

飛航管理程序修編小組第 97 次會議紀錄

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1. 新增第10章中文版

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第10章 協作環境下飛航與流量資訊 (FF-ICE) 服務	Chapter 10. FLIGHT AND FLOW — INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE) SERVICES	【航管組說明】 1. ATMP 修編小組已於第95次及第96次修編會議完成新增第10章 協作環境下飛航與流量資訊 (FF-ICE) 服務之英文版本[Chapter 10. FLIGHT AND FLOW — INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE) SERVICES]，第97次修編會議就先前修編會議作成決議之第10章英文版本內容製作中文版草案，並提供委員審閱。 2. 第97次修編會議中對應的中文專有名詞若已存在於現行
第一節 引言	SECTION 1. INTRODUCTION	
註 — 實施協作環境下飛航與流量資訊 (FF-ICE) 服務者，仍不得免除與尚未實施 FF-ICE 服務之航空器使用人及飛航服務單位交換飛航計畫及其他相關動態電報之義務。	Note — <i>The implementers of the Flight and Flow — Information for a Collaborative Environment (FF-ICE) services are not exempted from fulfilling requirements to exchange flight plan and other associated movement messages with operators and ATS units that have not implemented FF-ICE services.</i>	
10-1-1 FF-ICE 服務範疇 FF-ICE 服務得包含下列任一項或多項：	10-1-1 FF-ICE SERVICES SCOPE The FF-ICE services may include any of the following:	
a. 規劃服務：就初步飛航計畫 (PFP) 之可接受性進行評估，並於可行時，指出對該航班之適用限制及所產生侷限。 b. 提交服務：為提供飛航服務，對填報之飛航計畫 (eFPL) 進行評估並指明其可接受性。	a. planning service: the evaluation of a preliminary flight plan (PFP) with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight; b. filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability; c. trial service: the evaluation of a trial request with	

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c. 試算服務：就試算請求之飛航計畫可接受性進行評估，並於可行時，指出對該航班之適用之限制及所產生局限。 註 — 試算服務提供航空器使用人或其指定代理人，於提交 PFP、eFPL 或飛航計畫更新電報前，以「假設情境 (what-if)」方式送出試算並自 FF-ICE 服務單位取得回饋之機會。 d. 飛航資料請求服務：應符合條件之接收單位請求，提供關於特定航班之資料，如最新填報飛航計畫或搜救資料。 e. 通知服務：向所規定之接收單位提供關於特定飛航事件（如離場與到場）之資料；及 f. 發布服務：將飛航及流量資料予以發布，供經授權之訂閱者取用。 註 — 關於限制及局限條件之進一步細節，詳見「協作環境下飛航與流量資訊 (FF-ICE) 手冊」（國際民航組織第9965號文件）。	respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight; Note — <i>The trial service offers an opportunity for an operator or designated representative to submit “what-if” scenarios and to receive feedback from an FF-ICE services unit, prior to submitting a PFP, eFPL or flight plan update.</i> d. flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient; e. notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and f. publication service: the publication of flight and flow data for access by authorized subscribers. Note — <i>Further details on the restrictions and constraints can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (ICAO Doc 9965).</i>	官方文件（如飛航規則、航空通信規範等），則援用之。 3. 第97次修編會議中針對中文內容逐條討論及確認。 【決議】 第 10 章之名稱及第一節內容，依「ATMP 中文版建議內容」欄之文字修訂。

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10-1-2 規範之適用 實施 10-1-1 所列任一 FF-ICE 服務時，該服務之提供及使用應依本章規定辦理。	10-1-2 APPLICATION OF PROVISIONS When any of the FF-ICE services in 10-1-1 are to be implemented, the provision and use of such services shall be effected in accordance with the provisions of this chapter.	
第二節 一般規定 10-2-1 主管機關之職責 經決定提供 FF-ICE 服務時，適當飛航服務主管機關應： a. 至少指定一個 FF-ICE 服務單位； b. 至少安排提供提交服務與飛航資料請求服務； c. 確保 FF-ICE 服務單位維持與尚未實施 FF-ICE 服務之航空器使用人及飛航服務單位交換飛航服務電報之必要能力；並 d. 於飛航指南（AIP）發布 FF-ICE 服務之提供情形、相關程序及條件。	SECTION 2. GENERAL PROVISIONS 10-2-1 ATS AUTHORITY RESPONSIBILITIES When it has been determined that FF-ICE services will be provided, the appropriate ATS authority shall: a. designate at least one FF-ICE services unit; b. arrange for, as a minimum, the provision of the filing service and flight data request service; c. ensure that the FF-ICE services unit(s) maintains the ability necessary to exchange ATS messages with operators and ATS units that have not implemented FF-ICE services; and d. arrange for the promulgation of information on the availability of FF-ICE services, associated procedures and conditions in the Aeronautical Information Publications (AIP).	【決議】 第 10 章第二節內容，依「ATMP 中文版建議內容」欄之文字修訂。
10-2-2 飛航指南發布需求 應於飛航指南發布之相關程序及條件，應至少包含下列各項： a. 建構可提交之有效飛航計畫之指引（參 10-4-1 a. 及 10-4-1 b.）； b. 超過該時間點及／或條件後，飛航計畫更新電報之提交程序將發生變動致飛航計畫更新電報之提交程序變動之時間點及／或條件	10-2-2 AIP PUBLICATION REQUIREMENTS The associated procedures and conditions to be published in the AIP shall include, inter alia, the following: a. instructions for constructing valid flight plans for submission (10-4-1 a. and 10-4-1 b. refer); b. the point in time and/or conditions after which procedures change for submission of a Flight Plan Update message (10-4-4 a. refers); c. if applicable, the period of time and point in time	

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(參 10-4-4 a.) ; c. 適用時, 提供規劃狀態及提交狀態電報更新之期間、時間點及/或條件 (參 10-4-5 b.) ; d. 適用時, 可透過 FF-ICE 飛航資料請求服務請求之飛航資料類型 (參 10-4-7 a.) ; 並 e. 適用時, PFP 電報提交之時限 (參 10-4-2 c.) 。	and/or conditions under which an update to the Planning Status and Filing Status messages is provided (10-4-5 b. refers); d. if applicable, the types of flight data that can be requested via the FF-ICE flight data request service (10-4-7 a. refers); and e. if applicable, the time limits for submission of a PFP message (10-4-2 c. refers).	
第三節 協作環境下飛航與流量資訊 (FF-ICE) 電報	SECTION 3. FLIGHT AND FLOW — INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF-ICE) MESSAGES	【決議】 第 10 章第三節內容, 依「ATMP 中文版建議內容」欄之文字修訂。
10-3-1 電報之使用 表 10-1 所訂各電報, 應依 10-4 FF-ICE 服務程序之規定用於交換資訊。	10-3-1 MESSAGE USAGE The messages prescribed in Table 10-1 shall be used to exchange information as indicated in the procedures or FF-ICE services in 10-4.	
10-3-2 互通性規範遵循 FF-ICE 電報應符合 10-5 所訂之技術及互通性要求。	10-3-2 INTEROPERABILITY COMPLIANCE FF-ICE messages shall comply with the technical and interoperability requirements contained in 10-5.	
10-3-3 電報轉換 FF-ICE 電報之內容應能於必要時轉譯為對應之飛航服務電報; 包含下列轉譯: a. eFPL 電報轉譯為 FPL 電報; b. 飛航計畫更新電報轉譯為 CHG 或 DLA 電報; 並 c. 飛航取消電報轉譯為 CNL 電報。 註 — ① 關於支援混合模式環境所需之能力, 另參閱 10-2-1 c。	10-3-3 MESSAGE TRANSLATION The content of an FF-ICE message shall allow for translation to a corresponding ATS message. This includes the translation of: a. an eFPL message to an FPL message; b. a Flight Plan Update message to a CHG or DLA message; and c. a Flight Cancellation message to a CNL message. Note —	

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② FF-ICE 電報所定義、但於飛航服務電報中無對應資料項之額外資料項，得不予轉譯。 ③ 需轉譯之資料項及其轉譯過程中降低資料遺失之演算法指引，詳見「協作環境下飛航與流量資訊 (FF-ICE) 手冊」(國際民航組織第9965號文件)。	① See also 10-2-1 c. concerning a required capability to support a mixed mode environment. ② Additional data items defined for use in the FF-ICE messages that do not correspond to an existing data item in the ATS message may not be translated. ③ Information on data items requiring translation and guidance on the use of algorithms to minimize loss of data during translation are contained in the Manual on Flight and Flow — Information for a Collaborative Environment (ICAO Doc 9965).	
10-3-4 資料顯示與確認 FF-ICE 服務之提供者與使用人員，原則上無須檢視 FF-ICE 電報之全部內容；該等電報大多由電腦系統自動產生。惟飛航計畫資訊仍應顯示或提供予相關人員（如簽派員或飛航資料處理員）以供驗證、協調及必要之修改。	10-3-4 DATA DISPLAY AND VERIFICATION It is not the intention that personnel involved in the provision and use of the FF-ICE services see the whole content of FF-ICE messages, the majority of which are to be generated by computer systems. However, flight plan information shall be displayed or made available for verification, coordination and necessary modifications by those personnel, such as flight operations officer or flight data processing officer.	
表 10-1 標準 FF-ICE 電報 (參閱 10-4-1) 註 — ① 「電報」一詞係指以電子方式表達、供接收單位或接收單位群使用之單一訊息。	TABLE 10-1. STANDARD FLIGHT AND FLOW — INFORMATION FOR A COLLABORATIVE ENVIRONMENT (FF- ICE) MESSAGES(10-4-1 refers) NOTE — ① The term “message” refers to a discrete unit of communication, expressed electronically, and intended for consumption by a recipient or group of recipients.	

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② FF-ICE 電報之具體細節 (包含內容、格式及資料慣例) 詳見「協作環境下飛航與流量資訊 (FF-ICE) 手冊」(國際民航組織第9965號文件)。		② Specific details on FF-ICE messages including content, format and data conventions are described in the Manual on Flight and Flow — Information for a Collaborative Environment (ICAO Doc 9965).		
電報名稱	說明	Message	Description	
提交回復	回應所提交之 FF-ICE 電報是否有效之回復電報；若被拒絕，亦指明其原因。	Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.	
初步飛航計畫 (PFP)	於提交填報之飛航計畫 (eFPL) 電報前，為進行協作式飛航計畫而 (預計) 提交之飛航計畫。	Preliminary Flight Plan (PFP)	A flight plan (to be) submitted for collaborative flight planning, prior to submitting a Filed Flight Plan (eFPL) message.	
規劃狀態	對通過確認之 PFP 電報之回復，指明其可接受性，並於可行時指出適用之限制及侷限。	Planning Status	A response to a validated PFP message indicating the flight plan acceptability and, where practicable, applicable restrictions and constraints.	
試算請求	就擬執行飛航所考量之飛航計畫進行評估之查詢。	Trial Request	A query to evaluate a flight plan under consideration for an intended flight.	
試算回復	對通過確認之試算請求電報之回復，指明預期之飛航計畫可接受性，並於可行時指出適用之限制及侷限。	Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.	
填報之飛航計畫 (eFPL)	為請求飛航服務而 (預計) 提交之飛航計畫。	Filed Flight Plan (eFPL)	A flight plan (to be) submitted as a request for air traffic services.	

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提交狀態	對通過確認之 eFPL 電報之回復，指明其可接受性。	Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.	
飛航計畫更新	對先前所提交飛航計畫（PFP 或 eFPL）內容之更新。	Flight Plan Update	An update to the information contained in a previously submitted flight plan (PFP or eFPL)	
飛航取消	取消並刪除先前所提交飛航計畫（PFP 或 eFPL）之指示。	Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan (PFP or eFPL)	
飛航資料請求	對特定飛航之飛航計畫或搜救資訊之查詢。	Flight Data Request	A query for flight plan or search and rescue information for a particular flight.	
飛航資料回復	對通過確認之飛航資料請求電報之回復，內含所請求之資料。	Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.	
飛航離場	航班已離場之通知。	Flight Departure	A notification that a flight has departed.	
飛航到場	航班已落地之通知。	Flight Arrival	A notification that a flight has landed.	
第四節 FF-ICE 服務程序		SECTION 4. PROCEDURES FOR FF-ICE SERVICES		【決議】 第 10 章第四節內容，依「ATMP 中文版建議內容」欄之文字修訂。
10-4-1 一般規定 註 — 每項 FF-ICE 服務均有其適用之電報組合及相關程序，部分程序並為多項服務所共用。 a. 發送單位應確保 FF-ICE 電報符合適用之格式及資料慣例。		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. a. An originator shall ensure that an FF-ICE message complies with an applicable format and data conventions.		

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b. 接收單位應驗證 FF-ICE 電報是否符合適用之格式與資料慣例，並於可能範圍內確保其完備性與正確性。 c. 接收單位於依 b. 項完成確認後，應就下列電報儘速以提交回復電報回應： 1. 初步飛航計畫（PFP）； 2. 填報之飛航計畫（eFPL）； 3. 飛航計畫更新； 4. 試算請求； 5. 飛航取消； 6. 飛航離場； 7. 飛航到場；及 8. 飛航資料請求。 d. 收到顯示電報遭拒絕之提交回復時，該提交回復之接收單位應採取必要行動。 e. PFP、eFPL或飛航計畫更新電報之發送單位應附註飛航計畫版本資訊，俾接收單位得以確認該電報所載版本較先前所收者為新，且未遺漏任何累進更新。 f. 若所收電報之飛航計畫版本較現有版本舊，或有累進更新缺漏時，接收單位應採取行動以取得最新版本之飛航計畫。	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. 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.: 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. 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. 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. f. When the flight plan version of a received message is older than the one currently held, or incremental updates are missing, the recipient	

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	shall take action to obtain the latest version of the flight plan.	
10-4-2 初步飛航計畫 (PFP) a. FF-ICE 規劃服務係由航空器使用人或其指定代理人，向各需評估且已公告提供本服務之 FF-ICE 服務單位提交 PFP 電報而實施。 b. PFP 電報首次提交時至少應包含下列資料項，嗣後於航空器使用人取得更多資訊時再行補充： 1. 全球唯一飛航識別碼 (GUFID) ； 2. 航空器識別； 3. 起飛機場； 4. 預計取開輪檔日期及時間；及 5. 目的地機場。 註 — <i>GUFID 之產生與使用，詳見航空通信規範。</i> c. 適當飛航服務主管機關所訂或依區域性航行協議所訂之 PFP 電報提交時限，應於飛航指南發布。 d. 若該飛航已有填報之飛航計畫存在，PFP	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 is needed and that has indicated the availability of the service. 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: 1. globally unique flight identifier (GUFID); 2. aircraft identification; 3. departure aerodrome; 4. estimated off-block date and time; and 5. destination aerodrome. Note — <i>Provisions on the generation and use of a GUFID are contained in Aeronautical Telecommunication Procedure.</i> 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. d. A PFP message shall be rejected if a filed flight	

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電報應予拒絕。 e. FF-ICE 服務單位應評估經驗證之 PFP 電報，並依 10-4-5 適當回應。 f. 提交 PFP 電報不得取代提交 eFPL（填報之飛航計畫）電報。	plan exists for the given flight. e. FF-ICE services units shall evaluate the validated PFP message and provide an appropriate response in accordance with 10-4-5. f. Submission of a PFP message shall not substitute for the submission of an eFPL message.	
10-4-3 填報之飛航計畫（eFPL） a. FF-ICE 提交服務係由航空器使用人或其指定代理人提交填報之飛航計畫（eFPL）電報而實施。	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.	
b. 除適當飛航服務主管機關另有規定外，選擇使用 FF-ICE 服務之航空器使用人或其指定代理人應： 1. 向飛航航路上有關之各 FF-ICE 服務單位提交 eFPL；並 2. 依該飛航預期穿越各空域之飛航指南所示，向無法處理 eFPL 之飛航服務單位提交 FPL。 註 — ① 當另有規定時，FF-ICE 服務單位得選擇性提供相關功能。例如，航空器使用人或其指定代理人得僅向服務起飛機場之 FF-ICE 服務單位提交 eFPL，由該單位負責將飛航計畫資訊及其變更以適當格式提供	b. Unless otherwise prescribed by the appropriate ATS authority, an operator or its designated representative electing to use FF-ICE services shall submit: 1. an eFPL to each FF-ICE services unit concerned along the route of a flight; and 2. 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. Note — ① <i>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</i>	

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予航路上所有有關單位，並將適當回應送回復航空器使用人或其指定代理人。 ② eFPL 轉譯為 FPL 之可行方法，詳見「協作環境下飛航與流量資訊 (FF-ICE) 手冊」(國際民航組織第9965號文件)。	<i>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.</i> ② <i>Acceptable methods for translating eFPL to FPL can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (ICAO Doc 9965).</i>	
c. eFPL 電報至少應包含 GUF1 以及「飛航規則」所規定之飛航資料項。 註 — GUF1 之產生與使用，詳見航空通信規範。	c. An eFPL message shall include, as a minimum, the GUF1 and the flight data items prescribed by the provisions in Rules of the Air. Note — <i>Provisions on the generation and use of a GUF1 are contained in Aeronautical Telecommunications Procedure.</i>	
d. FF-ICE 服務單位應確保將填報之飛航計畫提供予其責任區內所有相關之飛航服務單位。	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.	
e. 依適當飛航服務主管機關間之協議，為協助識別飛航並消除或減少偏離指定航跡時之攔截需求，FF-ICE 服務單位亦應將 eFPL 電報提供予該飛航預期穿越之特定航路或空域附近各飛航情報區 (FIR) 或高層飛航情報區之 FF-ICE 服務單位。	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	

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	airspace the flight is expected to traverse.	
f. FF-ICE 服務單位應評估經驗證之「填報之飛航計畫」，並依 10-4-5 適當回應。	f. The FF-ICE services units shall evaluate the validated filed flight plan and provide an appropriate response in accordance with 10-4-5.	
10-4-4 飛航計畫更新 a. FF-ICE 服務單位應依 10-2-2 於飛航指南公告發布足以使飛航計畫更新電報提交程序改變之適用條件。 註 — 依 FF-ICE 服務單位與頒發航管許可之飛航服務單位間之在地協議，飛航計畫更新可能於某時間點後不予受理，此對航空器使用人而言為重要資訊。	10-4-4 FLIGHT PLAN UPDATE 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 — <i>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.</i>	
b. 對先前所提交飛航計畫（視情形為 PFP 或 eFPL）為任何變更時，航空器使用人或其指定代理人應將飛航計畫更新電報發送予該飛航計畫之所有原接收單位。	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.	
c. 若該變更導致原先未收到該飛航計畫之新單位亦受影響，航空器使用人或其指定代理人應將含所有先前更新之最新完整飛航計畫（視情形為 PFP 或 eFPL）提交予該等新受影響之接收單位。	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.	

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d. 所提交飛航計畫電報（PFP或eFPL）之版本號若恰較現有版本大1，該電報應作為先前所提交飛航計畫之更新處理。	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.	
e. 飛航計畫更新電報所含版本號若非恰較現有版本大1，該更新電報應予拒絕，並向航空器使用人指明版本不符之情形。	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.	
f. 收到因版本不符而被拒絕之飛航計畫更新電報時，航空器使用人或其指定代理人應提交最新完整飛航計畫（視情形為PFP或eFPL）。	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).	
g. 依 10-4-3 c. 及d. 提供飛航計畫後，FF-ICE 服務單位應持續將填報之飛航計畫之任何變更通知該等接收單位，包含變更後該飛航已不再與接收單位相關之情形。	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.	
h. FF-ICE 服務單位於完成飛航計畫更新電報驗證後，應評估其對先前所提交飛航計畫之更新內容，並依10-4-5適當回應。	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.	

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10-4-5 飛航計畫評估 a. 個別 FF-ICE 服務單位應判定飛航計畫或其更新之可接受性，並儘速以適當之FF-ICE電報（規劃狀態電報或提交狀態電報）回復。其中規劃狀態電報應不晚於預計取開輪檔時間前三小時內發出。 註 — ① 飛航計畫之可接受性係分別評估語意及適用限制及／或侷限之符合程度。 ② 飛航計畫評估所產生之回復電報，係附加於 10-4-1 c. 所定提交回復電報之外。	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 than three hours before the estimated off blocks time. Note — ① <i>Flight plan acceptability is determined based on a separate evaluation of semantics and the assessment of compliance with applicable restrictions and/or constraints.</i> ② <i>The response messages resulted from the flight plan evaluation are additional to the Submission Response message provided pursuant to 10-4-1 c..</i>	
b. FF-ICE 服務單位為反映相關限制或適用約束侷限之變動，得提供規劃狀態或提交狀態之更新。此時，提供規劃狀態及提交狀態電報更新之期間及／或條件，應依 10-2-2於飛航指南公告。	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.	
c. 收到規劃狀態或提交狀態電報時，航空器使用人或其指定代理人應評估其內容並採取必要行動。	c. In response to the Planning Status or Filing Status message, the operator or designated representative shall evaluate the contents and take action as	

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	necessary.	
10-4-6 航班取消 a. 欲取消已提交初步或填報之飛航計畫之航班時，航空器使用人或其指定代理人應向先前收到該飛航計畫之各 FF-ICE 服務單位提交飛航取消電報。	10-4-6 FLIGHT CANCELATION a. 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.	
b. 飛航取消電報經驗證後，FF-ICE 服務單位應採取必要行動，確保該飛航不再被視為將執行之飛航。該等行動可包含但不限於： 1. 不再受理任何載有取消航班 GUF I 之 FF-ICE 電報； 2. 通知知悉該飛航之 FF-ICE 服務單位及／或飛航服務單位；並 3. 將該航班自航管系統中刪除。	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: 1. not accepting any further FF-ICE messages that include the GUF I 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.	
c. 已取消之航班若需重新恢復，應比照新航班之方式提交飛航計畫。	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.	

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10-4-7 飛航資料請求 a. FF-ICE 服務單位得提供其認為有用之任何飛航資訊，經請求且適用時，至少應有能力提供下列資訊： 1. 初步飛航計畫之最新版本； 2. 填報之飛航計畫之最新版本； 3. 補充之搜救資訊； 4. 最新規劃狀態；或 5. 最新提交狀態。	10-4-7 FLIGHT DATA REQUEST a. An FF-ICE service 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: 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.	
b. 欲取得 10-4-7 a. 項所列特定飛航之飛航計畫資訊時，應向已識別持有所需資訊之適當FF-ICE服務單位提交飛航資料請求電報。 註 — <i>FF-ICE 飛航資料請求服務之更多使用情境，詳見「協作環境下飛航與流量資訊 (FF-ICE) 手冊」(國際民航組織第9965號文件)。</i>	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 — <i>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) (ICAO Doc 9965).</i>	
c. 航空器使用人或其指定代理人所提交之飛航資料請求電報，應僅就其運作管控下之飛航為之。	c. A Flight Data Request message submitted by an operator or designated representative shall concern only a flight under its operational control.	
d. FF-ICE 服務單位應驗證所接收飛航資料請求電報是否出自有權請求該等資訊之單位。	d. An FF-ICE services unit shall validate whether the received Flight Data Request message originates from an entity eligible for requesting such information.	

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e. FF-ICE 服務單位於飛航資料請求電報經驗證後，應儘速提供所請求之飛航資料。	e. Upon validation of a Flight Data Request message, the FF-ICE services unit shall provide the requested flight data as soon as practicable.	
f. 無法提供所請求資料時，FF-ICE服務單位應發送「提交回復—拒絕」電報，並指明無法提供之原因。	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.	
10-4-8 試算請求 a. FF-ICE 試算服務係由航空器使用人或其指定代理人，向經評估且已公告提供本服務之 FF-ICE 服務單位提交試算請求電報。為評估改經由某FF-ICE 服務單位服務之空域之情形，試算請求電報得向原航路未涵蓋且先前未接獲該飛航計畫之 FF-ICE 服務單位提交。	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.	
b. 試算請求電報經驗證後，FF-ICE服務單位應儘速判定對擬執行飛航之潛在變更是否可接受，並發送試算回復電報。	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.	
c. 試算請求電報所含資訊不得供空中交通流量管理或飛航服務之用。	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.	

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10-4-9 通知 經決定使用 FF-ICE 通知服務作為發送航班離場及到場通報之方式時，應以飛航離場電報及飛航到場電報替代 DEP 及 ARR 電報。	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 transmitting the flight departure and arrival. The Flight Departure message and Flight Arrival message shall be used in lieu of DEP and ARR messages.	
10-4-10 公布 (保留)	10-4-10 PUBLICATION (To be developed)	
第五節 技術及互通性要求	SECTION 5. TECHNICAL AND INTEROPERABILITY REQUIREMENTS	【決議】 第 10 章第五節內容，依「ATMP 中文版建議內容」欄之文字修訂。
10-5-1 資訊服務之使用 FF-ICE 服務應運用資訊服務。 註 — ① 在全系統資訊管理 (SWIM) 之環境下，資訊服務旨在處理服務導向架構中機器對機器之互動。 ② 資訊服務之相關程序，詳見「航行服務程序—資訊管理手冊」(國際民航組織第 10199 號文件)。	10-5-1 USE OF INFORMATION SERVICES FF-ICE services shall make use of information services. Note — ① <i>In the context of system-wide information management (SWIM), the information service addresses machine-to-machine interaction in a service-oriented architecture.</i> ② <i>Procedures on information services are contained in the Procedures for Air Navigation Services - Information Management (PANS-IM, ICAO Doc 10199).</i>	
10-5-2 FF-ICE 資訊交換模型 服務之提供者與使用者應採用符合下列條件之資訊交換模式： a. 提供所需飛航及流量資料元素之結構與格式，包含其屬性、關聯、資料類型及資料值限制；	10-5-2 INFORMATION EXCHANGE MODEL 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;	

ATMP 中文版建議內容	ATMP 英文版內容	說明/建議/決議
b. 能建構並交換表 10-1 所列標準 FF-ICE 電報；並 c. 提供一種機制，使額外之飛航與流量資料及／或 FF-ICE 電報得以使用，且不影响全球互通性。 註 — 飛航及流量資料元素與 FF-ICE 電報之結構與格式細節，詳見「協作環境下飛航與流量資訊 (FF-ICE) 手冊」(國際民航組織第 9965 號文件)。	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. Note — <i>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) (ICAO Doc 9965).</i>	

2. ATMP 4-8-5 繞場進場

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA7110.65BB CHG2 4-8-6 CIRCLING APPROACH b. Note— Where instrument approach procedures (IAPs) authorize circling approaches, they provide a basic minimum of 300 feet of obstacle clearance at the MDA within the circling area considered. The dimensions of these areas, expressed in distances from the runways, vary for the different approach categories of aircraft. In some cases,	4-8-5 CIRCLING APPROACH b. <i>Note —</i> <i>Where Standard Instrument Approach Procedures <u>instrument approach procedures (IAPs)</u> authorize circling approaches, they provide a basic minimum of 300<u>295</u> feet of obstacle clearance at the OCA/MDA within the circling area considered. The dimensions of these areas vary for the different approach <u>approach</u> categories of aircraft. In some cases an <u>IAP</u> may otherwise restrict circling approach maneuvers.</i>	4-8-5 CIRCLING APPROACH b. <i>Note :</i> <i>Where Standard Instrument Approach Procedures authorize circling approaches, they provide a basic minimum of 300 feet of obstacle clearance at the OCA/MDA within the circling area considered. The dimensions of these areas, expressed in distances from the runways, vary for the different approach categories of aircraft. In some cases a SIAP may otherwise restrict circling approach maneuvers.</i>	【決議】 依「建議修正文字」欄修訂。

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
an IAP may otherwise restrict circling approach maneuvers, and pilots cannot accept instructions that contradict published circling area restrictions.	當儀器進場程序允許繞場進場，在繞場區域內之障礙物間隔高度／最低下降高度已提供基本的 300 295 呎最低障礙物間隔。這些區域的範圍隨航空器進場種類 別 而有所不同。有的儀器進場程序可能限制繞場進場。	當標準儀器進場程序允許繞場進場，在繞場區域內之障礙物間隔高度／最低下降高度已提供基本的 300 呎最低障礙物間隔。這些區域的範圍以距跑道的距離表示，隨航空器進場種類而有所不同。有的標準儀器進場程序可能限制繞場進場。	

(二) 提案討論

1. 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. <u>“American Four Ninety-two, turn left at Charlie, hold short of Runway 27 Right.”</u> “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. <u>“Charlie Six Seven One turn right via Delta, hold short of Runway Three Six Right.”</u> <u>“Charlie Six Seven One, Roger.”</u> <u>“Charlie Six Seven One, read back hold instructions.”</u> 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。	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。	【決議】 照案通過。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	例－ 1. 「 <u>Charlie 六拐么，右轉經由 Delta，在三六右跑道外等待。</u> 」 「 <u>Charlie 六拐么，收到</u> 了。」 「 <u>Charlie 六拐么</u> ，覆誦等待指示。」	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。」	

三、臨時動議

1. 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 4-8-1 APPROACH CLEARANCE a. Clear aircraft for “standard” or “special” instrument approach procedures only. 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 the connection fix. For arrivals via an ATS Route, assign an altitude to maintain until the connection fix.	4-8-1 APPROACH CLEARANCE a. Clear aircraft for “standard” or “special” instrument approach procedures only. 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 the connection fix. For arrivals via an ATS Route, assign an altitude to maintain until the connection fix.	4-8-1 APPROACH CLEARANCE a. Clear aircraft for “standard” or “special” instrument approach procedures only. (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 the connection fix. For arrivals via an ATS Route, assign an altitude to maintain until the connection fix.	【決議】 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
	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 哩前許可飛機進場，並指定連接點的名稱。 <u>對於經由飛航服務航線之到場航機，應指定該機保持高度直到該連接點。</u>	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 哩前許可飛機進場，並指定連接點的名稱。	

四、散會