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9 July 2021

Ref.: AN 13/2.5-21/51

Subject: Proposed amendment to PANS-ATM relating to time-based separation (TBS) minima for wake turbulence arising from the direct submission method

Action required: Comments to reach Montréal by 4 May 2022 (paragraph 2 refers)

CORRIGENDUM NO. 2[1] of 4 November 2021

1. *Amend* Attachment B, paragraph 8.7.3.7.1 c) 4) by removing the text in square brackets and bold format, as shown below, as it is not part of the proposal:

8.7.3.7.1 . . .

. . .

c) calculation of the minimum distance (displayed to the controller) required between aircraft pairs shall be performed by an ATC automation system, and shall be based on the following:

. . .

4) the expected elapsed time of the succeeding aircraft **[type, wake turbulence category or group]**, based on the applicable final approach wind condition data, including appropriate additional margins as necessary**[to allow for predicted variability]**;

[1] Corrigendum No. 1 applies to the Spanish version only.
Corrigendum No. 2 applies to all language versions.

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2. As a consequence of this corrigendum, the deadline for comments on the proposal has been extended to 4 May 2022 (refer to Action required, above).

3. With regard to Attachment A, *Background Information*, the Air Navigation Commission, during the first meeting of its 218th Session on 14 September 2021, requested that additional information be provided to States and international organizations to clarify the innovative method by which the time-based separation (TBS) minima for wake turbulence amendment proposals was prepared.

4. In this regard, please *insert* after paragraph 1.6 in Attachment A, the following new text and graphical comparative flow of the traditional process for the development of proposals for Annex and PANS amendments and the streamlined process by which the TBS proposal was determined to be sufficiently mature for review by States and international organizations. This is to be viewed in conjunction with the content of Attachment A:

Editorial Note.— In Attachment A, *after* paragraph 1.6, *insert* new paragraphs 1.7 to 1.10 as follows:

1.6 . . .

1.7 With reference to the box labelled "Origin of the proposal" in the graphic "Making an ICAO Standard", the international organization that proposed the amendment to *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) is EUROCONTROL.

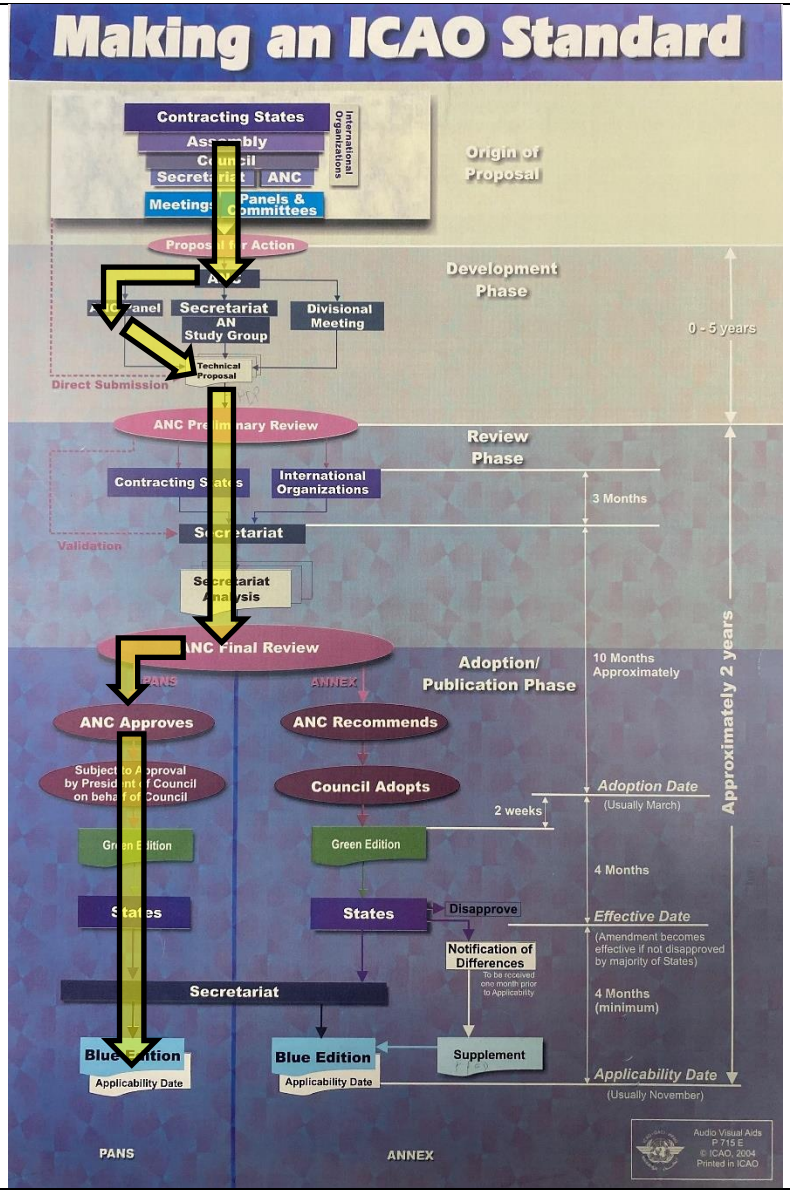
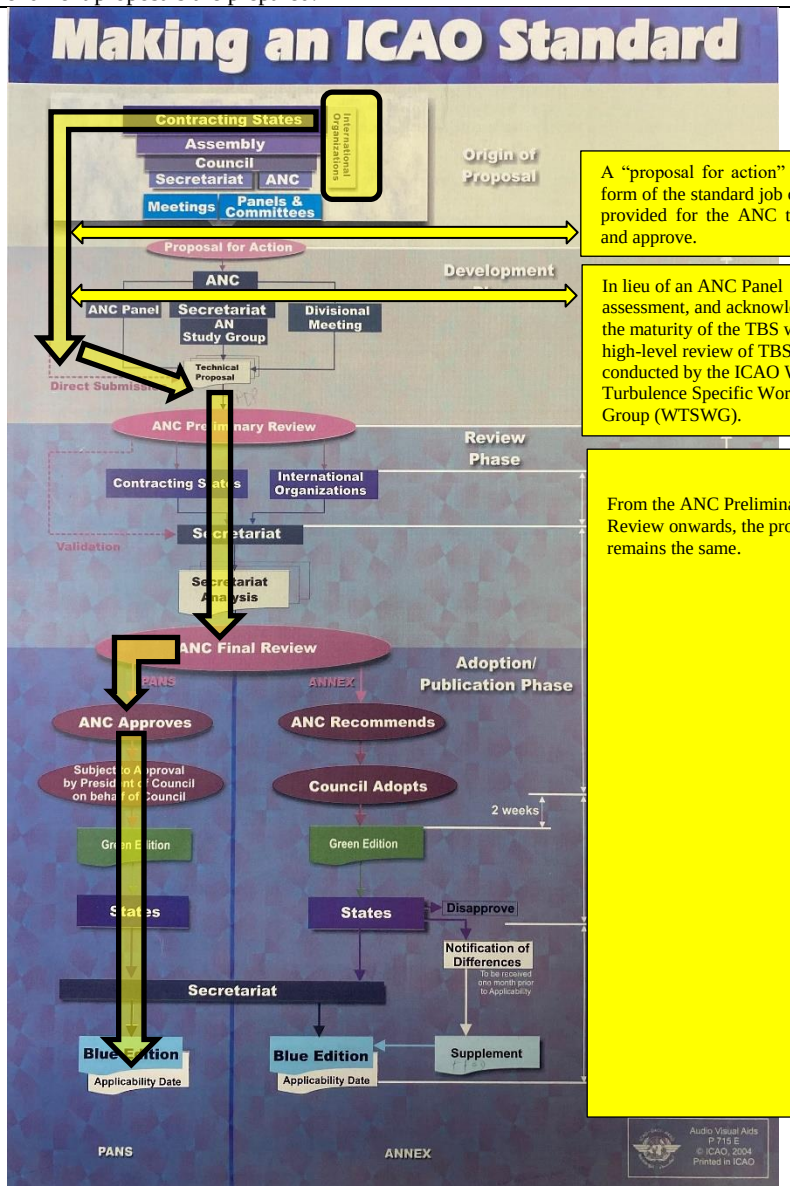
1.8 With reference to the "Proposal for Action" ellipsoid in the graphic "Making an ICAO Standard", a standard job card (as used in the ICAO panel work approval process) was prepared and approved by the Air Navigation Commission.

1.9 With reference to the existing "Direct Submission" pathway on the right hand side of the graphic "Making an ICAO Standard", while this was followed, an auxiliary step was conducted; that being, in lieu of a full ANC Panel assessment, and acknowledging the maturity of the TBS proposal, a high level review of TBS was conducted by the ICAO Wake Turbulence Specific Working Group (WTSWG).

1.10 From the "ANC Preliminary Review" ellipsoid onwards in the graphic "Making an ICAO Standard", remains the same as for the current, depicted process.

End of new text

Editorial Note.— Insert the following graphical comparative flow following the new text in Attachment A.

The "normal" ICAO SARPS development process for Annex and PANS amendments.	The method by which the time-based separation (TBS) minima for wake turbulence amendment proposals are prepared.
	

A "proposal for action" – in the form of the standard job card was provided for the ANC to assess and approve.

In lieu of an ANC Panel assessment, and acknowledging the maturity of the TBS work, a high-level review of TBS was conducted by the ICAO Wake Turbulence Specific Working Group (WTSWG).

From the ANC Preliminary Review onwards, the process remains the same.

Note.— The graphic "Making an ICAO Standard" is located at https://www.icao.int/safety/airnavigation/Pages/standard.aspx#10.

5. Please be advised that the intent of State letter AN 13/2.5-21/51, is not to seek feedback on a direct submission process and its viability, but only comment on the draft technical provisions relating to TBS. Before any formalization of a direct submission process, details will be provided and comment requested via a State letter.

— END —