

飛航管理程序修編小組第 99 次會議紀錄

115 年 8 月 7 日

1. 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
第 98 次修編會議決議的英文版原文 4-8-9 PRACTICE INSTRUMENT APPROACHES Authorize, withdraw authorization, delay, or refuse to authorize practice instrument approaches in accordance with the following:	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：	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。 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. 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。	【決議】 依建議修正文字欄內容調整中文版內容。

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
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. 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>	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。	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. 隔離 a. Separation	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
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. 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 Rules of the Air governing VFR flight.</i> 2. Where procedures requires the	(以上為第 98 次修編會議決議內容) ===== c.儀器飛航之航空器練習儀器進場應採用第三、四、五、六、七章中之儀器飛航隔離，直至航空器落地且飛航終止，或駕駛員取消飛航計畫。 d. 目視飛航航空器實施練習儀器進場： 1. 應在初次連絡時或儘快指示其保持目視飛航。 註— 這是要提醒駕駛員，縱使航管提供儀器飛航的指示，駕駛員仍有責任遵照「飛航規則」中的目視飛航規則。 2. 當目視飛航航空器練習儀器進場需	1. 儀器飛航之航空器練習儀器進場應採用第三、四、五、六、七章中之頒布之隔離直到下列情況： (a)航空器落地且飛航終止，或(b)駕駛員取消飛航計畫。 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. (原本節a項第 5 點) <u>所有目視飛航之航空器</u>，應在初次連絡時或儘快指示其保持目視飛航。 5. All VFR aircraft shall be instructed to maintain VFR on initial contact or as soon as possible thereafter. 註— 這是要提醒駕駛員，縱使航管提供的是儀器飛航的指示，駕駛員仍有責任遵照飛航規則中的目視飛航規則。 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.</i> (原本節a項第 2 點) 當目視飛航之航空器練習儀器進場，	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
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. 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	要採用儀器飛航隔離時，應遵照第三、四、五、六、七章之儀器飛航隔離。除超重型或重型航空器外，目視飛航航空器間或目視飛航與儀器飛航航空器間可採用 500 呎<u>垂直</u>隔離。 3.管制員對目視飛航航空器之儀器飛航隔離責任始於進場許可生效，止於航空器到達誤失進場點，除依 e. 2. 規定誤失進場程序需要儀器飛航隔離。	需要採用儀器飛航隔離時，應遵照第三、四、五、六、七章之儀器飛航隔離。<u>自進場許可頒發生效後，管制員應負隔離之責。</u>除了超重或重型航空器外，目視飛航航空器間或目視飛航與儀器飛航航空器間可採用 500 呎隔離。 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. (部分文字摘自第 2 點並新增責任止於誤失進場點) 自進場許可頒發生效後，管制員應負隔離之責。 Controller responsibility for separation begins at the point where the approach clearance becomes effective. (原本節 a 項第 3 點) 當不提供目視飛航航空器練習儀器進	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
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) MAINTAIN VFR, PRACTICE APPROACH APPROVED, NO SEPARATION SERVICES PROVIDED.” (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.	4. 當不提供目視飛航航空器練習儀器進場的隔離服務時，管制員應： (a) 指示駕駛員保持目視飛航，並告知駕駛員不提供隔離服務。 術語－ (航空器識別)保持目視飛航，<u>同意</u>練習進場，不提供隔離服務。 PHRASEOLOGY: “(Aircraft identification) MAINTAIN VFR, PRACTICE APPROACH APPROVED, NO SEPARATION SERVICES PROVIDED.” (b) 提供航情資料或告知駕駛員與適當的單位連絡。 5. 如需指定一空層，含指定空層以上或以下之狀況，指定空層必須符合最低引導高度、最低安全高度或最低儀器飛航高度之標準。	場的隔離服務時，管制員應： 3. Where separation services are not provided to VFR aircraft practicing instrument approaches, the controller shall: (a)指示駕駛員保持目視飛航。 (b)告知駕駛員沒有提供隔離服務。 (a) Instruct the pilot to maintain VFR. (b)Advise the pilot that separation services are not provided. 術語－ (航空器識別)保持目視飛航，練習進場<u>同意</u>，不提供隔離服務。 PHRASEOLOGY: “(Aircraft identification) MAINTAIN VFR, PRACTICE APPROACH APPROVED, NO SEPARATION SERVICES PROVIDED.” (c)提供航情資料或告知駕駛員與適當的單位連絡。 (c) Provide traffic information or advise the pilot to contact the appropriate unit. (原本節 a項第 4 點) 4. 如需指定一空層，含指定空層以上或以下之狀況，指定空層必須符合最低引導高度、最低安全高度或最低儀器飛航高度之標準。 4. If a level is assigned, including at or above/below levels, the level specified must meet MVA, minimum safe altitude,	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
REFERENCE – <u>LEVEL INFORMATION, 4-5-6</u> <u>VFR LEVEL ASSIGNMENTS, 7-6-5</u> 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. 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	參考－ <u>空層之指定，4-5-6。</u> <u>目視飛航空層指定，7-6-5。</u> e. 誤失進場 1. 除非另有指示，儀器飛航航空器應自動按儀器進場程序中所頒布之誤失進場程序實施誤失進場。 參考－ 誤失進場，4-8-7。 2. 目視飛航航空器不可自行實施誤失進場程序，<u>應經駕駛員請求且管制員同意方可實施。當依照 d.2. 實施練習進場時，包括誤失進場階段，管制員應全程提供儀器飛航隔離。倘依 d.3. 實施練習進場時，管制員不需於誤失進場階段提供儀器飛航隔離服務。</u>	or minimum IFR level criteria. b. 誤失進場 b. Missed Approaches. 1. 除非另有指示，儀器飛航航空器應自動按儀器進場程序中所頒布之誤失進場程序實施誤失進場。 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－ 誤失進場，4-8-7。 REFERENCE: MISSED APPROACH, Para 4-8-7. 2. 目視飛航之航空器不可自行實施誤失進場程序。<u>必須經駕駛員請求而管制員同意方可實施。當依照 4-8-9 a2 實施練習進場時，管制員須在整個程序中提供隔離，包括誤失進場階段。倘依 4-8-9 a3 實施練習進場時，管制員不需於誤失進場階段提供隔離服務。</u>	

參考文件	建議修正文字	ATMP 現行章節	說明/建議/決議
above, <u>IFR</u> separation must be provided throughout the procedure including the missed approach. If the practice approach is conducted in accordance with subparagraph d. 3 above, <u>IFR</u> separation services are not required during the 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 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. <u>參考—</u> <u>目視隔離， 7-2-1。</u> REFERENCE: <i>VISUAL SEPARATION, Para 7-2-1.</i>	

2. 7-4-1 AUTHORIZATION 授權

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 BB CHG1 7-5-1 AUTHORIZATION a. SVFR operations in weather conditions less than basic VFR minima are authorized: REFERENCE- FAA Order JO 7110.65, Para 2-1-	7-4-1 AUTHORIZATION a. SVFR operations in weather conditions less than basic VFR minima are authorized: REFERENCE — <i>SPECIFIC PRIORITIES, Para 2-1-6.</i>	7-4-1 AUTHORIZATION a. SVFR operations in weather conditions less than basic VFR minima are authorized: REFERENCE: <i>SPECIFIC PRIORITIES, Para 2-1-6.</i>	【決議】 調整本節英文版 a.5. 及中文版文字，依建議修正文字欄內容調整。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
4, Operational Priority. <u>FAA Order JO 7400.11, Airspace Designations and Reporting Points.</u> <u>14 CFR Section 91.157, Special VFR Weather Minimums.</u> 1. At any location not prohibited by 14 CFR part 91, Appendix D or when an exemption to 14 CFR part 91 has been granted and an associated LOA established. 14 CFR part 91 does not prohibit SVFR helicopter operations. 2. Only within the lateral boundaries of Class B, Class C, Class D, or Class E surface areas, below 10,000 feet MSL. <u>SVFR is not authorized within Class E extension areas.</u> 3. Only when requested by the pilot. 4. On the basis of weather conditions reported at the airport <u>for which the surface area is designated.</u> REFERENCE- FAA Order JO 7110.65, Para 7-5-	1. At any location not prohibited by “Rules of the Air” or when an exemption to “Rules of the Air” has been granted and an associated LOA established. “Rules of the Air” does not prohibit SVFR helicopter operations. 2. Only within the boundaries of Class C, D, or E surface airspace. 3. Only when requested by the pilot. 4. On the basis of weather conditions reported at the aerodrome of intended landing/departure. REFERENCE — <i>CLIMB TO VFR, Para 7-4-6.</i> <i>GROUND VISIBILITY BELOW 1500M, Para 7-4-7.</i>	1. At any location not prohibited by “Rules of the Air” or when an exemption to “Rules of the Air” has been granted and an associated LOA established. “Rules of the Air” does not prohibit SVFR helicopter operations. 2. Only within the boundaries of Class C, D, or E surface airspace. 3. Only when requested by the pilot. 4. On the basis of weather conditions reported at the aerodrome of intended landing/departure. REFERENCE: <i>CLIMB TO VFR, Para 7-4-6.</i> <i>GROUND VISIBILITY BELOW</i>	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
6, Climb to VFR. FAA Order JO 7110.65, Para 7-5-7, Ground Visibility Below One Mile. 5. When weather conditions are not reported at the airport of intended landing/departure and the pilot advises that VFR cannot be maintained and requests SVFR. b. <u>Do not authorize VFR operations beneath a broken or overcast ceiling within a surface area when</u>	5. When weather conditions are not reported at the aerodrome of intended landing/departure and the pilot advises <u>that VFR cannot be maintained</u> and requests SVFR. PHRASEOLOGY – CLEARED TO ENTER/OUT OF/THROUGH, (name) AIRSPACE and if required (direction) OF (name) AERODROME (specified routing) and MAINTAIN SPECIAL V-F-R CONDITIONS. and if required AT OR BELOW (level) or CLEARED FOR (coded arrival or departure procedure) ARRIVAL/DEPARTURE (additional instructions as required). REFERENCE: AIRSPACE CLASSES, Para. 2-4-22	1500M, Para 7-4-7. 5. When weather conditions are not reported at the aerodrome of intended landing/departure and the pilot advises <u>he is unable to maintain VFR</u> and requests SVFR. PHRASEOLOGY: CLEARED TO ENTER/OUT OF/THROUGH, (name) AIRSPACE and if required (direction) OF (name) AERODROME (specified routing) and MAINTAIN SPECIAL V-F-R CONDITIONS. and if required AT OR BELOW (level) or CLEARED FOR (coded arrival or departure procedure) ARRIVAL/DEPARTURE (additional instructions as required). REFERENCE: AIRSPACE CLASSES, Para. 2-4-22	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<u>the reported ceiling at the primary airport is less than 1,000 feet. A Special VFR clearance is required.</u> <u>REFERENCE-</u> <u>14 CFR Section 91.155(c), Basic VFR Weather Minimums.</u> <u>NOTE-</u> <u>VFR operations are authorized within a surface area when operating above a ceiling that is reported as less than 1,000 feet AGL in accordance with 14 CFR section 91.155(a).</u> <u>c. SVFR operations may be authorized for aircraft operating in or transiting a Class B, Class C, Class D, or Class E surface area when the primary airport is reporting VFR but the pilot advises that basic VFR cannot be maintained.</u> NOTE- The basic requirements for issuance of a SVFR clearance in subparagraph a apply with the obvious exception that weather conditions at the controlling airport are not required to be less than basic VFR minima.	b. SVFR operations may be authorized for aircraft operating in or transiting a Class C, Class D, or Class E surface airspace when the primary aerodrome is reporting VFR but the pilot advises the basic VFR cannot be maintained. NOTE— <i>The basic requirements for issuance of a SVFR clearance in subpara a. apply with the obvious exception that weather conditions at the controlling aerodrome are not required to be less than basic VFR minima.</i> 7-4-1 授權	b. SVFR operations may be authorized for aircraft operating in or transiting a Class C, Class D, or Class E surface airspace when the primary aerodrome is reporting VFR but the pilot advises the basic VFR cannot be maintained. NOTE — <i>The basic requirements for issuance of a SVFR clearance in subpara a. apply with the obvious exception that weather conditions at the controlling aerodrome are not required to be less than basic VFR minima.</i> 7-4-1 授權	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	a.低於目視飛航天氣標準，且符合下列條件時，可授權特種目視<u>飛航</u>作業： 參考一 特定之優先次序，2-1-6。 1. 「飛航規則」未禁止之地點或<u>准許之例外</u>且已訂定相關之協議書。 「飛航規則」並未禁止直昇機特種目視<u>飛航</u>作業。 2.僅可在 C、D 或 E 類地表空域邊界內實施。 3.須由駕駛員提出要求。 4.基於欲落地／起飛機場之天氣報告。 參考一 爬高至目視飛航，7-4-6。 地面能見度低於 1,500 公尺，7-4-7。 5.當落地／起飛機場無天氣報告，駕駛員報告無法保持目視飛航而要求特種目視<u>飛航</u>。 術語一 許可進入／離開／通過(名稱)空域。 及，如需要 自(名稱)機場(方向)經(指定之航線)， 及 保持特種目視。 及，如需要 在(空層)或以下 或 許可(到場或離場程序名稱)到場／	a. 低於目視飛航天氣標準，且符合下列條件時，可授權特種目視作業： 參考一 特定之優先次序，2-1-6。 1. 飛航規則未禁止之地點或飛航規則<u>准許之例外</u>且已訂定相關之協議書。飛航規則並未禁止直昇機特種目視作業。 2. 僅可在 C、D 或 E 類地表空域邊界內實施。 3. 須由駕駛員提出要求。 4. 基於欲落地／起飛機場之天氣報告。 參考一 爬高至目視飛航，7-4-6。 地面能見度低於 1,500 公尺，7-4-7。 5. 當落地／起飛機場無天氣報告，駕駛員報告無法保持目視飛航而要求特種目視。 術語一 許可進入／離開／通過(名稱)空域。 及，如需要 自(名稱)機場(方向)經(指定之航線)， 及 保持特種目視。 及，如需要 在(空層)或以下 或 許可(到場或離場程序名稱)到場	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	離場(其他必要指示)。 參考一 空域分類，2-4-22。 b.當主要機場天氣報告為目視天氣，而駕駛員報告不能保持目視飛航時，可准許以特種目視飛航於或穿越 C 類、D 類或 E 類地表空域。 註一 按 a. 項，頒發特種目視飛航許可之基本要件，在適用上有一明顯例外，即在管制機場之天氣情況並不一定需要低於最低目視飛航天氣標準。	／離場(其他必要指示)。 參考一 空域分類，2-4-22。 b. 當主要機場天氣報告為目視天氣，而駕駛員報告不能保持目視飛航時，可准許以特種目視飛航於或穿越 C 類、D 類或 E 類地表空域。 註一 按 a. 項，頒發特種目視飛航許可之基本要件，在適用上有一明顯例外，即在管制機場之天氣情況並不一定需要低於最低目視飛航天氣標準。	

3. FAA 7110.65BB 2-6-4 干擾絲服務、2-6-8 天氣區域資訊

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
FAA 7110.65BB Basic 2-6-4 ISSUING WEATHER AND CHAFF AREAS		2-6-4 INFORMATION REGARDING ADVERSE WEATHER／氣象資訊 現行規定係提供航空器可能穿越危害天氣區域資訊，並於需要時引導航空器避讓危害天氣；相關術語含 WEATHER/CHAFF AREA、WEATHER ECHO、DEVIATION APPROVED 等。 2-6-4 INFORMATION REGARDING ADVERSE WEATHER	【決議】 1. 本區未使用 OPC(Offshore Precipitation Capability) 裝備輔助航管作業系統，爰不配合修訂 ATMP。 2. 英文版2-6-8標題編號勘誤部分照案通過。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
a. Controllers must issue pertinent information on observed/reported weather and chaff areas to potentially affected aircraft. Define the area of coverage in terms of: 1. Azimuth (by referring to the 12-hour clock) and distance from the aircraft and/or 2. The general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. NOTE— <i>Weather significant to the safety of aircraft includes conditions such as funnel cloud activity, lines of thunderstorms, embedded thunderstorms, large hail, wind shear, microbursts, moderate to extreme turbulence (including CAT), and light to severe icing.</i> PHRASEOLOGY—		a. Information that an aircraft appears likely to penetrate an area of adverse weather should be issued in sufficient time to permit the pilot to decide on an appropriate course of action, including that of requesting advice on how best to circumnavigate the adverse weather area, if so desired. NOTE— <i>Depending on the capabilities of the ATS surveillance system, areas of adverse weather may not be presented on the situation display. An aircraft's weather radar will normally provide better detection and definition of adverse weather than radar sensors in use by ATS.</i> b. In vectoring an aircraft for circumnavigating any area of adverse weather, the controller should ascertain that the aircraft can be returned to its intended or assigned	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<i>WEATHER/CHAFF AREA BETWEEN (number) 0' CLOCK AND (number) 0' CLOCK (number) MILES, and/or (number) MILE BAND OF WEATHER/CHAFF FROM (fix or number of miles and direction from fix) TO (fix or number of miles and direction from fix).</i> b. Inform any tower for which you provide approach control services of observed precipitation on radar which is likely to affect their operations. 新增 c 項：使用衛星衍生天氣資料（如 OPC）描述時應使用“weather”一詞，不得發布依衛星衍生天氣資料判讀之降水強度。 – OPC 為非認證之原型氣象偵測及顯示系統，僅得作為額外資訊工具。 （新增） <u>c. Use the term “weather” when describing satellite-derived weather, e.g., Off-</u>		flight path within the coverage of the ATS surveillance system and, if this does not appear possible, inform the pilot of the circumstances. NOTE— <i>Attention must be given to the fact that under certain circumstances the most active area of adverse weather may not be displayed.</i> PHRASEOLOGY— <i>WEATHER/CHAFF AREA BETWEEN (number) 0' CLOCK AND (number) 0' CLOCK (number) MILES,</i> <i>or</i> <i>(number) MILE BAND OF WEATHER/CHAFF FROM (fix or number of miles and direction from fix) TO (fix or number of miles and direction from fix),</i> <i>or</i>	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<u>shore Precipitation Capability(OPC), using the phraseology in subparagraph a above. Do not issue intensity based on satellite-derived weather.</u> <u>d.</u> Use the term “precipitation” when describing radar-derived weather. Issue the precipitation intensity from the lowest descriptor (LIGHT) to the highest descriptor (EXTREME) when that information is available. Do not use the word “turbulence” in describing radar-derived weather. 1. LIGHT. 2. MODERATE. 3. HEAVY. 4. EXTREME. <i>NOTE-</i> <i>Light precipitation is not displayed in ERAM.</i>	2-6-8 CHAFF SERVICE		

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	MILITARY a. Military issues pertinent information on observed/reported chaff areas. Provide radar navigational guidance and/or approve deviations around weather or chaff areas when requested by the pilot. <u>1.</u> Issue chaff information by defining the area of coverage in terms of azimuth (by referring to the 12-hour clock) and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. <u>2.</u> When a deviation cannot be approved as requested and the situation permits, suggest an alternative course of action. b. Inform TACC or approach control unit if you observe any chaff on radar which might affect their operations.	2-6-8 CHAFF SERVICE MILITARY a. Military issues pertinent information on observed/reported chaff areas. Provide radar navigational guidance and/or approve deviations around weather or chaff areas when requested by the pilot. <u>5.</u> Issue chaff information by defining the area of coverage in terms of azimuth (by referring to the 12-hour clock) and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes. <u>6.</u> When a deviation cannot be approved as requested and the situation permits, suggest an alternative course of action. b. Inform TACC or approach control unit if you observe any chaff on radar which might affect their operations.	

4. Doc 4444 Amd13/Annex 11 Amd54 氣象服務提供者及氣象資料來源註釋

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
ICAO Doc 4444 16th, Amd13 - Inclusion of the definition of “meteorological service provider” and alignment of references with the restructured Annex 3 and the new PANS-MET (Doc 10157). - Chapter 1 DEFINITIONS 新增 Meteorological service provider。 ICAO Annex 11 15th Edition, Amd54 – 納入氣象服務提供者定義，並調整相關註釋以與 PANS-MET (Doc 10157) 一致。 – 2.21 Coordination between meteorological service provider and appropriate air traffic services authority.	1-3-1 ICAO DEFINITIONS <u>Meteorological service provider: The relevant entity designated to provide meteorological service for international air navigation on behalf of a Contracting State.</u> <u>氣象服務提供者：經指定代表民航局對國際空中航行提供氣象服務之相關單位。</u> 2-6-1 FAMILIARIZATION Become familiar with pertinent weather information when coming on duty, and stay aware of current weather information needed to perform air traffic control duties. <u><i>Note—</i></u> <u>Meteorological data shall be provided by the designated meteorological service provider. For details, please refer to Meteorological Service for International Air Navigation.</u> 2-6-1 熟悉 接班後應即熟悉有關之氣象資料，並隨時注意執行航管業務所需之現有氣象資料。 <u>註一</u>	1-3-1 ICAO DEFINITIONS 現行已有： - Meteorological information／氣象資訊 - Meteorological office／氣象單位 - Meteorological report／氣象報告 2-6-1 FAMILIARIZATION Become familiar with pertinent weather information when coming on duty, and stay aware of current weather information needed to perform air traffic control duties. 2-6-1 熟悉 接班後應即熟悉有關之氣象資料，並隨時注意執行航管業務所需之現有氣象資料。	【決議】 依建議修正文字欄增訂文字內容。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	<u>提供氣象資料之來源應為經指定之氣象服務提供者，相關細節請參考「航空氣象規範」。</u>		

5. 3-7-2 TAXI AND GROUND MOVEMENT OPERATION 滑行與地面活動作業

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
FAA 7110.65BB CHG1 3-7-2. TAXI AND GROUND MOVEMENT OPERATIONS g. Crossing of active runway(s) by aircraft/vehicle(s): 2. During arrival operations, ensure the following: (a) An aircraft/vehicle has completed crossing prior to <u>an</u> arriving aircraft crossing the landing threshold, or REFERENCE- <i>P/CG Term - Clear of the Runway</i> (b) An aircraft/vehicle must not cross the runway holding position markings <u>until an arriving aircraft has completed landing roll and:</u>	3-7-2 TAXI AND GROUND MOVEMENT OPERATIONS h. Crossing of active runway(s) by aircraft/vehicle(s): 2. During arrival operations, ensure the following: (a) An aircraft/vehicle has completed crossing prior to <u>an</u> arriving aircraft crossing the landing threshold, or REFERENCE — <u>Attachment. Pilot/Controller Glossary — Clear of the Runway</u> (b) <u>An</u> aircraft/vehicle <u>shall</u> not cross the runway holding position markings until <u>an</u> arriving aircraft has landed and either:	3-7-2 TAXI AND GROUND MOVEMENT OPERATIONS h. Crossing of active runway(s) by aircraft/vehicle(s): 2. During arrival operations, ensure the following: (a) An aircraft/vehicle has completed crossing prior to <u>the</u> arriving aircraft crossing the landing threshold, or (b) <u>A crossing</u> aircraft/vehicle <u>will</u> not cross the runway holding position markings until <u>the</u> arrival has landed and either:	【決議】 1. 依建議修正文字欄內容修訂中英文版 3-7-2 h. 2. (a)及 h. 2. (b)項內容。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
(1) Acknowledged the instruction to exit the runway prior to the point at which the crossing is intended, or (2) Acknowledged the instruction to hold short of the point at which the crossing is intended, or (3) Visually observed exiting the runway prior to the point at which the crossing is intended, or (4) Passed the point at which the crossing is intended.	(1) The controller visually observes the aircraft exiting the runway prior to the point at which the crossing is intended, or (2) The arriving aircraft has passed the point at which the crossing is intended. 3-7-2 滑行與地面活動作業 h. 航機/車輛穿越使用跑道作業： 2. 於航機到場時，確保下列事項： (a) 航機/車輛在到場航機通過跑道頭前已穿越並淨空跑道。 參考－ 附件. 駕駛員/管制員詞彙－脫離跑道 (CLEAR OF THE RUNWAY) (b) 欲穿越跑道之航機/車輛不應超越跑道等待位置標線，直到航	(1) The controller visually observes the aircraft exiting the runway prior to the point at which the crossing is intended, or (2) The arriving aircraft has passed the point at which the crossing is intended. 3-7-2 滑行與地面活動作業 h. 航機/車輛穿越使用跑道作業： 2. 於航機到場時，確保下列事項： (a) 航機/車輛在到場航機通過跑道頭前已穿越並淨空跑道。 (b) 欲穿越跑道之航機/車輛<u>不</u>超越跑道等待位置標線，直到	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
	機已落地並且滿足下列情況之一： (1)管制員目視觀察到落地航機在航機/車輛預計穿越跑道位置前正在脫離跑道。 (2)到場航機已通過航機/車輛預計穿越跑道之位置。	航機已落地並且滿足下列情況之一： (1)管制員目視觀察到落地航機在航機/車輛預計穿越跑道位置前正在脫離跑道。 (2)到場航機已通過航機/車輛預計穿越跑道之位置。	

6. 8-1-2 SPECIAL HANDLING 特別處理 d.

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
現行版內容： FAA JO 7110.65BB Basic 9-1-2. SPECIAL HANDLING d. Provide special handling, as required, to FAA aircraft conducting flight inspections using the call sign "Flight Check." <u>Use of the term "recorded run" by Flight Check aircraft indicates automated flight inspections are in progress.</u> NOTE- 1. <u>Flight Check (FLC) aircraft stating "recorded run" indicates automated flight inspections are in progress. Such inspections necessitate the full length of the runway (including protection of any critical areas) and require the</u>	Chapter 8. SPECIAL FLIGHTS Section 1. FLIGHT CHECK OPERATIONS 8-1-2 SPECIAL HANDLING d. Provide special handling, as required, to military or CAA aircraft conducting flight inspections using the call sign "Fight Check". Use of the term "<u>recorded run</u>" by Flight Check aircraft indicates automated flight inspections are in progress. NOTE: 1. <u>Flight Check aircraft stating "recorded run" indicates automated flight inspections are in progress. Such inspections necessitate the full length of the runway (including protection of any critical areas) and require the entire procedure to be</u>	Chapter 8. SPECIAL FLIGHTS Section 1. FLIGHT CHECK OPERATIONS 8-1-2 SPECIAL HANDLING d. Provide special handling, as required, to military or CAA aircraft conducting flight inspections using the call sign "Fight Check". <u>The call sign "Flight Check (Nr) recorded"</u> indicates automated flight inspections are in progress <u>in terminal areas</u>. NOTE: <u>The flight inspection aircraft will file flight plans using the call sign "FLIGHT CHECK" during flight inspections or when inbound to conduct flight inspections. Flight plan remarks may</u>	【決議】 1. 請總臺研議本項議題，如有修編需求復於116年度 ATMP 修編會議中提案討論。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
<u>entire procedure to be flown, up to and including the missed approach as needed. Any interruption of a recorded run will require the entire procedure to be reinitiated.</u> 2. Flight plan remarks may indicate type NAVAID inspection to be accomplished, e.g., “FC OKC P.” 3. Authorized non-FAA Service Providers conducting Flight Validation activities use the call sign “FLIGHT VAL.” Although these activities are similar to Flight Inspection activities, no additional priority is granted with this call sign. 參考前版次內容對照： JO 7110.65AA 9-1-2. SPECIAL HANDLING d. Provide special handling, as required, to FAA aircraft conducting flight inspections using the call sign “Flight Check.” The call sign “Flight Check (Nr) recorded” indicates automated flight inspections are in progress in terminal areas. NOTE-	<u>flown, up to and including the missed approach as needed. Any interruption of a recorded run will require the entire procedure to be reinitiated.</u> 2. Flight plan remarks may indicate type NAVAID inspection to be accomplished; e.g. “FC APU VOR”. 第八章 特種飛航 第一節 飛航查核作業 8-1-2 特別處理 d. 對軍方或民用航空局執行飛航查核使用「飛航查核」呼號之航空器，視需要提供特別處理。<u>當飛航查核航空器使用「recorded run」一詞，表示自動飛航查核正進行。</u> 註— 1. 飛航查核航空器告知「<u>recorded run</u>」時，表示自動飛航查核正在	indicate type NAVAID inspection to be accomplished; e.g. “FC APU VOR”. 第八章 特種飛航 第一節 飛航查核作業 8-1-2 特別處理 d. 對軍方或民用航空局執行飛航查核使用「飛航查核」呼號之航空器，視需要提供特別處理。<u>使用「飛航查核 (Nr) 記錄」之呼號係指在終端區域中自動飛航查核正進行。</u> 註— 飛航查核航空器應在飛航計畫內填註在飛航查核期間或	

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
1.FAA flight inspection aircraft will file flight plans using the call sign “FLIGHT CHECK” during flight inspections or when inbound to conduct flight inspections. Flight plan remarks may indicate type NAVAID inspection to be accomplished; e.g., “FC OKC P.” 2. Authorized non-FAA Service Providers conducting Flight Validation activities use the call sign “FLIGHT VAL.” Although these activities are similar to Flight Inspection activities, no additional priority is granted with this call sign.	<u>進行。此類查核作業需使用全長跑道（包括保護相關臨界區域），並要求完整飛行整個程序，必要時包括執行誤失進場程序。自動飛航查核如中斷，需重新執行整個程序。</u> 2. 在飛航計畫備註項內可指出要查核之助航設施型式，如「查核鞍部多向導航臺」。	<u>當進入執行飛航查核時應使用「飛航查核」之呼號。在飛航計畫備註項內可指出要查核之助航設施型式，如「查核鞍部多向導航臺」。</u>	

7. 5-12-2 DECISION HEIGHT (DH) NOTIFICATION 決定高度之通知、

5-12-6 DECISION HEIGHT 決定高度

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
FAA 7110.65BB Section 12. PAR Approaches-Terminal		Section 12. PAR APPROACHES – TERMINAL (MILITARY)	【決議】 1. ATMP 5-12-2、5-12-6 內文（中英文）維持現行不予修訂。

FAA/ICAO 原文參考資料	建議修正文字	ATMP 現行章節	說明/建議
feet). 5-12-6 DECISION HEIGHT Inform the aircraft when it reaches the published decision height. PHRASEOLOGY: AT DECISION HEIGHT.	5-12-6 決定<u>實際</u>高度 當到達公布之決定<u>實際</u>高度時應告知航空器。 術語— 到達決定<u>實際</u>高度	5-12-6 決定高度 當到達公布之決定高度時應告知航空器。 術語— 到達決定高度	

三、臨時動議

ATMP 第 20 版標點符號通盤檢視與修訂

【決議】

授權 ATMP 修編秘書通盤檢視 ATMP 第 19 版中英文內容，就標點符號及排版疏漏的部分予以修正，並將修正結果逕付飛航服務總臺修編委員檢視，經確認無誤後統整於飛航管理程序第 20 版公布實施。

四、散會