turbulence separation is required. 2. **Parallel runways separated by 2,500 feet but less than 4,300 feet.** (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	c. The following conditions apply to visual approaches being conducted simultaneously to parallel, intersecting, and converging runways, as appropriate: 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. 2. 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 visual separation. 3.Do not permit an aircraft to overtake another aircraft ~~when wake turbulence separation is required~~. **PHRASEOLOGY−** *No.2 follow traffic, maintain visual separation.* *Behind (traffic).* Reference:2-1-8 SAFETY ALERT ~~2. Parallel runways separated by 2,500 feet but less than 4,300 feet.~~	c. The following conditions apply to visual approaches being conducted simultaneously to parallel, intersecting, and converging runways, as appropriate: 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. 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 visual separation. Do not permit an aircraft to overtake another aircraft when wake turbulence separation is required. 2. Parallel runways separated by 2,500 feet but less than 4,300 feet. (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: (1) Established on a heading or established on a direct course to a fix or cleared on an instrument approach	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
until the aircraft are: (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, INTERPRETATION− 7110.65 7−4−4, Approaches to Multiple Runways (8−14−2015) (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. (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 until intercepting the farther adjacent extended runway centerline. (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	~~(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:~~ ~~(1) Established on a heading or established on a direct course to a fix or cleared on an instrument approach procedure which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and,~~ ~~(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.~~ ~~(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 until intercepting the farther adjacent extended runway centerline.~~	procedure which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and, (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. (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 until intercepting the farther adjacent extended runway centerline. (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 except visual separation with aircraft on the adjacent extended runway centerline. (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	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
on the adjacent extended runway centerline. (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. NOTE− 1. The intent of the 30 degree intercept angle is to reduce the 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. 2. The 30-degree intercept an-	~~(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 except visual separation with aircraft on the adjacent extended runway centerline.~~ ~~(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.~~ ~~NOTE−~~ ~~1. The intent of the 30 degree intercept angle is to reduce the 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~~	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. NOTE− 1. The intent of the 30 degree intercept angle is to reduce the 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. 2. 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. 3. Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
gle is not necessary when approved separation is maintained until the aircraft are established on the extended centerline of the assigned runway. 3. 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. 4. Procedures using Radius-to-Fix legs that intercept final may be used in lieu of the 30-degree intercept provisions contained in this paragraph. 3. **Parallel runways separated by 4,300 feet or more.** (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: (1) Assigned a heading or established on a direct course to a fix or cleared on an RNAV/instrument approach procedure	~~the turn. Aircraft performance, speed, and the number of degrees of the turn are factors to be considered when vectoring aircraft to parallel runways.~~ ~~2. 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.~~ ~~3. 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.~~ ~~4. Procedures using Radius-to-Fix legs that intercept final may be used in lieu of the 30-degree intercept provisions contained in this paragraph.~~ ~~3. Parallel runways separated by 4,300 feet or more.~~	effect of wind and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance. 4. Procedures using Radius-to-Fix legs that intercept final may be used in lieu of the 30-degree intercept provisions contained in this paragraph. 3. Parallel runways separated by 4,300 feet or more. (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: (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, (2) One of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance. (b) When aircraft are approaching from the same side of the aerodrome and the	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
which will intercept the extended centerline of the runway at an angle not greater than 30 degrees, and, (2) One of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance. (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 until intercepting the farther adjacent extended runway centerline. (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. (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	~~(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:~~ ~~(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,~~ ~~(2) One of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance.~~ ~~(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 until intercepting the farther adjacent extended runway centerline.~~	lead aircraft is assigned the nearer runway, approved separation is maintained or pilot-applied visual separation is provided by the succeeding aircraft until intercepting the farther adjacent extended runway centerline. (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. (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. NOTE− 1. The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
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. NOTE− 1. The intent of the 30 degree intercept angle is to reduce the 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. 2. 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. 3. Variances between heading assigned to intercept the extended centerline of the runway and aircraft ground track are expected due to the effect of wind	~~(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.~~ ~~(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.~~ ~~NOTE−~~ ~~1. The intent of the 30 degree intercept angle is to reduce the potential for overshoots of the extended centerline of the runway and preclude side-by-side operations with one or both air-~~	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. 2. 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. 3. 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. 4. Procedures using Radius-to-Fix legs that intercept final may be used in lieu of 30-degree intercept provisions contained in this paragraph.	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
and course corrections after completion of the turn and pilot acknowledgment of a visual approach clearance. 4. Procedures using Radius-to-Fix legs that intercept final may be used in lieu of 30-degree intercept provisions contained in this paragraph. (e) Visual approaches may be conducted to one runway while visual or instrument approaches are conducted simultaneously to other runways, provided the conditions of subparagraph (a), (b), or (d) are met. 4. **Intersecting and converging runways**. Visual approaches may be conducted simultaneously with visual or instrument approaches to other runways, provided: (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. (b) When aircraft flight paths intersect, approved separation must be maintained until visual separation is provided.	~~craft 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.~~ ~~2. 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.~~ ~~3. 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.~~ ~~4. Procedures using Radius-to-Fix legs that intercept final may be used in lieu of 30-degree intercept provisions contained in this paragraph.~~	(e) Visual approaches may be conducted to one runway while visual or instrument approaches are conducted simultaneously to other runways, provided the conditions of subparagraph (a), (b), or (d) are met. 4. Intersecting and converging runways. Visual approaches may be conducted simultaneously with visual or instrument approaches to other runways, provided: (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. (b) When aircraft flight paths intersect, approved separation must be maintained until visual separation is provided.	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節(英文)	說明/建議
NOTE− Although simultaneous approaches may be conducted to intersecting runways, staggered approaches may be necessary to meet the airport separation requirements specified in paragraph 3−10−4, Intersecting Runway/Intersecting Flight Path Separation. REFERENCE− FAA Order JO 7110.65, Para 7−7−3, Separation. FAA Order JO 7110.65, Para 7−8−3, Separation. FAA Order JO 7110.65, Para 7−9−4, Separation	~~(e) Visual approaches may be conducted to one runway while visual or instrument approaches are conducted simultaneously to other runways, provided the conditions of subparagraph (a), (b), or (d) are met.~~ ~~4. Intersecting and converging runways. Visual approaches may be conducted simultaneously with visual or instrument approaches to other runways, provided:~~ ~~(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.~~ ~~(b) When aircraft flight paths intersect, approved separation must be maintained until visual separation is provided.~~		

2. 3-10-9 脫離跑道

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
FAA 7110.65 **3-10-9. RUNWAY EXITING** d. Request a read back of runway hold short instructions when not received from the pilot. ***EXAMPLE-*** 1. *"American Four Ninety-two, turn left at Charlie, hold short of Runway 27 Right."* *"American Four Ninety Two, Roger."* *"American Four Ninety-two, read back hold instructions."*	**3-10-9 RUNWAY EXITING** e. Request a read back of runway hold short instructions when not received from the pilot. **EXAMPLE:** *1. "CargoLux Seven Niner Six, taxi via taxiway November Charlie, November one one and one three to bay five two one, hold short of Runway Zero Five Left."* *"CargoLux Seven Niner Six, Roger."* *"CargoLux Seven Niner Six, read back hold instructions."* **3-10-9 脫離跑道** e. 未收到駕駛員覆誦在跑道外等待之指示時，應要求其覆誦。 例– 1. 「盧森堡拐九六，經由 November Charlie 、November 么么及么三 至停機坪五兩么，在洞五~~右~~左跑道外等待。」 「盧森堡拐九六，知道了。」 「盧森堡拐九六， 覆誦等待指示。」	**3-10-9 RUNWAY EXITING** e. Request a read back of runway hold short instructions when not received from the pilot. **EXAMPLE:** *1. "CargoLux Seven Niner Six taxi via taxiway November Charlie, November one one and one three to bay five two one, hold short of Runway Zero Five."* *"CargoLux Seven Niner Six, Roger."* *"CargoLux Seven Niner Six, read back hold instructions."* **3-10-9 脫離跑道** e. 未收到駕駛員覆誦在跑道外等待之指示時，應要求其覆誦。 例– 1. 「盧森堡拐九六，經由 November Niner 滑行道右轉，在洞五右跑道外等待。」 「盧森堡拐九六，知道了。」 「盧森堡拐九六， 覆誦等待指示。」	**【決議】** 另製作例句後於第 97 次修編會議提案討論。

3. 2-1-11 報告重要飛行資料

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	2-1-11 REPORTING ESSENTIAL FLIGHT INFORMATION *REFERENCE:* *TIMELY INFORMATION, Para 3-3-3.* ~~*SERVICE LIMITATIONS, Para 5-1-5.*~~ **2-1-11 報告重要飛行資料** *參考—* *及時之資料，3-3-3。* ~~*飛航服務監視服務限制，5-1-5。*~~	**2-1-11 REPORTING ESSENTIAL FLIGHT INFORMATION** *REFERENCE:* *TIMELY INFORMATION, Para 3-3-3.* *SERVICE LIMITATIONS, Para 5-1-5.* **2-1-11 報告重要飛行資料** *參考—* *及時之資料，3-3-3。* *飛航服務監視服務限制，5-1-5。*	**【決議】** 照案通過。

三、臨時動議

四、散會