#	Line, Section, Table, Entire Document, etc.	Comment	Commenter	State or Organization	Disposition (Completed By Subteam)	Actions(s) (Completed by Subteam)	Key Participant(s) (Completed by Subteam)
Ex.	Lines 122-156	*Please be as descriptive as possible. Where applicable, please propose revised or replacement text. Please ensure that comments focus on the substance of the document. Changes in grammar, punctuation, and word-choice should only be proposed if they significantly alter the meaning of the text.* *For those not using OneDrive, comments should be submitted via e-mail, to sylau@hko.gov.hk. Thank you, in-advance, for your input.*	S. Albersheim	U.S.			
1	73-77	**Add** - Radiation (i.e. ground released radiation)	G Rennie	IATA	Substantive comment. To be discussed.		
2	230-233	Replace whole paragraph with: ATCS is a service provided for the purpose of ensuring the separation standard between aircraft is maintained. This includes assisting aircraft maintain a safe distance from terrain and other obstacles during all phases of flying operations. ATCS also expedites and maintains the efficient flow of traffic	G Rennie	IATA	Tech edit. Accepted.		
3	288-302	**Add** - f) information provided is not globally harmonised or aligned **Add** - g) graphical information for delivering to the aircraft Flight deck is unavailable and unachievable giving the wide MWO disparity in capability **Add** - h)the ability to develop and globally provide increasingly dynamic and new short term information would be unachievable	G Rennie	IATA	Tech edit. Accepted.		
4	305-310	**add dot point** - Strong, structured and collaborative information exchange between the MWO's and 'global' providers **Add dot point** - Information diseminated in graphical form supporting aircraft to download direct to the Flight Deck **Add dot point** - provision of longer term hazard information with added responsiveness with provision of increasingly dynamic, short term hazard information **Add dotpoin**t - information alignment between operators, aircraft and ATCS	G Rennie	IATA	Tech edit. Accepted.		
5	333-340	Delete this paragraph	G Rennie	IATA	Tech edit. Accepted.		

6	137-149	**Add this para before existing first para**: The capability of aircraft (communications) and use of airspace (through PBN) is iproving and operator requirements are evolving in line with this capability to improve safety and efficiency in congested or increasingly liberalised airspace. Users will require globally consistent, responsive and aligned phenomena based hazard information which is available as both longer term planning information and critical short term information. This includes the future use of trajectory based operations (TBO) which will require ATCS using the same source information. Further, operators and egulators are increasingly looking to implement the use of performance based provisons for planning which will require improved information integrity and responsive changes to conditions **Change para starting Current line 138** - Users require defined hazard information about clear air turbulence, icing, turbulence (all forms), thunderstorms, dust/sandstorms and radiation that may constrain operations along the intended route of flight. Users clearly indicate the need for globally-consistent, phenomena-based information about the location (both present and future), extent (vertical, horizontal, and temporal), and intensity of potential hazards caused by meteorological phenomena that impact flight operations along intended routes or flight tracks. This information must be communicated in a format that is usable by multiple aviation decision-makers, including automated decision support tools (DST) in the time frame of ASBU block 1. **Delete current para starting line 143**	**G Rennie**	**IATA**	**Tech edit. Accepted.**		
7	172	change 'could' improve to will improve			**Tech edit. Accepted.**		
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