

飛航管理程序修編小組第 98 次會議紀錄

115 年 7 月 3 日

1. 與「第10章 協作環境下飛航與流量資訊 (FF-ICE) 服務」相關章節修訂

參考文件	建議修正文字			ATMP 現行章節	說明/建議/決議
1-2-7 縮語摘自 航空通信規範及 4444(IAP)、ATMP(SWIM) 1-3-1 ICAO 定義摘自 Annex 11 CHAPTER 1. DEFINITIONS 及 4444 Chapter 1 DEFINITIONS 中文版定義摘自 飛航服務規範、航空通信規範 第一章 定義 eFPL. The symbol used to designate a filed flight plan exchanged using FF-ICE services.(4444) 電子飛航計畫(eFPL)－此符號係指使用協作環境下飛航與流量資訊(FF-ICE)服務交換之已	Table of contents (目錄新增第 10 章)				【決議】 1. 目錄於飛航管理程序第20版修訂完成後製作。 2. 1-2-7 依「建議修正文字欄」內容新增縮語。 3. 1-3-1 依「建議修正文字欄」內容新增 ICAO 名詞定義。
	1-2-7 ABBREVIATIONS				
	FF-ICE	協作環境下飛航與流量資訊	Flight and Flow — Information for a Collaborative Environment		
	GUFI	全球唯一飛航識別碼	Globally Unique Flight Identifier		
	PFP	初步飛航計畫	Preliminary Flight Plan		
	SWIM	全系統資訊管理	System-Wide Information Management		
	IAP	儀器進場程序	Instrument Approach Procedure		
	1-3-1 ICAO DEFINITIONS				
	eFPL : The symbol used to designate a filed flight plan exchanged using FF-ICE services.				
	電子飛航計畫(eFPL) — 此符號係指使用協作環境下飛航與流量資訊 (FF-ICE)服務交換之已填報之飛航計畫。				

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填報之飛航計畫。(航空通信規範) Flight plan. Specified information relative to an intended flight or portion of a flight of an aircraft. (4444) 飛航計畫(Flight plan)——指有關航空器意欲飛航或部分飛航之特定資料。(航空通信規範、飛航服務規範) Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight. (4444) 註 1——可於專用名詞「飛航計畫」此前加上「初步」、「已填報」、「現行」或「運行」等詞作為前綴，以表示航班的情境和不同的階段。(航空通信規範)	Flight plan : Specified information relative to an intended flight or portion of a flight of an aircraft. 飛航計畫(Flight plan) —— 指有關航空器意欲飛航或部分飛航之特定資料。 <i>Note 1 : The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.</i> 註 1——可於專用名詞「飛航計畫」此前加上「初步」、「已填報」、「現行」或「運行」等詞作為前綴，以表示航班的情境和不同的階段。	Flight plan : Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft. Note: Specifications for flight plans are contained in Annex 2. A Model Flight Plan Form is contained in Appendix 2. 飛航計畫 (Flight plan) ——指向飛航服務單位提供有關航空器意欲飛航或部份飛航之特定資料。 註一 飛航計畫之規格列於第 2 號附約內。飛航計畫格式範本列於第 4444 號文件之附錄 2 內。	

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Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.(4444) 註 2—當「電報」一詞用作該專用名詞的後綴時，即表示所傳送飛航計畫資料的內容和格式。(航空通信規範) FPL. The symbol used to designate a filed flight plan exchanged via aeronautical fixed service (AFS).-(4444) 飛航計畫(FPL) - 用於指定透過航空固定服務(AFS)交換的已填報飛航計畫的符號。(航空通信規範)	<i>Note 2 : When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.</i> 註 2—當「電報」一詞用作該專用名詞的後綴時，即表示所傳送飛航計畫資料的內容和格式。 FPL : The symbol used to designate a filed flight plan exchanged via aeronautical fixed service (AFS). 飛航計畫(FPL) —— 用於指定透過航空固定服務(AFS)交換的已填報飛航計畫的符號。	Filed flight plan (FPL): The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes. Note: When the word “message” is used as a suffix to this term, it denotes the content and format of the filed flight plan data as transmitted. 填報之飛航計畫 (Filed flight plan (FPL)) —— 由駕駛員或指定代理人向飛航服務單位所填報不含後續修改之飛航計畫。 註一 當本用語之後加上「訊息」時，意指已傳遞的	

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Flight and flow — information for a collaborative environment (FF-ICE). Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.(4444) 協作環境下飛航與流量資訊 (Flight and flow — information for a collaborative environment, FF-ICE) - 航班規劃、協調和通知所需的資訊，以標準化格式在空中交通管理(ATM)群體成員(包括參與航班運營和機場運營)之間交換。(航空通信規範) Flight and flow — information for a collaborative environment (FF-ICE) services : A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate	Flight and flow - information for a collaborative environment (FF-ICE) : Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations. 協作環境下飛航與流量資訊 (FF-ICE) —— 航班規劃、協調和通知所需的資訊，以標準化格式在空中交通管理(ATM)群體成員(包括參與航班運營和機場運營)之間交換。 Flight and flow - information for a collaborative environment (FF-ICE) services : A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.	填報之飛航計畫資料之內容及格式。	

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assessment of demands, appropriate resource planning, and optimizing flight planning and execution.(4444) 協作環境下飛航與流量資訊服務(FF-ICE services) - 為促進協作環境下飛航與流量資訊(FF-ICE)交換、準確評估需求、適當的資源規劃以及優化飛航規劃和執行而建立的一組服務。(航空通信規範) Flight and flow - information for a collaborative environment (FF-ICE) services unit : A unit designated by the appropriate ATS authority for the provision of FF-ICE services.(4444) 協作環境下飛航與流量資訊服務單位 (FF-ICE services unit) - 由適當的飛航服務(ATS)權責機關指定提供協作環境下飛航與流量資訊(FF-ICE)服務的單位。(航空通信規範) Note.— The appropriate ATS authority may designate an existing unit, such as an air traffic services unit, or a local	協作環境下飛航與流量資訊 (FF-ICE) 服務—— 為促進協作環境下飛航與流量資訊(FF-ICE)交換、準確評估需求、適當的資源規劃以及優化飛航規劃和執行而建立的一組服務。 Flight and flow - information for a collaborative environment (FF-ICE) services unit : A unit designated by the appropriate ATS authority for the provision of FF-ICE services. 協作環境下飛航與流量資訊服務單位 (FF-ICE services unit) —— 由適當的飛航服務(ATS)權責機關指定提供協作環境下飛航與流量資訊(FF-ICE)服務的單位。 <i>Note— The appropriate ATS authority may designate an existing unit, such as an air traffic services unit, or a local or regional air traffic flow</i>		

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or regional air traffic flow management unit as an FF-ICE services unit.(4444) 註—適當的 ATS 權責機關可以指定現有單位（例如空中交通服務單位）或本地或區域空中交通流量管理單位為協作環境下飛航與流量資訊(FF-ICE)服務單位。(航空通信規範) Globally unique flight identifier (GUFI). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.(4444) 全球唯一飛航識別碼 (Globally Unique Flight Identifier, GUFI) - 與航班關聯，不可更改的資料元件，可使空中交通管理(ATM)群體內所有合格成員明確引用與航班相關的資訊。(航空通信規範) Preliminary flight plan (PFP). The information related to a	<i>management unit as an FF-ICE services unit.</i> 註—適當的 ATS 權責機關可以指定現有單位（例如空中交通服務單位）或本地或區域空中交通流量管理單位為協作環境下飛航與流量資訊(FF-ICE)服務單位。 Globally unique flight identifier (GUFI) : An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight. 全球唯一飛航識別碼 (GUFI) —— 與航班關聯，不可更改的資料元件，可使空中交通管理(ATM)群體內所有合格成員明確引用與航班相關的資訊。		

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flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.(4444) 初步飛航計畫 (Preliminary flight plan, PFP) - 在填報飛航計畫之前，運營商或指定代表提交的與航班相關的信息，以用於航班的協作規劃。(航空通信規範) Current flight plan (CPL). The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.—(4444) 現行飛航計畫(Current flight plan (CPL))：指因 ATC 許可而改變，能呈現原填報飛航	Preliminary flight plan (PFP)：The information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan. 初步飛航計畫（PFP）—— 在填報飛航計畫之前，運營商或指定代表提交的與航班相關的信息，以用於航班的協作規劃。 Current flight plan (CPL)：The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances. 現行飛航計畫(Current flight plan(CPL))：指因 ATC 許可而改變，能呈現原填報飛航計畫相關變更之飛航計畫。	Current flight plan (CPL): The flight plan, including if any, brought about by subsequent clearances. Note: When the word “message” is used as a suffix to this term, it denotes the content and format of the current flight plan data sent from one unit to another. 現行飛航計畫（Current flight plan (CPL)）——指經許可之飛航計畫及其後續之任何變更。	

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計畫相關變更之飛航計畫。 (飛航服務規範)		註一 當本用語之後加上「訊息」時，意指該現行飛航計畫之內容及格式為單位間之資料傳遞。	

2. ATMP 4-8-7 MISSED APPROACH 誤失進場

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA7110.65BB CHG1 4-8-9. MISSED APPROACH a. Except in the case of a VFR aircraft practicing an instrument approach, an approach clearance automatically authorizes the aircraft to execute the missed approach procedure depicted for the IAP being flown. b. If assignment of the alternate missed approach procedure is necessary, the controller must issue the description as published on the appropriate FAA Form 8260 or military form for the IAP. IAP. c. If the alternate missed approach procedure is published and in effect via NOTAM, the	4-8-7 MISSED APPROACH a. Except in the case of a VFR aircraft practicing an instrument approach, an approach clearance automatically authorizes the aircraft to execute the missed approach procedure depicted for the IAP being flown. b. If assignment of the alternate missed approach procedure is necessary, the controller shall issue the description as published on the appropriate document.	4-8-7 MISSED APPROACH Except in the case of a VFR aircraft practicing an instrument approach, an approach clearance automatically authorizes the aircraft to execute the missed approach procedure depicted for the instrument approach being flown. An alternate missed approach procedure as published on the appropriate document may be assigned when necessary. Once an aircraft commences a missed approach, it may be radar vectored.	【決議】 內文依「建議修正文字欄」內容進行修訂。

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procedure description need not be issued to the pilot. d. After an aircraft commences a missed approach, it may be vectored at or above the MVA/MIA or follow the provisions of paragraph 5-6-3, Vectors Below Minimum Altitude. NOTE- 1. In the event of a missed approach involving a turn, unless otherwise cleared, the pilot will proceed to the missed approach point before starting that turn. 2. Pilots must advise ATC when intending to apply cold temperature compensation and of the amount of compensation required. Pilots will not apply altitude compensation, unless authorized, when assigned an altitude if provided an initial heading to fly or radar vectors in	c. After an aircraft commences a missed approach, it may be vectored at or above the MVA/MIA or follow the provisions of paragraph 5-6-3, Vectors Below Minimum Altitude. NOTE — <i>In the event of a missed approach involving a turn, unless otherwise cleared, the pilot will proceed to the missed approach point before starting that turn.</i>	EXAMPLE: <i>“November Eight Seven Six, are you able to provide your own terrain and obstruction clearance between your present level and six thousand feet?”</i> NOTE: 1. <i>Alternate missed approach procedures require a detailed clearance when they are issued to the pilot.</i> 2. <i>In the event of a missed approach involving a turn, unless otherwise cleared, the pilot will proceed to the missed approach point before starting that turn.</i>	

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<i>lieu of published missed approach procedures. Consideration should be given to vectoring aircraft at or above the requested compensating altitude if possible.</i> REFERENCE- FAA Order JO 7110.65, Para 4-8-11, Practice Instrument Approaches. FAA Order JO 7110.65, Para 5-6-3, Vectors Below Minimum Altitude. FAA Order JO 7110.65, Para 5-8-3, Successive or Simultaneous Departures. FAA Order 8260.19, Flight Procedures and Airspace. FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), Para 2-8-1 and Chapter 16. AIM, Para 5-4-21, Missed Approach. AIM, Para 5-5-5, Missed Approach.	REFERENCE – PRACTICE INSTRUMENT APPROACHES, 4-8-9. VECTOR BELOW MINIMUM ALTITUDE, 5-6-3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES, Para 5-8-3. 4-8-7 誤失進場 a. 除非是保持目視飛航之航空器練習儀器進場，航空器收到進場許可後，可實施其所作儀器進場程序中的誤失進場程序。	REFERENCE: PRACTICE APPROACHES, 4-8-9. VECTOR BELOW MINIMUM ALTITUDE, 5-6-3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES, Para 5-8-3. 4-8-7 誤失進場 除非是保持目視飛航之航空器練習儀器進場，航空器收到進場許可後，可實施其所作儀器進場程序中的誤失進場程序。如有需要可指定頒布於相關文件之備用誤失進場程序。一旦航空器開始實施誤失進場，得由雷達引導該航空器。	

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	b. 如需頒發備用誤失進場程序，管制員應頒發適當文件公布之程序內容。 c. 航空器開始實施誤失進場程序後，得由雷達引導該航空器，可以於最低引導高度 (MVA)／最低儀器飛航高度 (MIA) 以上之高度進行引導，或遵循 5-6-3 「低於最低高度的引導」之規定。 註一 誤失進場如包括轉彎，駕駛員除非接到其他許可，否則要到達誤失進場點後才可開始轉彎。 參考一 練習儀器進場， 4-8-9。 低於最低高度之引導，5-6-3。 連續或同時離場，5-8-3。	例一 「<i>November</i> 八拐六， 你是否能在現在空層與六千呎間自行避讓地形與障礙物？」 註一 1. 頒發給駕駛員之備用誤失進場程序，需頒發詳細的許可。 2. 誤失進場如包括轉彎，駕駛員除非接到其他許可，否則要到達誤失進場點後才可開始轉彎。 參考一 練習進場， 4-8-9。 低於最低高度之引導， 5-6-3。 連續或同時離場， 5-8-3。	

3. 4-8-9 PRACTICE APPROACHES 練習進場

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
FAA7110.65BB CHG1 4-8-11. PRACTICE <u>INSTRUMENT</u> APPROACHES Authorize, withdraw authorization, delay, or refuse to authorize practice instrument approaches in accordance with the following: a. When sector/position traffic conditions and/or workload prevent the authorization of practice instrument approaches, advise the pilot of the reason, and if applicable, the anticipated delay until the operation can be approved. Controller-imposed delays should not be indefinite. Normally, approaches in progress should not be terminated.	4-8-9 PRACTICE INSTRUMENT APPROACHES Authorize, withdraw authorization, delay, or refuse to authorize practice instrument approaches in accordance with the following: a. When traffic conditions and/or workload prevent the authorization of practice instrument approaches, advise the pilot of the reason, and if applicable, the anticipated delay until the operation can be approved. Controller-imposed delays should not be indefinite. Normally, approaches in progress should not be terminated.	4-8-9 PRACTICE APPROACHES Except for military aircraft operating at military airfields, ensure that neither VFR nor IFR practice approaches disrupt the flow of other arriving and departing IFR or VFR aircraft. Authorize, withdraw authorization, or refuse to authorize practice approaches as traffic conditions require. Normally, approaches in progress should not be terminated. NOTE: <i>The priority afforded other aircraft over practice instrument approaches is not intended to be so rigidly applied that it causes grossly inefficient application of services.</i> a. Separation.	【決議】 1. 內文依「建議修正文字欄」內容進行修訂。 2. 本次修訂內容討論至中文版4-8-9 b.項，本節中文版剩餘部分於第99次修編會議繼續討論。

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
REFERENCE- FAA Order JO 7210.3, Para 6-4-4, Practice Instrument Approaches. FAA Order JO 7210.3, Para 10-4-5, Practice Instrument Approaches. b. Except for military aircraft operating at military airfields, ensure that neither VFR nor IFR practice approaches disrupt the flow of other arriving and departing IFR or VFR aircraft. NOTE- The priority afforded other aircraft over practice instrument approaches is not intended to be so rigidly applied that it causes grossly inefficient application of services. c. IFR aircraft conducting practice instrument approaches must be afforded IFR separation in accordance with Chapter 3, Chapter 4, Chapter 5, Chapter 6, and Chapter 7 of this order until the aircraft lands and the flight is terminated, or the pilot cancels the flight plan.	b. Except for military aircraft operating at military airfields, ensure that neither VFR nor IFR practice approaches disrupt the flow of other arriving and departing IFR or VFR aircraft. NOTE — <i>The priority afforded other aircraft over practice instrument approaches is not intended to be so rigidly applied that it causes grossly inefficient application of services.</i> c. IFR aircraft conducting practice instrument approaches shall be afforded IFR separation in accordance with Chapter 3, Chapter 4, Chapter 5, Chapter 6, and Chapter 7 until the aircraft lands and the flight is terminated, or the pilot cancels the flight plan. d. VFR aircraft conducting practice instrument approaches:	1. IFR aircraft practicing instrument approaches shall be afforded standard separation in accordance with Chapters 3, 4, 5, 6, and 7 minima until: (a) The aircraft lands, and the flight is terminated, or (b) The pilot cancels the flight plan. 5. All VFR aircraft shall be instructed to maintain VFR on initial contact	

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d. VFR aircraft conducting practice instrument approaches: 1. Must be instructed to maintain VFR on initial contact or as soon as possible thereafter. <i>NOTE- This advisory is intended to remind the pilot that even though ATC is providing IFR-type instructions, the pilot is responsible for compliance with the CFRs governing VFR flight.</i> 2. Where a facility directive requires the application of IFR separation to VFR aircraft practicing instrument approaches, IFR separation in accordance with Chapter 3, Chapter 4, Chapter 5, Chapter 6, and Chapter 7 of this order must be provided. Except for super or heavy aircraft, 500 feet vertical separation may be applied between VFR aircraft and between a VFR and an IFR aircraft. <i>REFERENCE-</i> FAA Order JO 7210.3, Para 6-4-4, Practice Instrument Approaches. FAA Order JO 7210.3,	1. Shall be instructed to maintain VFR on initial contact or as soon as possible thereafter. <i>NOTE-</i> This advisory is intended to remind the pilot that even though ATC is providing IFR-type instructions, the pilot is responsible for compliance with the Rules of the Air governing VFR flight. 2. Where procedures requires the application of IFR separation to VFR aircraft practicing instrument approaches, IFR separation in accordance with Chapter 3, Chapter 4, Chapter 5, Chapter 6, and Chapter 7 shall be provided. Except for super or heavy aircraft, 500 feet vertical separation may be applied between VFR aircraft and between a VFR and an IFR aircraft.	or as soon as possible thereafter. (原本節第 5 點) <i>NOTE:</i> This advisory is intended to remind the pilot that even though ATC is providing IFR-type instructions, the pilot is responsible for compliance with the applicable FR governing VFR flight. 2. Where procedures require application of IFR separation to VFR aircraft practicing instrument approaches, IFR separation in accordance with Chapters 3, 4, 5, 6, and 7 shall be provided. Controller responsibility for separation begins at the point where the approach clearance becomes effective. Except for super or heavy aircraft, 500 feet vertical separation may be applied between VFR aircraft and between a VFR and an IFR aircraft.	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
<i>Para 10-4-5, Practice Instrument Approaches.</i> 3. Controller responsibility for IFR separation to VFR aircraft begins at the point where the approach clearance becomes effective and ends when the aircraft reaches the missed approach point, unless IFR separation is required for the missed approach procedure as specified in subparagraph e2 below. 4. Where a facility directive does not require the application of IFR separation services to VFR aircraft practicing instrument approaches, the controller must: (a) Instruct the pilot to maintain VFR and advise the pilot that separation services are not provided.	3. Controller responsibility for IFR separation to VFR aircraft begins at the point where the approach clearance becomes effective and ends when the aircraft reaches the missed approach point, unless IFR separation is required for the missed approach procedure as specified in subparagraph e. 2 below. 4. Where separation services are not provided to VFR aircraft practicing instrument approaches, the controller shall: (a) Instruct the pilot to maintain VFR and advise the pilot that separation services are not provided. PHRASEOLOGY: “(Aircraft identification) <i>MAINTAIN VFR, PRACTICE APPROACH APPROVED, NO SEPARATION SERVICES PROVIDED.</i>”	Controller responsibility for separation begins at the point where the approach clearance becomes effective(摘自第 2 點) 3. Where separation services are not provided to VFR aircraft practicing instrument approaches, the controller shall: (a) Instruct the pilot to maintain VFR. (b) Advise the pilot that separation services are not provided. PHRASEOLOGY: “(Aircraft identification) <i>MAINTAIN VFR, PRACTICE APPROACH APPROVED, NO SEPARATION SERVICES PROVIDED.</i>”	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
(b) Provide traffic information or advise the pilot to contact the appropriate facility. 5. If an altitude is assigned, including at or above/below altitudes, the altitude specified must meet MVA, minimum safe altitude, or minimum IFR altitude criteria. REFERENCE- <i>FAA Order JO 7110.65, Para 7-7-5, Altitude Assignments.</i> e. Missed Approaches. 1. Unless alternate instructions have been issued, IFR aircraft are automatically authorized to execute the missed approach depicted for the instrument approach being flown.	(b) Provide traffic information or advise the pilot to contact the appropriate unit. 5. If a level is assigned, including at or above/below levels, the level specified must meet MVA, minimum safe altitude, or minimum IFR level criteria. REFERENCE – <i>LEVEL INFORMATION, 4-5-6 VFR LEVEL ASSIGNMENTS, 7-6-5</i> e. Missed Approaches 1. Unless alternate instructions have been issued, IFR aircraft are automatically authorized to execute the missed approach depicted for the instrument approach being flown.	(c) Provide traffic information or advise the pilot to contact the appropriate unit. 4. If a level is assigned, including at or above/below levels, the level specified must meet MVA, minimum safe altitude, or minimum IFR level criteria. 【 Terminal RADAR Service Area(TRSA)的高度指定，無具體對應章節，近似章節為 7-6-5】 5. All VFR aircraft shall be instructed to maintain VFR on initial contact or as soon as possible thereafter. NOTE: <i>This advisory is intended to remind the pilot that even though ATC is providing IFR-type instructions, the pilot is responsible for compliance with the applicable FR governing VFR flight. [FAA 改寫至 (d)1]</i> b. e. Missed Approaches. 1. Unless alternate instructions have been issued, IFR aircraft are automatically authorized to execute the missed approach depicted for the instrument approach being flown.	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
REFERENCE- FAA Order JO 7110.65, Para 4-8-9, Missed Approach. 2. VFR aircraft are not automatically authorized to execute the missed approach procedure. This authorization must be specifically requested by the pilot and approved by the controller. When a missed approach has been approved and the practice approach is conducted in accordance with subparagraph d2 above, IFR separation must be provided throughout the procedure including the missed approach. If the practice approach is conducted in accordance with subparagraph d3 above, IFR separation services are not required during the missed approach.	REFERENCE- MISSED APPROACH, Para 4-8-7. 2. VFR aircraft are not automatically authorized to execute the missed approach procedure. This authorization must be specifically requested by the pilot and approved by the controller. When a missed approach has been approved and the practice approach is conducted in accordance with subparagraph d. 2 above, IFR separation must be provided throughout the procedure including the missed approach. If the practice approach is conducted in accordance with subparagraph d. 3 above, IFR separation services are not required during the missed approach. 4-8-9 練習儀器進場 根據以下規定，授權、撤銷授權、延遲或拒絕授權儀器進場練習：	REFERENCE: MISSED APPROACH, Para 4-8-7. 2. VFR aircraft are not automatically authorized to execute the missed approach procedure. This authorization must be specifically requested by the pilot and approved by the controller. When a missed approach has been approved, and the practice approach is conducted in accordance with paragraph 4-8-9 a2, separation must be provided throughout the procedure including the missed approach. If the practice approach is conducted in accordance with paragraph 4-8-9 a3, separation services are not required during the missed approach. REFERENCE: VISUAL SEPARATION, Para 7-2-1. 4-8-9 練習進場 除了軍機於軍機場作業外，無論目視飛航或儀器飛航之練習進場以不影響其他目視飛航或儀器飛航之離	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
	a. 當航情狀況和／或工作負荷導致無法授權儀器進場練習時，應告知駕駛員原因。如可能，告知預計延遲時間，管制員提供的預計延遲時間不應為無限期。通常以不中斷航空器進場為原則。 b. 除軍機於軍機場作業外，無論目視飛航或儀器飛航之儀器進場練習以不影響其他目視飛航或儀器飛航之離到場為原則。 註一 一般航空器優先於練習儀器進場的航空器，並非如此一成不變，管制員可靈活運用，以保持服務品質。	到場為原則。管制員可視航情需要，同意、收回或拒絕練習進場。通常以不中斷航空器進場為原則。 註一 一般航空器優先於練習儀器進場的航空器，並非如此一成不變的，管制員可靈活運用，以保持服務品質。 a. 隔離	

三、臨時動議

四、散會