



International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
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Ref.: AN 11/6.3.21-08/27

2 April 2008

**Subject:** Adoption of Amendment 27 to Annex 6, Part II

**Action required:** a) Notify any disapproval before 20 July 2008; b) Notify any differences and compliance before 18 October 2010

Sir/Madam,

1. I have the honour to inform you that Amendment 27 to the *International Standards and Recommended Practices, Operation of Aircraft — International General Aviation — Aeroplanes* (Annex 6, Part II to the Convention on International Civil Aviation) was adopted by the Council at the fourth meeting of its 183rd Session on 7 March 2008. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET ([www.icao.int/icaonet](http://www.icao.int/icaonet)).

2. When adopting the amendment, the Council prescribed 20 July 2008 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 27, to the extent it becomes effective, will become applicable on 18 November 2010.

3. Amendment 27 arises from:

- a) action by the Secretariat, with the assistance of the International Business Aviation Council (IBAC) and the International Council of Aircraft Owner and Pilot Associations (IAOPA) and their constituents, to update the Annex to reflect the changes that have occurred within the general aviation community; and
- b) action by the Secretariat, with the assistance of the Required Navigation Performance Special Operational Requirements Study Group (RNPSORSG), to align the required navigation performance (RNP) and area navigation (RNAV) terminology with the performance-based navigation (PBN) concept.

4. Annex 6, Part II was first introduced in 1968. Since that time, a number of amendments have been made, but the basic structure of this Part is still geared towards a general aviation environment prevalent in the 1960's, i.e. light aircraft typically operated for recreational purposes, domestically as well as internationally. General aviation has changed significantly since then with the advent of new technologies and more capable aircraft, and with the maturing of two new sectors of the industry – corporate aviation and fractional ownership. Lack of current provisions in Annex 6, Part II has raised the concern that individual State regulators addressing general aviation operations would become increasingly divergent unless ICAO could provide modernized requirements that would meet the needs of general aviation today. In view of these factors, the Air Navigation Commission recognized that the current Annex 6, Part II is lagging behind the developments in general aviation and is in danger of becoming irrelevant.

5. The broad objectives of this proposal are to update Standards and Recommended Practices (SARPs) in order to enhance the safety of international general aviation operations, and to provide a regulatory framework that will enable States to harmonize their general aviation regulations. While corporate aviation and fractional ownership are elements of contemporary general aviation, the amendments address only corporate aviation. The need for specific provisions regarding fractional ownership is being assessed.

6. The following are specific elements of the amendment proposal that describe the structure and content of the amendment:

- a) Section I is general in nature and includes revised and newly added definitions and a statement of applicability. Examples of new definitions that will apply to the expanded scope of the new Part II include: acts of unlawful interference, corporate aviation operation, industry code of practice, operating base, operational control, operator, and safety management systems;
- b) Section II is very similar to the current Part II in its entirety. Section II incorporates updates in terminology and minor new provisions which will align it with the modern general aviation environment. Section II applies to the pilot-in-command and aircraft owner/operator; and
- c) Section III is applicable to the operation of the more complex and larger aircraft that are typically involved in corporate aviation operations. It expands upon the basic provisions of Section II, and introduces provisions applicable to an operator, as opposed to the more limited owner/operator provisions of Section II. The specific criteria in Section III recognize the need for oversight by the operator when the operation becomes sufficiently complex. To facilitate this, Section III includes a requirement that an operator notify a State when it bases its operations in a State other than the State of Registry. Section III also introduces requirements for operations manuals, safety management systems, training programmes and fatigue management programmes. The requirements of the operator in Section III are largely evolved from the best practices of industry and rely heavily on performance-based rules. Corporate aviation has heretofore been largely self-regulated and has enjoyed an excellent safety record. The industry practices contributing to this record of success are extensively drawn upon in creating the provisions of Section III.

7. The proposed PBN amendment stems from the development of the PBN concept and related guidance and has the objective of facilitating the implementation of RNAV and RNP in a globally harmonized manner, thereby addressing diverging implementation trends.

8. In accordance with the decision of the 26th Session of the Assembly, I would like to bring to your attention the Organization's long-standing practice of providing documentation to States upon request. In this regard, I wish to refer you to the ICAO-NET website ([www.icao.int/icaonet](http://www.icao.int/icaonet)) where you can access all relevant documentation. The practice of dispatching printed copies of such documentation has now been discontinued.

9. In conformity with the Resolution of Adoption, may I request:

- a) that before 20 July 2008 you inform me if there is any part of the adopted SARPs amendments in Amendment 27, concerning which your Government wishes to register disapproval, using the form in Attachment A for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
- b) that before 18 October 2010 you inform me of the following, using the form in Attachment B for this purpose:
  - 1) any differences that will exist on 18 November 2010 between the national regulations or practices of your Government and the provisions of the whole of Annex 6, Part II, as amended by all amendments up to and including Amendment 27, and thereafter of any further differences that may arise;
  - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 6, Part II, as amended by all amendments up to and including Amendment 27.

10. With reference to the request in paragraph 9 a) above, it should be noted that a registration of disapproval of Amendment 27 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 9 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.

11. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment C.

12. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

13. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 9 b) above, to the ICAO Regional Office accredited to your Government.

14. As soon as practicable after the amendment becomes effective, on 20 July 2008, replacement pages incorporating Amendment 27 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif  
Secretary General

**Enclosures:**

- A — Form on notification of disapproval of all or part of Amendment 27 to Annex 6, Part II
- B — Form on notification of compliance with or differences from Annex 6, Part II
- C — Note on the Notification of Differences

ATTACHMENT A to State letter AN 11/6.3.21-08/27

NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF  
AMENDMENT 27 TO ANNEX 6, PART II

To: The Secretary General  
International Civil Aviation Organization  
999 University Street  
Montreal, Quebec  
Canada H3C 5H7

(State) \_\_\_\_\_ hereby wishes to disapprove the following parts of  
Amendment 27 to Annex 6, Part II:

Signature \_\_\_\_\_

Date \_\_\_\_\_

*NOTES*

- 1) If you wish to disapprove all or part of Amendment 27 to Annex 6, Part II, please dispatch this notification of disapproval to reach ICAO Headquarters by 20 July 2008. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. **If you approve of all parts of Amendment 27, it is not necessary to return this notification of disapproval.**
- 2) This notification should not be considered a notification of compliance with or differences from Annex 6, Part II. Separate notifications on this are necessary. (See Attachment B.)
- 3) Please use extra sheets as required.

\_\_\_\_\_

ATTACHMENT B to State letter AN 11/6.3.21-08/27

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM  
ANNEX 6, PART II  
(Including all amendments up to and including Amendment 27)**

To: The Secretary General  
International Civil Aviation Organization  
999 University Street  
Montreal, Quebec  
Canada H3C 5H7

1. No differences will exist on \_\_\_\_\_ between the national regulations and/or practices of **(State)** \_\_\_\_\_ and the provisions of Annex 6, Part II, including all amendments up to and including Amendment 27.

2. The following differences will exist on \_\_\_\_\_ between the regulations and/or practices of **(State)** \_\_\_\_\_ and the provisions of Annex 6, Part II, including Amendment 27 (Please see Note 3) below.)

<b>a) Annex Provision</b> (Please give exact paragraph reference)	<b>b) Difference Category</b> (Please indicate A, B, or C)	<b>c) Details of Difference</b> (Please describe the difference clearly and concisely)	<b>d) Remarks</b> (Please indicate reasons for the difference)
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(Please use extra sheets as required)

3. By the dates indicated below, **(State)** \_\_\_\_\_ will have complied with the provisions of Annex 6, Part II, including all amendments up to and including Amendment 27 for which differences have been notified in 2 above.

a) <b>Annex Provision</b> (Please give exact paragraph reference)	b) <b>Date</b>	c) <b>Comments</b>
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(Please use extra sheets as required)

Signature \_\_\_\_\_

Date \_\_\_\_\_

*NOTES*

- 1) If paragraph 1 above is applicable to you, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) Please dispatch the form to reach ICAO Headquarters by 18 October 2010.
- 3) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 4) Guidance on the notification of differences from Annex 6, Part II is provided in the Note on the Notification of Differences at Attachment C.
- 5) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

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**NOTE ON THE NOTIFICATION OF DIFFERENCES TO ANNEX 6, PART II  
AND FORM OF NOTIFICATION**

*(Prepared and issued in accordance with instructions of the Council)*

1. *Introduction*

1.1 The Assembly and the Council, when reviewing the notification of differences by States in compliance with Article 38 of the Convention, have repeatedly noted that the state of such reporting is not entirely satisfactory.

1.2 With a view to achieving a more comprehensive coverage, this note is issued to facilitate the determination and reporting of such differences and to state the primary purpose of such reporting.

1.3 The primary purpose of reporting of differences is to promote safety and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the ICAO Standards.

1.4 Contracting States are, therefore, requested to give particular attention to the notification before 18 October 2010 of differences with respect to Standards in Annex 6, Part II. The Council has also urged Contracting States to extend the above considerations to Recommended Practices.

1.5 Contracting States are asked to note further that it is necessary to make an explicit statement of intent to comply where such intent exists, or where such is not the intent, of the difference or differences that will exist. This statement should be made not only to the latest amendment but to the whole Annex, including the amendment.

1.6 If previous notifications have been made in respect of this Annex, detailed repetition may be avoided, if appropriate, by stating the current validity of the earlier notification. States are requested to provide updates of the differences previously notified after each amendment, as appropriate, until the difference no longer exists.

2. *Notification of differences to Annex 6, Part II, including Amendment 27*

2.1 Past experience has indicated that the reporting of differences to Annex 6, Part II has in some instances been too extensive since some appear merely to be a different manner of expressing the same intent.

2.2 Guidance to Contracting States in the reporting of differences to Annex 6, Part II can only be given in very general terms. Where the national regulations of States call for compliance with procedures that are not identical but essentially similar to those contained in the Annex, no difference should be reported since the details of the procedures existing are the subject of notification through the medium of aeronautical information publications. Although differences to Recommended Practices are not notifiable under Article 38 of the Convention, Contracting States are urged to notify the Organization of the differences between their national regulations and practices and any corresponding Recommended Practices contained in an Annex. States should categorize each difference notified on the basis of whether the corresponding national regulation is:

- a) ***More exacting or exceeds the ICAO Standard or Recommended Practice (SARP) (Category A)***. This category applies when the national regulation is more demanding than the corresponding SARP, or imposes an obligation within the scope of the Annex which is not covered by a SARP. This is of particular importance where a State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;
- b) ***Different in character or other means of compliance (Category B)\****. This category applies when the national regulation is different in character from the corresponding ICAO SARP, or when the national regulation differs in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) ***Less protective or partially implemented/not implemented (Category C)***. This category applies when the national regulation is less protective than the corresponding SARP; or when no national regulation has been promulgated to address the corresponding SARP, in whole or in part.

2.3 When a Contracting State deems an ICAO Standard concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences to Annex 8 provisions related to the design and construction of an aircraft.

2.4 For States that have already fully reported differences from Annex 6, Part II or have reported that no differences exist, the reporting of any further differences occasioned by the amendment should be relatively straightforward; however, attention is called to paragraph 1.5 wherein it is indicated that this statement should be not only to the latest amendment but to the whole Annex, including the amendment.

### 3. *Form of notification of differences*

3.1 Differences should be notified in the following form:

- a) ***Reference***: The number of the paragraph or subparagraph in Annex 6, Part II as amended which contains the Standard or Recommended Practice to which the difference relates;
- b) ***Category***: Indicate the category of the difference as A, B or C in accordance with paragraph 2.2 above.
- c) ***Description of the difference***: Clearly and concisely describe the difference and its effect;

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\* The expression “different in character or other means of compliance” in b) would be applied to a national regulation which achieves, by other means, the same objective as that of the corresponding ICAO SARPs and so cannot be classified under a) or c).

- d) *Remarks:* Under “Remarks” indicate reasons for the difference and intentions including any planned date for implementation.

3.2 The differences notified will be recorded in a Supplement to the Annex, normally in the terms used by the Contracting State when making the notification. In the interest of making the supplement as useful as possible, please make statements as clear and concise as possible and confine remarks to essential points. Comments on implementation, in accordance with paragraph 4 b) 2) of the Resolution of Adoption, should not be combined with those concerning differences. The provision of extracts from national regulations cannot be considered as sufficient to satisfy the obligation to notify differences. General comments that do not relate to specific differences will not be published in Supplements.

— END —

**AMENDMENT No. 27**

**TO THE**

**INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES**

**OPERATION OF AIRCRAFT**

**ANNEX 6**

**TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

**PART II**

**INTERNATIONAL GENERAL AVIATION — AEROPLANES**

The amendment to Annex 6, Part II contained in this document was adopted by the Council of ICAO on **7 March 2008**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **20 July 2008** will become effective on that date and will become applicable on **18 November 2010** as specified in the Resolution of Adoption. (State letter AN 11/6.3.21-08/27 refers.)

**MARCH 2008**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**AMENDMENT 27 TO THE INTERNATIONAL STANDARDS AND  
RECOMMENDED PRACTICES**

**OPERATION OF AIRCRAFT — INTERNATIONAL GENERAL  
AVIATION — AEROPLANES**

**RESOLUTION OF ADOPTION**

*The Council*

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. *Hereby adopts* on 7 March 2008 Amendment 27 to the International Standards and Recommended Practices contained in the document entitled *International Standards and Recommended Practices, Operation of Aircraft, International General Aviation — Aeroplanes* which for convenience is designated Annex 6, Part II to the Convention;
2. *Prescribes* 20 July 2008 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the Council before that date;
3. *Resolves* that the said amendment or such parts thereof as have become effective shall become applicable on 18 November 2010;
4. *Requests the Secretary General:*
  - a) to notify each Contracting State immediately of the above action and immediately after 20 July 2008 of those parts of the amendment which have become effective;
  - b) to request each Contracting State:
    - 1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 18 November 2010 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 18 October 2010, and thereafter to notify the Organization of any further differences that arise;
    - 2) to notify the Organization before 18 October 2010 of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;
  - c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, when the notification of such differences is important for the safety of air navigation, following the procedure specified in subparagraph b) above with respect to differences from Standards.

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**NOTES ON THE PRESENTATION OF THE  
AMENDMENT TO ANNEX 6, PART II**

The text of the amendment is presented in clean format.

**TEXT OF AMENDMENT 27 TO THE  
INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES**

**OPERATION OF AIRCRAFT**

**ANNEX 6  
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

**PART II  
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3. Inspections of FDR and CVR systems

## ABBREVIATIONS AND SYMBOLS

*(used in this Annex)*

### Abbreviations

AC	Alternating current
ACAS	Airborne collision avoidance system
ADREP	Accident/incident reporting
ADS	Automatic dependent surveillance
AFCS	Automatic flight control system
AGA	Aerodromes, air routes and ground aids
AIG	Accident investigation and prevention
AOC	Aeronautical operational control
APU	Auxiliary power unit
ASE	Altimetry system error
ASIA/PAC	Asia/Pacific
ATC	Air traffic control
ATM	Air traffic management
ATS	Air traffic services
CAT I	Category I
CAT II	Category II
CAT III	Category III
CAT IIIA	Category IIIA
CAT IIIB	Category IIIB
CAT IIIC	Category IIIC
CFIT	Controlled flight into terrain
cm	Centimetre
CVR	Cockpit voice recorder
DA	Decision altitude
DA/H	Decision altitude/height
DC	Device control
D-FIS	Data link-flight information services
DH	Decision height
DME	Distance measuring equipment
DSTRK	Desired track
ECAM	Electronic centralized aircraft monitor
EFIS	Electronic flight instrument system
EGT	Exhaust gas temperature
EICAS	Engine indication and crew alerting system
ELT	Emergency locator transmitter
ELT(AD)	Automatic deployable ELT
ELT(AF)	Automatic fixed ELT
ELT(AP)	Automatic portable ELT
ELT(S)	Survival ELT
EPR	Engine pressure ratio
EUROCAE	European Organization for Civil Aviation Equipment
FDAU	Flight data acquisition unit
FDR	Flight data recorder
FL	Flight level
FM	Frequency modulation

### Abbreviations

ft	Foot
g	Normal acceleration
GCAS	Ground collision avoidance system
GNSS	Global navigation satellite system
GPWS	Ground proximity warning system
hPa	Hectopascal
IFR	Instrument flight rules
ILS	Instrument landing system
IMC	Instrument meteorological conditions
INS	Inertial navigation systems
kg	Kilogram
km	Kilometre
km/h	Kilometres per hour
kt	Knot
m	Metre
MDA	Minimum descent altitude
MDA/H	Minimum descent altitude/height
MDH	Minimum descent height
MEL	Minimum equipment list
MHz	Megahertz
MLS	Microwave landing system
MMEL	Master minimum equipment list
MNPS	Minimum navigation performance specifications
MOPS	Minimum operational performance specification
NAV	Navigation
NM	Nautical mile
N <sub>1</sub>	Low pressure compressor speed (two-stage compressor); fan speed (three-stage compressor)
N <sub>2</sub>	High pressure compressor speed (two-stage compressor); intermediate pressure compressor (three-stage compressor)
N <sub>3</sub>	High pressure compressor speed (three-stage compressor)
OCA	Obstacle clearance altitude
OCA/H	Obstacle clearance altitude/height
OCH	Obstacle clearance height
RNP	Required navigation performance
RVR	Runway visual range
RVSM	Reduced vertical separation minima
SI	International System of Units

*Abbreviations*

SICASP	Secondary Surveillance Radar Improvements and Collision Avoidance Systems Panel
SOP	Standard operation procedure
TAWS	Terrain awareness system
TCAS	Traffic alert and collision avoidance system
TLA	Thrust lever angle
TLS	Target level of safety
TVE	Total vertical error
UTC	Coordinated universal time
V <sub>D</sub>	Design diving speed

*Abbreviations*

VFR	Visual flight rules
VMC	Visual meteorological conditions
VOR	VHF omnidirectional radio range
VSM	Vertical separation minima
V <sub>S0</sub>	Stalling speed or the minimum steady flight speed in the landing configuration
WXR	Weather radar

*Symbols*

°C	Degrees Celsius
%	Per cent

**PUBLICATIONS***(referred to in this Annex)*

*Convention on International Civil Aviation*  
(Doc 7300)

European Organization for Civil Aviation Equipment  
(EUROCAE)

Documents ED55 and ED56A

International Regulations for Preventing Collisions at  
Sea

*Policy and Guidance Material on the Economic  
Regulation of International Air Transport* (Doc 9587)

*Protocol Relating to an Amendment to the  
Convention on International Civil Aviation (Article  
83 bis)* (Doc 9318)

Annexes to the Convention on International Civil  
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Part II — *Voice Communication  
Systems*)

Volume IV (*Surveillance Radar and Collision  
Avoidance Systems*)

Annex 11 — *Air Traffic Services*

Annex 12 — *Search and Rescue*

Annex 13 — *Aircraft Accident and Incident  
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Annex 14 — *Aerodromes*

Volume I — *Aerodrome Design and  
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Annex 15 — *Aeronautical Information Services*

Annex 16 — *Environmental Protection*  
Volume I — *Aircraft Noise*

Annex 18 — *The Safe Transport of Dangerous  
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Procedures for Air Navigation Services

*ATM — Air Traffic Management (Doc 4444)*

*OPS — Aircraft Operations (Doc 8168)*

*Volume I — Flight Procedures*

*Volume II — Construction of Visual and  
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Flight Procedures*

*Regional Supplementary Procedures (Doc 7030)*

Manuals

*Airport Services Manual (Doc 9137)*

*Part 1 — Rescue and Fire Fighting*

*Part 8 — Airport Operational Services*

*Airworthiness Manual (Doc 9760)*

*Manual of Aircraft Ground De-icing/Anti-icing  
Operations (Doc 9640)*

*Manual of Civil Aviation Medicine (Doc 8984)*

*Manual on Implementation of a 300 m (1 000 ft)  
Vertical*

*Separation Minimum Between FL 290 and FL  
410 Inclusive*

*(Doc 9574)*

*Manual on Required Navigation Performance  
(RNP) (Doc 9613)*

*Safety Management Manual (SMM) (Doc 9859)*

**ANNEX 6 — PART II**  
**INTERNATIONAL GENERAL AVIATION — AEROPLANES**

**FOREWORD**

**Historical background**

Standards and Recommended Practices for the Operation of Aircraft — International General Aviation were first adopted by the Council on 2 December 1968 pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago, 1944) and designated as Annex 6, Part II, to the Convention. They became effective on 2 April 1969 and applicable on 18 September 1969.

Annex 6, Part II, was developed in the following manner: the Fifteenth Session of the Assembly, Montreal, June–July 1965, adopted Resolution A15-15: “Consideration of the needs of international general aviation in relation to the scope of ICAO technical activities”. Subsequently, the Fourth Air Navigation Conference (Montreal, November–December 1965) recommended a series of factors which it considered should be taken into account in extending the scope of Annex 6 to meet the needs of general aviation in accordance with the directives of Assembly Resolution A15-15.

The Fourth Air Navigation Conference recommended that the International Standards and Recommended Practices to be developed for International General Aviation Operations exclude, for the present, aerial work operations. It was however clearly the view of the conference that the Annex should be framed in such a manner as to facilitate its extension to cover aerial work operations at a later date, should such extension prove desirable.

Based on the above considerations, draft International Standards and Recommended Practices for the Operation of International General Aviation Aircraft were developed by the Air Navigation Commission and, after amendment following the usual consultation with the Member States of the Organization, were adopted by the Council so as to become, together with the Foreword approved by the Council, the text of this Annex. In developing this material in 1965 the Air Navigation Commission was guided by the following philosophies:

*Presentation and conformity with Annex 6, Part I.* The Annex should be, as nearly as practicable, equivalent in scope and conform as closely as possible to Annex 6 (now Annex 6, Part I).

*Applicability.* Although the definition of general aviation originally used in this Annex encompassed aerial work operations, these were specifically excluded from the provisions of this Annex by Chapter 2 — Applicability.

*Level of safety.* The Annex should ensure an acceptable level of safety to passengers and third parties (third parties meaning persons on the ground and persons in the air in other aircraft). Also, as some international general aviation operations (typically under 5 700 kg) would be performed by crews less experienced and less skilled, with less reliable equipment, to less rigorous standards and with greater freedom of action than in commercial air transport operations, it was therefore, accepted that the passenger in international general aviation aircraft would not necessarily enjoy the same level of safety as the fare-paying passenger in commercial air transport. However, it was recognized that in ensuring an acceptable degree of safety for third parties, an acceptable level of safety for flight crews and passengers would be achieved.

*Freedom of action.* The maximum freedom of action consistent with maintaining an acceptable level of safety should be granted to international general aviation.

*Responsibility.* The responsibility that devolves upon the operator in Annex 6, Part I, should, in Part II of the Annex, fall upon the owner and pilot-in-command. Precedent for this course of action exists in Annex 2.

Consequent to the adoption of Annex 6, Part III, *International Operations — Helicopters*, an amendment to the title was introduced to indicate that Annex 6, Part II was applicable only to aeroplanes.

In 1986 the Air Navigation Commission commenced a review of Annex 6, Part II and concluded that the definition of general aviation should be revised to exclude aerial work thus recognizing that aerial work was a distinct aspect of civil aviation and recognizing the exclusion of aerial work from the applicability of Annex 6, Part II. As with the Fourth Air Navigation Conference in 1965, the Air Navigation Commission was not aware of any degree of international aerial work operations which would necessitate the development of International Standards and Recommended Practices. The revised definitions for general aviation and aerial work and the revised applicability chapter were submitted to States in the usual manner and approved by the Council in March 1990.

In 2005 and 2006, the Air Navigation Commission completed a thorough review of Annex 6, Part II, with the intent of modernizing the provisions to reflect the significant changes in general aviation since the Annex was initially developed. The Commission considered new general aviation dynamics reflected by the increasing use of large, technically advanced turbine-engined aeroplanes in international general aviation operations. The Commission endorsed the philosophy established during initial development of the Annex that the owner and pilot-in-command must assume responsibility for the safety of operations in non-commercial operations where travel is not open to the general public. In such operations the Standards and Recommended Practices need not be as prescriptive as those in Annex 6, Part I, due to the inherent self-responsibility of the owner and pilot-in-command. The State does not have an equivalent “duty of care” to protect the occupants as it does for fare-paying customers in commercial operations. The Commission endorsed the level-of-safety philosophy that the Standards and Recommended Practices of Annex 6, Part II, must protect the interests of third parties. It was therefore agreed that the basic provisions of Annex 6, Part II, should remain applicable to all general aviation operations, but updated to reflect current technologies and operational procedures and the use of safety management systems where appropriate.

The Commission also considered that additional provisions should be added for the larger, more complex operations, and all general aviation operations using turbo-jet aeroplanes. In this regard the Commission decided to add an additional section applicable to this sector of general aviation.

In large and turbojet operations, it was concluded that their complexity warrants provisions governing an operator, whereas in the initial development of Annex 6, Part II the provisions applied to the owner and pilot-in-command. A review of the safety record of this general aviation sector showed that the principle of individual operator responsibility and industry codes of practice have been effective given that the safety record is excellent and essentially equivalent to large, scheduled air transport governed by Annex 6, Part I.

The Commission also expressed the need for a more modern approach to rulemaking through application of “performance-based” Standards. Such an approach was being considered for other Annexes, including Annex 6, Part III. Performance-based Standards are facilitated through use of industry “codes of practice”, and the Commission endorsed reference to acceptable codes in the development of an updated Annex 6, Part II.

Table A shows the origin of amendments together with a list of the principal subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

### **Applicability**

The Standards and Recommended Practices of Annex 6, Part II, are applicable to international general aviation operations with aeroplanes.

The Standards and Recommended Practices represent minimum provisions and, together with those of Annex 6 — Operation of Aircraft: Part I — International Commercial Air Transport — Aeroplanes, now cover the operation of all aeroplanes in international civil aviation, except in aerial work operations.

It will be noted that the Standards and Recommended Practices contained in Annex 6, Part II, when applied to the operation of large aeroplanes, are less stringent than those in Annex 6, Part I, applicable to the same or similar aeroplanes when used in commercial air transport operations. Nevertheless, it is considered that, in conjunction with existing provisions in Annexes 1 and 8, Annex 6, Part II, ensures an adequate level of safety for the operations

envisaged for the large aeroplanes in question. In this connection attention is drawn to the point that the entire performance Standards of Annex 8 are applicable to all aeroplanes of over 5 700 kg mass intended for the carriage of passengers or cargo or mail for international air navigation, of which the prototype was submitted for certification on or after 13 December 1964. Moreover, by virtue of Annex 1 the pilot of an aircraft certificated for operation with a minimum crew of at least two pilots must hold a type rating for that aircraft type.

### **Action by Contracting States**

*Notification of differences.* The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex, and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.

The attention of States is also drawn to the provision of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

*Promulgation of information.* The establishment and withdrawal of and changes to facilities, services and procedures affecting aircraft operations provided in accordance with the Standards and Recommended Practices specified in this Annex should be notified and take effect in accordance with the provisions of Annex 15.

### **Status of Annex components**

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

1.— *Material comprising the Annex proper:*

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

*Standard:* Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

*Recommended Practice:* Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an

essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

- d) *Tables* and *Figures* which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

It is to be noted that some Standards in this Annex incorporate, by reference, other specifications having the status of Recommended Practices. In such cases, the text of the Recommended Practice becomes part of the Standard.

2.— *Material approved by the Council for publication in association with the Standards and Recommended Practices:*

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligations of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption;
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text;
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices;
- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

### Selection of language

This Annex has been adopted in six languages — English, Arabic, Chinese, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

### Editorial practices

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix **Recommendation**; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*.

The following editorial practice has been followed in the writing of specifications: for Standards the operative verb “shall” is used, and for Recommended Practices the operative verb “should” is used.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in Annex 5 to the Convention on International Civil Aviation. Where Annex 5 permits the use of non-SI alternative units these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

Table A. Amendments to Annex 6, Part II

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
1st Edition	Fifteenth Session of the Assembly (Resolution A15-15) and Fourth Air Navigation Conference		2 December 1968 2 April 1969 18 September 1969
1	Sixth Air Navigation Conference	a) The requirement for additional instruments in aeroplanes operated as controlled VFR flights in the en-route phase; and  b) the permitting of aeroplanes, when unable to navigate by visual references to landmarks, to be navigated by equipment other than radio navigation equipment, e.g. solely by self-contained navigation means, provided that certain equipment capabilities are met, thus eliminating any requirement for the carriage of radio navigation equipment.	1 June 1970 1 October 1970 4 February 1971
2 (2nd Edition)	Special Meeting on Aircraft Noise in the Vicinity of Aerodromes	The inclusion of a specification for aeroplanes to be operated within the weight limitations imposed by the applicable noise certification Standards, except in prescribed circumstances, and to carry a document attesting noise certification.	2 April 1971 2 August 1971 6 January 1972
3	Seventh Air Navigation Conference	The inclusion of a Recommended Practice covering the design, carriage and installation of emergency location beacons – aircraft, in such aeroplanes and on such flights as may be determined by the appropriate authority.	29 May 1973 1 October 1973 23 May 1974
4	Revision of Annex 12, the Air Navigation Commission's Study concerning interception of civil aircraft and the Council action in pursuance of Assembly Resolution A18-16	a) Provisions for the marking of break-in points on aircraft;  b) provisions for reducing the risk for intercepted aircraft;  c) the revision of the Introductory Note to Chapter 3 of the Annex. The revision points to a practical method for States to discharge their functions in the cases of lease, charter and interchange of aircraft in international operations.	4 February 1975 4 June 1975 9 October 1975
5	Studies by the Air Navigation Commission, Amendment 60 to Annex 3 and Amendment 30 to Annex 14	Requirements for the provision and use of flight crew safety harnesses; amplification of specifications for the type of timepiece required for operations in accordance with the instrument flight rules and controlled VFR flights; and revision of the definitions of Aerodrome and Meteorological information.	7 April 1976 7 August 1976 30 December 1976

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
6	ASIA/PAC Regional Air Navigation Meeting	The requirement for the carriage of survival radio equipment over those areas in which search and rescue would be especially difficult to be determined by States rather than regional air navigation agreement.	16 June 1976 16 October 1976 6 October 1977
7	Air Navigation Commission Study	Recommendation for the fitting of ground proximity warning systems to certain aeroplanes.	15 December 1977 15 April 1978 10 August 1978
8	Air Navigation Commission Study	Introduction of requirements for navigation equipment to meet minimum navigational performance specifications (MNPS).	2 April 1980 2 August 1980 27 November 1980
9	Air Navigation Commission Study	Revision of the provisions relating to exterior lights to align with new provisions in Annexes 2 and 8.	22 March 1982 22 July 1982 25 November 1982
10 (3rd Edition)	Seventh meeting of the Obstacle Clearance Panel, AGA Divisional Meeting (1981), amendments consequential to adoption of Annexes 5 and 18	Introduced provisions related to development and use of instrument approach procedures, authority and competence to taxi aeroplanes. Changes to the requirements for the carriage of dangerous goods as a result of adoption by the Council of Annex 18. Units of measurement were brought in line with the provisions of Annex 5 and the <i>Note</i> in Chapter 3 concerning lease, charter and interchange was updated. The term “aerodrome operating minima” was introduced in lieu of “aerodrome meteorological minima”, and definitions of “decision altitude/height” and “minimum descent altitude/height” were entered in Chapter 1.	20 May 1983 20 September 1983 24 November 1983
11	Accident Prevention and Investigation Divisional Meeting, AIG (1979)	Introduction of provisions relating to flight recorders. Introduction of related guidance material in an attachment.	8 March 1985 29 July 1985 21 November 1985
12	Air Navigation Commission	Carriage of information on board aircraft; communication equipment on 121.5 MHz.	14 March 1986 27 July 1986 20 November 1986
13	Seventh meeting of the Obstacle Clearance Panel, Air Navigation Commission studies	Supply and use of oxygen and pressurization failure warning; refuelling with passengers on board; provision of climb performance data with all engines operating.	14 March 1986 27 July 1986 20 November 1986
14 (4th Edition)	Air Navigation Commission review of the Annex, Stage I, Third meeting of the Visual Flight Rules Operations Panel,	a) Revision of the definitions of aerial work and general aviation. Revision of the definition of alternate aerodrome to introduce take-off, en-route and destination alternate aerodromes. Introduction of a new definition for a commercial air transport operation and the definitions for flight plan and flight recorder; b) deletion of the reference to aerial work from the applicability;	19 March 1990 30 July 1990 15 November 1990

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
	Air Navigation Commission Study	<ul style="list-style-type: none"> <li>c) alignment with Annex 6, Part I, particularly with respect to flight recorder records subsequent to accidents or incidents and the requirement for a Mach number indicator;</li> <li>d) elimination of the term “controlled VFR flight”;</li> <li>e) introduction of guidance material concerning flight data recording of important operational information in aeroplanes with electronic displays.</li> </ul>	
15	Fifth meeting of the Operations Panel, Seventh and Eighth meetings of the Review of the General Concept of Separation Panel, Accident Investigation Divisional Meeting (AIG/1992), Air Navigation Commission studies	<ul style="list-style-type: none"> <li>a) Revision of definitions of aerodrome operating minima, decision altitude/height, minimum descent altitude/height and introduction of definition of obstacle clearance altitude/height;</li> <li>b) introduction of new definitions for emergency locator transmitters (ELTs), required navigation performance (RNP) and RNP type;</li> <li>c) introduction of the definition for the classification of instrument approach and landing operations;</li> <li>d) revision of the requirements concerning the use of engraving metal foil flight data recorders;</li> <li>e) introduction of carriage requirements for emergency locator transmitters (ELTs) to replace provisions regarding survival radio equipment and emergency location beacon;</li> <li>f) introduction of a requirement that the navigation equipment carried shall enable the aircraft to proceed in accordance with RNP types prescribed for the intended route(s) or area(s) and provisions to permit the uniform implementation of 300 m (1 000 ft) VSM above FL 290.</li> </ul>	21 March 1994 25 July 1994 10 November 1994
16 (5th Edition)	Air Navigation Commission studies, Fourteenth meeting of the Dangerous Goods Panel, editorial amendment, text alignment with Annex 6, Part I and/or Part III, consequential amendment	<ul style="list-style-type: none"> <li>a) Introduction of revised definitions;</li> <li>b) inclusion of references to Article 35 of the Convention;</li> <li>c) revision of the provisions concerning operating facilities, briefing, aeroplane airworthiness and safety precautions, destination alternate aerodromes, limitations imposed by weather conditions, use of oxygen and safety harness;</li> <li>d) new provisions concerning all aeroplanes on all flights, all aeroplanes operated as VFR flights and ground proximity warning systems (GPWS);</li> <li>e) revision of the provisions concerning aeroplanes operated in accordance with the instrument flight rules (IFR);</li> </ul>	10 March 1995 24 July 1995 9 November 1995

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
		f) revision of the provisions concerning the composition of the flight crew; and	
		g) revision of the provisions concerning the carriage and use of oxygen.	
17	Fourth meeting of the Secondary Surveillance Radar Improvements and Collision Avoidance Systems Panel (SICAS/4)	Requirement for aeroplanes to be equipped with pressure-altitude reporting transponders.	19 February 1996 15 July 1996 7 November 1996
18 (6th Edition)	First meeting of the Flight Recorder Panel, ICAO and Industry CFIT Task Force, Air Navigation Commission studies, Amendment 162 to Annex 1, Amendment 38 to Annex 11, editorial amendment	a) Introduction of new and revised definitions for psychoactive substances and required navigation performance; b) revision of the notes concerning lease and interchange; c) introduction of a note concerning use of psychoactive substances; and d) new and revised provisions concerning ground proximity warning systems, pressure-altitude reporting transponders and flight recorders.	20 March 1998 20 July 1998 5 November 1998
19	Second meeting of the Flight Recorder Panel, Air Navigation Commission studies	a) Revised definitions; and b) new provisions concerning the mandatory carriage of ELTs operating on 406 MHz and 121.5 MHz, the addition of a predictive terrain hazard warning function to the ground proximity warning system (GPWS), pressure-altitude reporting transponders and the introduction of an implementation date for the recording of digital communications.	15 March 1999 19 July 1999 4 November 1999
20	Air Navigation Commission studies	a) Revised definitions; and b) revision of the duties of the pilot-in-command and the introduction of criteria for instrument approach operations.	15 March 2000 17 July 2000 2 November 2000
21	Second meeting of the Flight Recorder Panel, Third meeting of the Global Navigation Satellite System Panel, Fifth meeting of the Continuing Airworthiness Panel	a) Update of the provisions pertaining to flight recorders, including the recording of digital communications; FDR requirements for new aircraft; revised parameter listings; introduction of two-hour duration CVRs; b) amendment of the classification of instrument approach and landing operations; c) new provisions pertaining to approach with vertical guidance (APV) operations; and	9 March 2001 16 July 2001 1 November 2001

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
		d) new definitions and update of provisions pertaining to maintenance-related requirements.	
22	Air Navigation Commission studies	Revised requirements for the ground proximity warning system (GPWS) and forward-looking terrain avoidance function.	15 March 2002 15 July 2002 28 November 2002
23	Separation and Airspace Safety Panel	Authorization by the State of Registry for operations in RNP airspace.	13 March 2003 14 July 2003 27 November 2003
24	Separation and Airspace Safety Panel and Air Navigation Commission studies	a) new definitions and provisions regarding height-keeping performance and height-monitoring requirements associated with reduced vertical separation minimum (RVSM) operations; and  b) new requirements for the carriage of airborne collision avoidance systems (ACAS II) in general aviation aeroplanes, and associated training requirements for pilots.	28 February 2005 11 July 2005 24 November 2005
25	Fourteenth meeting of the Obstacle Clearance Panel (OCP/14)	Pilot awareness of operational requirements determined by procedure design.	6 March 2006 — —
26	First meeting of the Operational Data Link Panel (OPLINKP/1) and Air Navigation Commission Study	a) amendments to Standards to facilitate implementation of the available technology in relation to the use of automatic dependent surveillance – contract (ADS-C) and to the introduction of required communication performance (RCP) in the provision of air traffic services (ATS); and  b) mandatory carriage requirements of emergency locator transmitters (ELTs) as of 1 July 2008.	14 March 2007 16 July 2007 22 November 2007; 1 July 2008

**ANNEX 6 — PART II**

**SECTION 1**

**GENERAL**

## INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

### CHAPTER 1.1 DEFINITIONS

When the following terms are used in the Standards, Recommended Practices and Definitions for the operation of aeroplanes in international general aviation, they have the following meanings:

***Acts of unlawful interference.*** These are acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, i.e.

- unlawful seizure of aircraft in flight,
- unlawful seizure of aircraft on the ground,
- hostage-taking on board an aircraft or on aerodromes,
- forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
- introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
- communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.

***Aerial work.*** An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

***Aerodrome.*** A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

***Aerodrome operating minima.*** The limits of usability of an aerodrome for:

- a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
- b) landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation;
- c) landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and
- d) landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.

***Aeroplane.*** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

***Aircraft.*** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

***Alternate aerodrome.*** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing. Alternate aerodromes include the following:

***Take-off alternate.*** An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

*En-route alternate.* An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.

*Destination alternate.* An alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing.

*Note.*— *The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.*

**Altimetry system error (ASE).** The difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.

**Approach and landing operations using instrument approach procedures.** Instrument approach and landing operations are classified as follows:

*Non-precision approach and landing operations.* An instrument approach and landing which utilizes lateral guidance but does not utilize vertical guidance.

*Approach and landing operations with vertical guidance.* An instrument approach and landing which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.

*Precision approach and landing operations.* An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation.

*Note.*— *Lateral and vertical guidance refers to the guidance provided either by:*

a) *a ground-based navigation aid; or*

b) *computer generated navigation data.*

*Categories of precision approach and landing operations:*

*Category I (CAT I) operation.* A precision instrument approach and landing with:

- a) a decision height not lower than 60 m (200 ft); and
- b) either a visibility not less than 800 m or a runway visual range not less than 550 m.

*Category II (CAT II) operation.* A precision instrument approach and landing with:

- a) a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft); and
- b) a runway visual range not less than 350 m.

*Category IIIA (CAT IIIA) operation.* A precision instrument approach and landing with:

- a) a decision height lower than 30 m (100 ft) or no decision height; and
- b) a runway visual range not less than 200 m.

*Category IIIB (CAT IIIB) operation.* A precision instrument approach and landing with:

- a) a decision height lower than 15 m (50 ft) or no decision height; and
- b) a runway visual range less than 200 m but not less than 50 m.

**Category IIIC (CAT IIIC) operation.** A precision instrument approach and landing with no decision height and no runway visual range limitations.

*Note.*— Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach and landing operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).

**Area navigation (RNAV).** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or spaced-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

*Note.*— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.

**Cabin crew member.** A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

**Commercial air transport operation.** An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

**Corporate aviation operation.** The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot(s) employed to fly the aircraft.

**Dangerous goods.** Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.

*Note.*— Dangerous goods are classified in Annex 18, Chapter 3.

**Decision altitude (DA) or decision height (DH).** A specified altitude or height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

*Note 1.*— Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.

*Note 2.*— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.

*Note 3.*— For convenience where both expressions are used they may be written in the form “decision altitude/height” and abbreviated “DA/H”.

**Emergency locator transmitter (ELT).** A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following:

**Automatic fixed ELT (ELT(AF)).** An automatically activated ELT which is permanently attached to an aircraft.

**Automatic portable ELT (ELT(AP)).** An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.

**Automatic deployable ELT (ELT(AD)).** An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.

**Survival ELT (ELT(S)).** An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.

**Extended flight over water.** A flight operated over water at a distance of more than 93 km (50 NM), or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing.

**Flight crew member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

**Flight manual.** A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.

**Flight plan.** Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

**Flight recorder.** Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

**Flight simulation training device.** Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

A *flight simulator*, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

A *flight procedures trainer*, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

A *basic instrument flight trainer*, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

**Flight time — aeroplanes.** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

*Note.— Flight time as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.*

**General aviation operation.** An aircraft operation other than a commercial air transport operation or an aerial work operation.

**Industry codes of practice.** Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization’s Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.

*Note.— Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 6, Part II and make available, for the industry codes of practice, their sources and how they may be obtained.*

**Instrument meteorological conditions (IMC).** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling<sup>1</sup>, less than the minima specified for visual meteorological conditions.

*Note.*— *The specified minima for visual meteorological conditions are contained in Chapter 4 of Annex 2.*

**Large aeroplane.** An aeroplane of a maximum certificated take-off mass of over 5 700 kg.

**Maintenance.** The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

**Maintenance programme.** A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.

**Maintenance release.** A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.

**Meteorological information.** Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.

**Minimum descent altitude (MDA) or minimum descent height (MDH).** A specified altitude or height in a non-precision approach or circling approach below which descent must not be made without the required visual reference.

*Note 1.*— *Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.*

*Note 2.*— *The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.*

*Note 3.*— *For convenience when both expressions are used they may be written in the form "minimum descent altitude/height" and abbreviated "MDA/H".*

**Navigation specification.** A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:

**RNP specification.** A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH.

**RNAV specification.** A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

*Note.*— *The Performance-based Navigation Manual (Doc 9613), Volume II contains detailed guidance on navigation specifications.*

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<sup>1</sup>As defined in Annex 2.

**Night.** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.

*Note.— Civil twilight ends in the evening when the centre of the sun’s disc is 6 degrees below the horizon and begins in the morning when the centre of the sun’s disc is 6 degrees below the horizon.*

**Obstacle clearance altitude (OCA) or obstacle clearance height (OCH).** The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.

*Note 1.— Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach is referenced to the aerodrome elevation.*

*Note 2.— For convenience when both expressions are used they may be written in the form “obstacle clearance altitude/height” and abbreviated “OCA/H”.*

**Operating base.** The location from which operational control is exercised.

*Note.— An operating base is normally the location where personnel involved in the operation of the aeroplane work and the records associated with the operation are located. An operating base has a degree of permanency beyond that of a regular point of call.*

**Operational control.** The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.

**Operational flight plan.** The operator’s plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.

**Operations manual.** A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

**Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

*Note.— In the context of Annex 6, Part II, the operator is not engaged in the transport of passengers, cargo or mail for remuneration or hire.*

**Performance-based navigation (PBN).** Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

*Note.— Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.*

**Pilot-in-command.** The pilot designated by the operator or the owner as being in command and charged with the safe conduct of a flight.

**Psychoactive substances.** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

**RCP type.** A label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity.

**Repair.** The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear.

**Required communication performance (RCP).** A statement of the performance requirements for operational communication in support of specific ATM functions.

**Runway visual range (RVR).** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

**Safety management system.** A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

**State of Registry.** The State on whose register the aircraft is entered.

*Note.— In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).*

**Target level of safety (TLS).** A generic term representing the level of risk which is considered acceptable in particular circumstances.

**Total vertical error (TVE).** The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).

**Visual meteorological conditions (VMC).** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling<sup>2</sup>, equal to or better than specified minima.

*Note.— The specified minima are contained in Chapter 4 of Annex 2.*

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<sup>2</sup> As defined in Annex 2

## CHAPTER 1.2 APPLICABILITY

The Standards and Recommended Practices contained in Annex 6, Part II shall be applicable to international general aviation operations with aeroplanes as described in Section 2 and Section 3.

*Note 1.— Standards and Recommended Practices applicable to the operation of aeroplanes by operators authorized to conduct international commercial air transport operations are to be found in Annex 6, Part I.*

*Note 2.— Standards and Recommended Practices applicable to international commercial air transport operations or international general aviation operations with helicopters are to be found in Annex 6, Part III.*

*Note 3.— Section 2 of Annex 6, Part II, applies to all international general aviation aeroplane operations, including those covered in Section 3. Section 3 adds additional requirements for large aeroplanes, turbo-jet aeroplanes and corporate aviation operations.*

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**ANNEX 6 — PART II**

**SECTION 2**

**GENERAL AVIATION OPERATIONS**

## CHAPTER 2.1 GENERAL

*Note 1.— Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to discharge, or obligated to discharge, as the case may be, the Assembly recognized, in Resolution A23-13, that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by an operator of another State and that the Convention may not adequately specify the rights and obligations of the State of an operator in such instances until such time as Article 83 bis of the Convention enters into force. Accordingly, the Council urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the Operator. It was understood that pending entry into force of Article 83 bis of the Convention the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State. However, as Article 83 bis of the Convention entered into force on 20 June 1997, such transfer agreements will have effect in respect of Contracting States which have ratified the related Protocol (Doc 9318) upon fulfilment of the conditions established in Article 83 bis.*

*Note 2.— In the case of international operations effected jointly with aeroplanes not all of which are registered in the same Contracting State, nothing in this Part prevents the States concerned entering into an agreement for the joint exercise of the functions placed upon the State of Registry by the provisions of the relevant Annexes.*

### 2.1.1 Compliance with laws, regulations and procedures

2.1.1.1 The pilot-in-command shall comply with the laws, regulations and procedures of those States in which operations are conducted.

*Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS, Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS, Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.*

2.1.1.2 The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his or her duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The pilot-in-command shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.

2.1.1.3 The pilot-in-command shall have responsibility for operational control.

*Note.— The rights and obligations of a State with respect to the operation of aeroplanes registered in that State are not affected by this provision.*

2.1.1.4 If an emergency situation which endangers the safety or security of the aeroplane or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of Registry of the aeroplane. Such reports shall be submitted as soon as possible and normally within ten days.

2.1.1.5 **Recommendation.**— *The pilot-in-command should have available on board the aeroplane the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.*

2.1.1.6 The pilot-in-command shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in Annex 1.

### **2.1.2 Dangerous goods**

*Note 1.— Provisions for carriage of dangerous goods are contained in Annex 18.*

*Note 2.— Article 35 of the Convention refers to certain classes of cargo restrictions.*

### **2.1.3 Use of psychoactive substances**

*Note.— Provisions concerning the use of psychoactive substances are contained in Annex 1, 1.2.7 and Annex 2, 2.5.*

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## CHAPTER 2.2 FLIGHT OPERATIONS

### 2.2.1 Operating facilities

The pilot-in-command shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.

*Note.— “Reasonable means” in this Standard is intended to denote the use, at the point of departure, of information available to the pilot-in-command either through official information published by the aeronautical information services or readily obtainable from other sources.*

### 2.2.2 Operational management

#### 2.2.2.1 Operating instructions — general

An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls is an appropriately qualified pilot or:

- a) has been duly authorized by the owner or in the case where it is leased the lessee, or a designated agent;
- b) is fully competent to taxi the aeroplane;
- c) is qualified to use the radio if radio communications are required; and
- d) has received instruction from a competent person in respect of aerodrome layout, and where appropriate, information on routes, signs, marking, lights, ATC signals and instructions, phraseology and procedures, and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.

#### 2.2.2.2 Aerodrome operating minima

The pilot-in-command shall not operate to or from an aerodrome using operating minima lower than those which may be established for that aerodrome by the State in which it is located, except with the specific approval of that State.

*Note.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome when nominated as an alternate, than for the same aerodrome when planned as that of intended landing.*

#### 2.2.2.3 Passengers

2.2.2.3.1 The pilot-in-command shall ensure that passengers are made familiar with the location and use of:

- a) seat belts;
- b) emergency exits;
- c) life jackets, if the carriage of life jackets is prescribed;
- d) oxygen dispensing equipment; and
- e) other emergency equipment provided for individual use, including passenger emergency briefing cards.

2.2.2.3.2 The pilot-in-command shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.

2.2.2.3.3 In an emergency during flight, the pilot-in-command shall ensure that passengers are instructed in such emergency action as may be appropriate to the circumstances.

2.2.2.3.4 The pilot-in-command shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane shall be secured in their seats by means of the seat belts or harnesses provided.

### 2.2.3 Flight preparation

2.2.3.1 A flight shall not be commenced until the pilot-in-command is satisfied that:

- a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane;
- b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;
- c) any necessary maintenance has been performed in accordance with Chapter 2.6;
- d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;
- e) any load carried is properly distributed and safely secured; and
- f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.

2.2.3.2 **Recommendation.**— *The pilot-in-command should have sufficient information on climb performance with all engines operating to enable determination of the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique.*

#### 2.2.3.3 Flight planning

Before commencing a flight the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules, shall include:

- a) a study of available current weather reports and forecasts; and
- b) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.

*Note.*— *The requirements for flight plans are contained in Annex 2 — Rules of the Air and Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).*

#### 2.2.3.4 Weather conditions

2.2.3.4.1 A flight to be conducted in accordance with the visual flight rules shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown under the visual flight rules will, at the appropriate time, be such as to render compliance with these rules possible.

2.2.3.4.2 A flight to be conducted in accordance with the instrument flight rules shall not be commenced unless information is available which indicates that conditions at the aerodrome of intended landing or, where a destination alternate is required, at least one destination alternate aerodrome will, at the estimated time of arrival, be at or above the aerodrome operating minima.

*Note.*— *It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome when nominated as a destination alternate than for the same aerodrome when planned as that of intended landing.*

2.2.3.4.3 A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.

2.2.3.4.4 A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.

*Note.— Guidance material is given in the Manual of Aircraft Ground De-icing/Anti-icing Operations (Doc 9640).*

## 2.2.3.5 Alternate aerodromes

### 2.2.3.5.1 Destination alternate aerodromes

For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the flight plans, unless:

- a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the aerodrome of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions; or
- b) the aerodrome of intended landing is isolated and there is no suitable destination alternate aerodrome; and
  - 1) a standard instrument approach procedure is prescribed for the aerodrome of intended landing; and
  - 2) available current meteorological information indicates that the following meteorological conditions will exist from two hours before time of arrival:
    - i) a cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and
    - ii) visibility of at least 5.5 km or of 4 km more than the minimum associated with the procedure.

## 2.2.3.6 Fuel and oil supply

A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. The amount of fuel to be carried must permit:

- a) when the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is not required in accordance with 2.2.3.5.1, flight to the aerodrome of intended landing, and after that, for at least 45 minutes at normal cruising altitude; or
- b) when the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is required, flight from the aerodrome of intended landing to an alternate aerodrome, and after that, for at least 45 minutes at normal cruising altitude; or
- c) when the flight is conducted in accordance with the visual flight rules by day, flight to the aerodrome of intended landing, and after that, for at least 30 minutes at normal cruising altitude; or
- d) when the flight is conducted in accordance with the visual flight rules by night, flight to the aerodrome of intended landing and thereafter for at least 45 minutes at normal cruising altitude.

*Note.— Nothing in 2.2.3.6 precludes amendment of a flight plan in flight in order to replan the flight to another aerodrome, provided that the requirements of 2.2.3.6 can be complied with from the point where the flight is replanned.*

### 2.2.3.7 Refuelling with passengers on board

2.2.3.7.1 **Recommendation.**— *An aeroplane should not be refuelled when passengers are embarking, on board or disembarking unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.*

2.2.3.7.2 **Recommendation.**— *When refuelling with passengers embarking, on board or disembarking, two-way communications should be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refuelling and the pilot-in-command or other qualified personnel required by 2.2.3.7.1*

*Note 1.— The provisions of 2.2.3.7.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.*

*Note 2.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.*

*Note 3.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*

### 2.2.3.8 Oxygen supply

The pilot-in-command shall ensure that breathing oxygen is available to crew members and passengers in sufficient quantities for all flights at such altitudes where a lack of oxygen might result in impairment of the faculties of crew members or harmfully affect passengers.

*Note 1.— Guidance on the carriage and use of oxygen is given in Attachment A.*

*Note 2.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text of Attachment A are as follows:*

Absolute pressure	Metres	Feet
700 hPa	3 000	10 000
620 hPa	4 000	13 000
376 hPa	7 600	25 000

## 2.2.4 In-flight procedures

### 2.2.4.1 Aerodrome operating minima

2.2.4.1.1 A flight shall not be continued towards the aerodrome of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that aerodrome or at least one destination alternate aerodrome, in compliance with the operating minima established in accordance with 2.2.2.2.

2.2.4.1.2 An instrument approach shall not be continued beyond the outer marker fix in case of precision approach, or below 300 m (1 000 ft) above the aerodrome in case of non-precision approach, unless the reported visibility or controlling RVR is above the specified minimum.

2.2.4.1.3 If, after passing the outer marker fix in case of precision approach, or after descending below 300 m (1 000 ft) above the aerodrome in case of non-precision approach, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, an aeroplane shall not continue its approach-to-land beyond a point at which the limits of the aerodrome operating minima would be infringed.

*Note.— Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, mid-point and stop-end) used to determine whether operating minima are or are not met. Where RVR is used, the controlling RVR is the touchdown RVR, unless otherwise specified by State criteria.*

#### 2.2.4.2 Weather reporting by pilots

**Recommendation.**— *When weather conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible.*

*Note.*— *The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in Annex 3, the PANS-ATM (Doc 4444) and the appropriate Regional Supplementary Procedures (Doc 7030).*

#### 2.2.4.3 Hazardous flight conditions

**Recommendation.**— *Hazardous flight conditions encountered, other than those associated with meteorological conditions, should be reported to the appropriate aeronautical station as soon as possible. The reports so rendered should give such details as may be pertinent to the safety of other aircraft.*

#### 2.2.4.4 Flight crew members at duty stations

2.2.4.4.1 *Take-off and landing.* All flight crew members required to be on flight deck duty shall be at their stations.

2.2.4.4.2 *En route.* All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the aeroplane or for physiological needs.

2.2.4.4.3 *Seat belts.* All flight crew members shall keep their seat belts fastened when at their stations.

2.2.4.4.4 *Safety harness.* When safety harnesses are provided, any flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases; all other flight crew members shall keep their safety harnesses fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened.

*Note.*— *Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*

#### 2.2.4.5 Use of oxygen

All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been prescribed in 2.2.3.8.

#### 2.2.4.6 Safeguarding of cabin crew and passengers in pressurized aeroplanes in the event of loss of pressurization

**Recommendation.**— *Cabin crew should be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurization and, in addition, they should have such means of protection as will enable them to administer first aid to passengers during stabilized flight following the emergency. Passengers should be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization.*

*Note.*— *It is not envisaged that cabin crew will always be able to provide assistance to passengers during emergency descent procedures which may be required in the event of loss of pressurization.*

#### 2.2.4.7 Instrument approach procedures

2.2.4.7.1 One or more instrument approach procedures designed in accordance with the classification of instrument approach and landing operations shall be approved and promulgated by the State in which the aerodrome is located to serve each instrument runway or aerodrome utilized for instrument flight operations.

2.2.4.7.2 Aeroplanes operated in accordance with the instrument flight rules shall comply with the instrument approach procedures approved by the State in which the aerodrome is located.

*Note 1.*— *Definitions for the classification of instrument approach and landing operations are in Chapter 1.1.*

*Note 2.*—*Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS, Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS, Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.*

### 2.2.5 Duties of pilot-in-command

2.2.5.1 The pilot-in-command shall be responsible for the operation, safety and security of the aeroplane and the safety of all crew members, passengers and cargo on board.

2.2.5.2 The pilot-in-command shall be responsible for ensuring that a flight:

- a) will not be commenced if any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of any psychoactive substance; and
- b) will not be continued beyond the nearest suitable aerodrome when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness or lack of oxygen.

2.2.5.3 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property.

*Note.*— *A definition of the term "serious injury" is contained in Annex 13.*

**2.2.6 Cabin baggage (take-off and landing)**

The pilot-in-command shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is securely stowed.

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## CHAPTER 2.3 AEROPLANE PERFORMANCE OPERATING LIMITATIONS

### 2.3.1 General

2.3.1.1 An aeroplane shall be operated:

- a) in compliance with the terms of its airworthiness certificate or equivalent approved document;
- b) within the operating limitations prescribed by the certificating authority of the State of Registry; and
- c) if applicable, within the mass limitations imposed by compliance with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.

2.3.1.2 Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certificating authority of the State of Registry for visual presentation, shall be displayed in the aeroplane.

2.3.1.3 The pilot-in-command shall determine that aeroplane performance will permit the take-off and departure to be carried out safely.

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## CHAPTER 2.4 AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

*Note.— Specifications for the provision of aeroplane communication and navigation equipment are contained in Chapter 2.5.*

### 2.4.1 General

In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be acceptable to the State of Registry.

### 2.4.2 Aeroplanes on all flights

2.4.2.1 An aeroplane shall be equipped with instruments which will enable the flight crew to control the flight path of the aeroplane, carry out any required procedural manoeuvres and observe the operating limitations of the aeroplane in the expected operating conditions.

2.4.2.2 Aeroplanes on all flights shall be equipped with:

- a) an accessible first-aid kit;
- b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in:
  - 1) the pilot's compartment; and
  - 2) each passenger compartment that is separate from the pilot's compartment and not readily accessible to the pilot or co-pilot;
- c)
  - 1) a seat or berth for each person over an age to be determined by the State of Registry; and
  - 2) a seat belt for each seat and restraining belts for each berth;
- d) the following manuals, charts and information:
  - 1) the flight manual or other documents or information concerning any operating limitations prescribed for the aeroplane by the certificating authority of the State of Registry, required for the application of Chapter 2.3;
  - 2) current and suitable charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;
  - 3) procedures, as prescribed in Annex 2, for pilots-in-command of intercepted aircraft;
  - 4) visual signals for use by intercepting and intercepted aircraft, as contained in Annex 2; and
  - 5) the journey log book for the aeroplane;
- e) where the aeroplane is fitted with fuses that are accessible in flight, spare electrical fuses of appropriate ratings for replacement of those fuses.

2.4.2.3 **Recommendation.**— *Aeroplanes on all flights should be equipped with the ground-air signal codes for search and rescue purposes.*

2.4.2.4 **Recommendation.**— *Aeroplanes on all flights should be equipped with a safety harness for each flight crew member seat.*

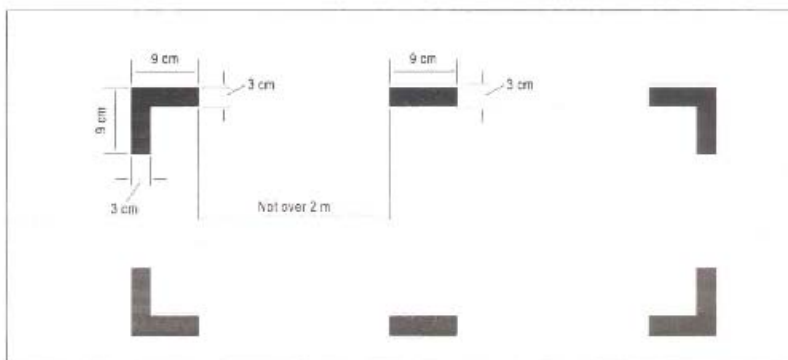
*Note.*— *Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*

#### 2.4.2.5 Marking of break-in points

2.4.2.5.1 If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.

2.4.2.5.2 If the corner markings are more than 2 m apart, intermediate lines 9 cm x 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.

*Note.*— *This Standard does not require any aeroplane to have break-in areas.*



MARKING OF BREAK-IN POINTS (see 2.4.2.5)

### 2.4.3 Aeroplanes operated as VFR flights

2.4.3.1 Aeroplanes when operated as VFR flights shall be equipped with:

- a) a means of measuring and displaying:
  - 1) magnetic heading;
  - 2) the time in hours, minutes and seconds;
  - 3) pressure altitude;
  - 4) indicated airspeed; and
- b) such additional equipment as may be prescribed by the appropriate authority.

2.4.3.2 **Recommendation.**— *VFR flights which are operated as controlled flights should be equipped in accordance with 2.4.7.*

### 2.4.4 Aeroplanes on flights over water

#### 2.4.4.1 Seaplanes

Seaplanes for all flights shall be equipped with:

- a) one life jacket, or equivalent individual floatation device, for each person on board, stowed in a position readily accessible from the seat or berth;
- b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable;
- c) one anchor; and

- d) one sea anchor (drogue), when necessary to assist in manoeuvring.

*Note.*— “Seaplanes” includes amphibians operated as seaplanes.

#### 2.4.4.2 Landplanes

##### 2.4.4.2.1 Single-engined landplanes

**Recommendation.**— *All single-engined landplanes:*

- a) when flying en route over water beyond gliding distance from the shore; or
- b) when taking off or landing at an aerodrome where, in the opinion of the pilot-in-command, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching;

*should carry one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.*

*Note.*— “Landplanes” includes amphibians operated as landplanes.

#### 2.4.4.3 Aeroplanes on extended flights over water

2.4.4.3.1 All aeroplanes operated on extended flights over water shall be equipped with, at a minimum, one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.

2.4.4.3.2 The pilot-in-command of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching. The pilot-in-command shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities. Based upon the assessment of these risks, the pilot-in-command shall, in addition to the equipment required in 2.4.4.3.1, ensure that the aeroplane is equipped with:

- a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and
- b) equipment for making the distress signals described in Annex 2.

#### 2.4.5 Aeroplanes on flights over designated land areas

Aeroplanes, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.

#### 2.4.6 Aeroplanes on high altitude flights

2.4.6.1 Aeroplanes intended to be operated at high altitudes shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 2.2.3.8.

2.4.6.2 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1990

Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.

#### 2.4.6.3 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1990

**Recommendation.**— *Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa should be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.*

#### 2.4.7 Aeroplanes operated in accordance with the instrument flight rules

Aeroplanes when operated in accordance with the instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with:

- a) a means of measuring and displaying:
  - 1) magnetic heading (standby compass);
  - 2) the time in hours, minutes and seconds;
  - 3) pressure altitude;
  - 4) indicated airspeed, with a means of preventing malfunctioning due to either condensation or icing;
  - 5) turn and slip;
  - 6) aircraft attitude; and
  - 7) stabilized aircraft heading;

*Note.*— *The requirements of 5), 6) and 7) may be met by combinations of instruments or by integrated flight director systems provided that the safeguards against total failure, inherent in the three separate instruments, are retained.*

  - 8) whether the supply of power to the gyroscopic instruments is adequate;
  - 9) the outside air temperature;
  - 10) rate-of-climb and descent; and
- b) such additional instruments or equipment as may be prescribed by the appropriate authority.

#### 2.4.8 Aeroplanes when operated at night

Aeroplanes, when operated at night, shall be equipped with:

- a) the equipment specified in 2.4.7; and
- b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome;

*Note.*— *Specifications for lights meeting the requirements of Annex 2 for navigation lights are contained in Appendix 1. The general characteristics of lights are specified in Annex 8. Detailed specifications for lights meeting the requirements of Annex 2 for aircraft in flight or operating on the movement area of an aerodrome are contained in the Airworthiness Manual (Doc 9760).*

- c) a landing light;
- d) illumination for all flight instruments and equipment that are essential for the safe operation of the aeroplane that are used by the flight crew;
- e) lights in all passenger compartments; and

- f) an independent portable light for each crew member station.

#### **2.4.9 Aeroplanes complying with the noise certification Standards in Annex 16, Volume I**

An aeroplane shall carry a document attesting noise certification.

*Note.— The attestation may be contained in any document, carried on board, approved by the State of Registry.*

#### **2.4.10 Mach number indicator**

Aeroplanes with speed limitations expressed in terms of Mach number shall be equipped with a means of displaying Mach number.

#### **2.4.11 Aeroplanes required to be equipped with ground proximity warning systems (GPWS)**

2.4.11.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.

2.4.11.2 **Recommendation.**— *All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry more than five but not more than nine passengers should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.*

2.4.11.3 **Recommendation.**— *All piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.*

2.4.11.4 A ground proximity warning system shall provide automatically a timely and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.

2.4.11.5 A ground proximity warning system shall provide, at a minimum, warnings of at least the following circumstances:

- a) excessive descent rate;
- b) excessive altitude loss after take-off or go-around; and
- c) unsafe terrain clearance.

2.4.11.6 **Recommendation.**— *A ground proximity warning system should provide, as a minimum, warnings of at least the following circumstances:*

- a) *excessive descent rate;*
- b) *excessive terrain closure rate;*
- c) *excessive altitude loss after take-off or go-around;*
- d) *unsafe terrain clearance while not in landing configuration;*
  - 1) *gear not locked down;*
  - 2) *flaps not in a landing position; and*
- e) *excessive descent below the instrument glide path.*

2.4.11.7 A ground proximity warning system installed in turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers for which the individual certificate of airworthiness was first issued after 1 January 2011 shall provide, as a minimum, warnings of at least the following circumstances:

- a) excessive descent rate;
- b) excessive terrain closure rate;
- c) excessive altitude loss after take-off or go-around;
- d) unsafe terrain clearance while not in landing configuration;
  - 1) gear not locked down;
  - 2) flaps not in a landing position; and
- e) excessive descent below the instrument glide path.

#### 2.4.12 Emergency locator transmitter (ELT)

2.4.12.1 **Recommendation.**— *All aeroplanes should carry an automatic ELT.*

2.4.12.2 Except as provided for in 2.4.12.3, from 1 July 2008, all aeroplanes shall be equipped with at least one ELT of any type.

2.4.12.3 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.

2.4.12.4 ELT equipment carried to satisfy the requirements of 2.4.12.1, 2.4.12.2 and 2.4.12.3 shall operate in accordance with the relevant provisions of Annex 10, Volume III.

*Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft, and associated floatable life support systems, will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.*

#### 2.4.13 Aeroplanes required to be equipped with a pressure-altitude reporting transponder

2.4.13.1 Aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.

2.4.13.2 Unless exempted by the appropriate authorities, aeroplanes operating as VFR flights shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provision of Annex 10, Volume IV.

*Note.— These provisions are intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services.*

#### 2.4.14 Microphones

**Recommendation.**— *When operating under the instrument flight rules all flight crew members required to be on flight deck duty should communicate through boom or throat microphones below the transition level/altitude.*

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## CHAPTER 2.5 AEROPLANE COMMUNICATION AND NAVIGATION EQUIPMENT

### 2.5.1 Communication equipment

2.5.1.1 An aeroplane to be operated in accordance with the instrument flight rules or at night shall be provided with radio communication equipment. Such equipment shall be capable of conducting two-way communication with those aeronautical stations and on those frequencies prescribed by the appropriate authority.

*Note.— The requirements of 2.5.1.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.*

2.5.1.2 When compliance with 2.5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.

2.5.1.3 An aeroplane to be operated in accordance with the visual flight rules, but as a controlled flight, shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.

2.5.1.4 An aeroplane to be operated on a flight to which the provisions of 2.4.4.3.1 or 2.4.5 apply shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.

2.5.1.5 The radio communication equipment required in accordance with 2.5.1.1 to 2.5.1.4 shall provide for communication on the aeronautical emergency frequency 121.5 MHz.

2.5.1.6 For flight operations in defined portions of airspace or on routes where an RCP type has been prescribed, an aeroplane shall, in addition to the requirements specified in 2.5.1.1 to 2.5.1.5:

- a) be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP type(s); and
- b) be authorized by the State of Registry for such operations.

*Note.— Information on RCP and associated procedures, and guidance concerning the approval process, are contained in the Manual on Required Communication Performance (RCP) (in preparation). This document also contains references to other documents produced by States and international bodies concerning communication systems and RCP.*

### 2.5.2 Navigation equipment

2.5.2.1 An aeroplane shall be provided with navigation equipment which will enable it to proceed:

- a) in accordance with the flight plan; and
- b) in accordance with the requirements of air traffic services;

except when, if not so precluded by the appropriate authority, navigation for flights under the visual flight rules is accomplished by visual reference to landmarks.

2.5.2.2 For operations where a navigation specification for PBN has been prescribed, an aeroplane shall, in addition to the requirements specified in 2.5.2.1:

- a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and
- b) be authorized by the State of Registry for such operations.

*Note.— Information on performance-based navigation, and guidance concerning the implementation and operational approval process, are contained in the Performance-based Navigation Manual (Doc 9613). This document also contains a comprehensive list of references to other documents produced by States and international bodies concerning navigation systems.*

2.5.2.3 For flights in defined portions of airspace where, based on regional air navigation agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which:

- a) continuously provides indications to the flight crew of adherence to or departure from track to the required degree of accuracy at any point along that track; and
- b) has been authorized by the State of Registry for MNPS operations concerned.

*Note.— The prescribed minimum navigation performance specifications and the procedures governing their application are published in the Regional Supplementary Procedures (Doc 7030).*

2.5.2.4 For flights in defined portions of airspace where, based on regional air navigation agreement, a reduced vertical separation minimum (RVSM) of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive, an aeroplane:

- a) shall be provided with equipment which is capable of:
  - 1) indicating to the flight crew the flight level being flown;
  - 2) automatically maintaining a selected flight level;
  - 3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed  $\pm 90$  m (300 ft); and
  - 4) automatically reporting pressure-altitude; and
- b) shall be authorized by the State of Registry for operation in the airspace concerned.

2.5.2.5 Prior to granting the RVSM approval required in accordance with 2.5.2.4 b), the State shall be satisfied that:

- a) the vertical navigation performance capability of the aeroplane satisfies the requirements specified in Appendix 2;
- b) the owner/operator has instituted appropriate procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and
- c) the owner/operator has instituted appropriate flight crew procedures for operations in RVSM airspace.

*Note.— An RVSM approval is valid globally on the understanding that any operating procedures specific to a given region will be stated in the operations manual or appropriate crew guidance.*

2.5.2.6 The State of Registry shall ensure that, in respect of those aeroplanes mentioned in 2.5.2.4, adequate provisions exist for:

- a) receiving the reports of height-keeping performance issued by the monitoring agencies established in accordance with Annex 11, 3.3.5.1; and
- b) taking immediate corrective action for individual aircraft, or aircraft type groups, identified in such reports as not complying with the height-keeping requirements for operation in airspace where RVSM is applied.

2.5.2.7 All States that are responsible for airspace where RVSM has been implemented, or have issued RVSM approvals to owners/operators within their State, shall establish provisions and procedures which ensure that appropriate action will be taken in respect of aircraft and owners/operators found to be operating in RVSM airspace without a valid RVSM approval.

*Note 1.— These provisions and procedures need to address both the situation where the aircraft in question was operating without approval in the airspace of the State, and the situation where an owner/operator for which the State has regulatory oversight responsibility is found to be operating without the required approval in the airspace of another State.*

*Note 2.— Guidance material relating to the approval for operation in RVSM airspace is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).*

2.5.2.8 The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with 2.5.2.1 and where applicable 2.5.2.2, 2.5.2.3 and 2.5.2.4.

*Note 1.— This requirement may be met by means other than the duplication of equipment.*

*Note 2.— Guidance material relating to aircraft equipment necessary for flight in airspace where a 300 m (1 000 ft) VSM is applied above FL 290 is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).*

2.5.2.9 On flights in which it is intended to land in instrument meteorological conditions, an aeroplane shall be provided with radio equipment capable of receiving signals providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance for each aerodrome at which it is intended to land in instrument meteorological conditions and for any designated alternate aerodromes.

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## CHAPTER 2.6 AEROPLANE MAINTENANCE

*Note 1.— For the purpose of this chapter “aeroplane” includes: powerplants, propellers, components, accessories, instruments, equipment and apparatus including emergency equipment.*

*Note 2.— Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (Doc 9760).*

*Note 3.— States are encouraged to conduct a risk assessment when approving a maintenance programme not based on the type certificate holder’s maintenance recommendations.*

### 2.6.1 Owner’s maintenance responsibilities

2.6.1.1 The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that, in accordance with procedures acceptable to the State of Registry:

- a) the aeroplane is maintained in an airworthy condition;
- b) the operational and emergency equipment necessary for an intended flight is serviceable; and
- c) the Certificate of Airworthiness of the aeroplane remains valid.

2.6.1.2 The owner or the lessee shall not operate the aeroplane unless it is maintained and released to service under a system acceptable to the State of Registry.

2.6.1.3 When the maintenance release is not issued by an approved maintenance organization in accordance with Annex 6, Part I, 8.7, the person signing the maintenance release shall be licensed in accordance with Annex 1.

2.6.1.4 The owner or the lessee shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the State of Registry.

### 2.6.2 Maintenance records

2.6.2.1 The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that the following records are kept for the periods mentioned in 2.6.2.2:

- a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life limited components;
- b) the current status of compliance with all applicable mandatory continuing airworthiness information;
- c) appropriate details of modifications and repairs;
- d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life;
- e) the current status of the aeroplane’s compliance with the maintenance programme; and
- f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.

2.6.2.2 The records in 2.6.2.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service and the records in 2.6.2.1 f) for a minimum period of one year after the signing of the maintenance release.

2.6.2.3 In the event of a temporary change of owner or lessee, the records shall be made available to the new owner or lessee. In the event of any permanent change of owner or lessee, the records shall be transferred to the new owner or lessee.

*Note 1. — Maintenance records or related documents, other than a valid certificate of airworthiness, need not be carried in the aeroplane during international flights.*

*Note 2. — In the context of 2.6.2.3, a judgement on what should be considered as a temporary change of owner or lessee will need to be made by the State of Registry in the light of the need to exercise control over the records, which will depend on access to them and the opportunity to update them.*

### **2.6.3 Modifications and repairs**

All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

### **2.6.4 Maintenance release**

2.6.4.1 A maintenance release shall be completed and signed, as prescribed by the State of Registry, to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the State of Registry.

2.6.4.2 A maintenance release shall contain a certification including:

- a) basic details of the maintenance performed;
  - b) the date such maintenance was completed;
  - c) when applicable, the identity of the approved maintenance organization; and
  - d) the identity of the authorized person or persons signing the release.
-

## CHAPTER 2.7 AEROPLANE FLIGHT CREW

### 2.7.1 Composition of the flight crew

The number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.

### 2.7.2 Qualifications

2.7.2.1 The pilot-in-command shall:

- a) ensure that each flight crew member holds a valid licence issued by the State of Registry, or if issued by another Contracting State, rendered valid by the State of Registry;
- b) ensure that flight crew members are properly rated; and
- c) be satisfied that flight crew members have maintained competency.

2.7.2.2 The pilot-in-command of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collision.

*Note 1.— Procedures for the use of ACAS II equipment are specified in the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures. ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment to Part III, Section 3, Chapter 3 “ACAS II Training Guidelines for Pilots”.*

*Note 2.— Appropriate training, to the satisfaction of the State, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:*

- a) *possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or*
  - b) *possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or*
  - c) *a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.*
-

## CHAPTER 2.8 MANUALS, LOGS AND RECORDS

*Note.*— *The following documents are associated with this Annex but are not included in this chapter:*  
*Maintenance records — see 2.6.2*

### 2.8.1 Flight manual

*Note.*— *The aeroplane flight manual contains the information specified in Annex 8.*

The aeroplane flight manual shall be updated by implementing changes made mandatory by the State of Registry.

### 2.8.2 Journey log book

2.8.2.1 A journey log book shall be maintained for every aeroplane engaged in international air navigation in which shall be entered particulars of the aeroplane, its crew and each journey.

2.8.2.2 **Recommendation.** — *The aeroplane journey log should contain the following items:*

- a) aeroplane nationality and registration;*
- b) date;*
- c) crew member names and duty assignments;*
- d) departure and arrival points and times;*
- e) purpose of flight;*
- f) observations regarding the flight; and*
- g) signature of the pilot-in-command.*

### 2.8.3 Records of emergency and survival equipment carried

The owner of the aeroplane, or in the case where it is leased, the lessee, shall at all times have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board the aeroplane engaged in international air navigation. The information shall include, as applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.

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## CHAPTER 2.9 SECURITY

### 2.9.1 Security of aircraft

The pilot-in-command shall be responsible for the security of the aircraft during its operation.

### 2.9.2 Reporting acts of unlawful interference

Following an act of unlawful interference, the pilot-in-command shall submit a report of such an act to the designated local authority.

*Note.— In the context of this Chapter, the word “security” is used in the sense of prevention of acts of unlawful interference against civil aviation.*

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## APPENDIX 1. LIGHTS TO BE DISPLAYED BY AEROPLANES

(Note.— See 2.4.8)

### 1. Terminology

When the following terms are used in this Appendix, they have the following meanings:

**Angles of coverage.**

- a) Angle of coverage A is formed by two intersecting vertical planes making angles of 70 degrees to the right and 70 degrees to the left respectively, looking aft along the longitudinal axis to a vertical plane passing through the longitudinal axis.
- b) Angle of coverage F is formed by two intersecting vertical planes making angles of 110 degrees to the right and 110 degrees to the left respectively, looking forward along the longitudinal axis to a vertical plane passing through the longitudinal axis.
- c) Angle of coverage L is formed by two intersecting vertical planes, one parallel to the longitudinal axis of the aeroplane, and the other 110 degrees to the left of the first, when looking forward along the longitudinal axis.
- d) Angle of coverage R is formed by two intersecting vertical planes, one parallel to the longitudinal axis of the aeroplane, and the other 110 degrees to the right of the first, when looking forward along the longitudinal axis.

**Horizontal plane.** The plane containing the longitudinal axis and perpendicular to the plane of symmetry of the aeroplane.

**Longitudinal axis of the aeroplane.** A selected axis parallel to the direction of flight at a normal cruising speed, and passing through the centre of gravity of the aeroplane.

**Making way.** An aeroplane on the surface of the water is ‘‘making way’’ when it is under way and has a velocity relative to the water.

**Under command.** An aeroplane on the surface of the water is ‘‘under command’’ when it is able to execute manoeuvres as required by the International Regulations for Preventing Collisions at Sea for the purpose of avoiding other vessels.

**Under way.** An aeroplane on the surface of the water is ‘‘under way’’ when it is not aground or moored to the ground or to any fixed object on the land or in the water.

**Vertical planes.** Planes perpendicular to the horizontal plane.

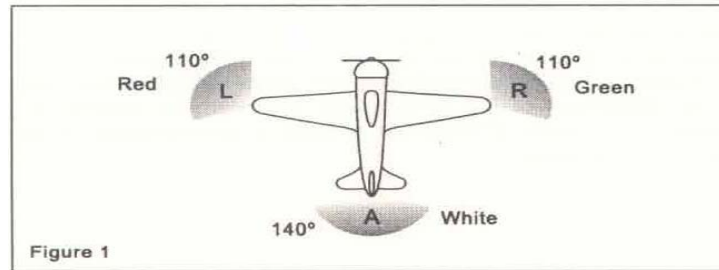
**Visible.** Visible on a dark night with a clear atmosphere.

### 2. Navigation lights to be displayed in the air

*Note.— The lights specified herein are intended to meet the requirements of Annex 2 for navigation lights.*

As illustrated in Figure 1, the following unobstructed navigation lights shall be displayed:

- a) a red light projected above and below the horizontal plane through angle of coverage L;
- b) a green light projected above and below the horizontal plane through angle of coverage R;
- c) a white light projected above and below the horizontal plane rearward through angle of coverage A.



### 3. Lights to be displayed on the water

#### 3.1 General

*Note.— The lights specified herein are intended to meet the requirements of Annex 2 for lights to be displayed by aeroplanes on the water.*

The International Regulations for Preventing Collisions at Sea require different lights to be displayed in each of the following circumstances:

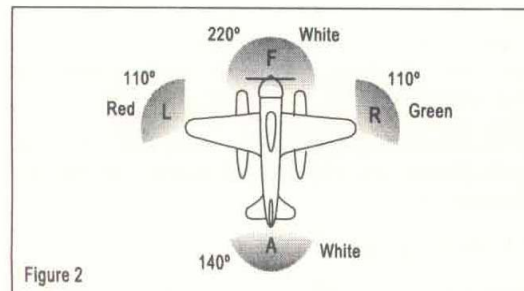
- a) when under way;
- b) when towing another vessel or aeroplane;
- c) when being towed;
- d) when not under command and not making way;
- e) when making way but not under command;
- f) when at anchor;
- g) when aground.

The lights required by aeroplanes in each case are described below.

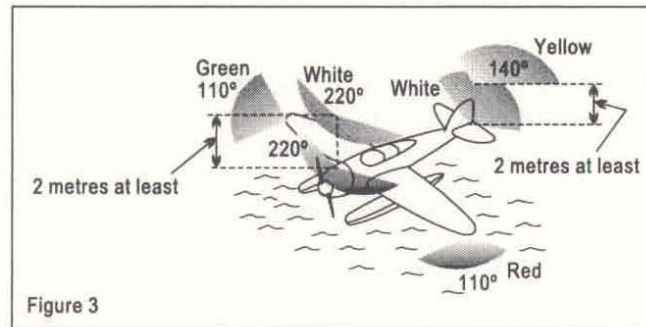
#### 3.2 When under way

As illustrated in Figure 2, the following appearing as steady unobstructed lights:

- a) a red light projected above and below the horizontal through angle of coverage L;
- b) a green light projected above and below the horizontal through angle of coverage R;
- c) a white light projected above and below the horizontal through angle of coverage A; and
- d) a white light projected through angle of coverage F.



The lights described in a), b) and c) should be visible at a distance of at least 3.7 km (2 NM). The light described in d) should be visible at a distance of 9.3 km (5 NM) when fitted to an aeroplane of 20 m or more in length or visible at a distance of 5.6 km (3 NM) when fitted to an aeroplane of less than 20 m in length.



### 3.3 When towing another vessel or aeroplane

As illustrated in Figure 3, the following appearing as steady, unobstructed lights:

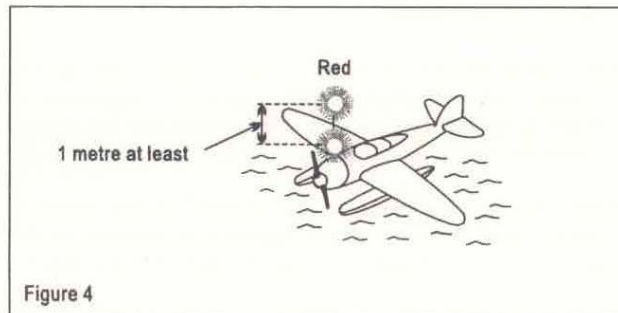
- the lights described in 3.2;
- a second light having the same characteristics as the light described in 3.2 d) and mounted in a vertical line at least 2 m above or below it; and
- a yellow light having otherwise the same characteristics as the light described in 3.2 c) and mounted in a vertical line at least 2 m above it.

### 3.4 When being towed

The lights described in 3.2 a), b) and c) appearing as steady, unobstructed lights.

### 3.5 When not under command and not making way

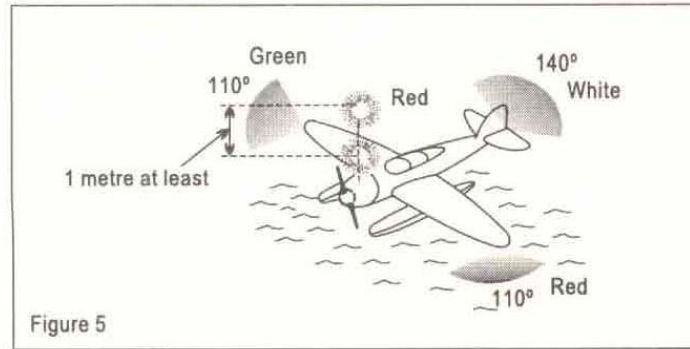
As illustrated in Figure 4, two steady red lights placed where they can best be seen, one vertically over the other and not less than 1 m apart, and of such a character as to be visible all around the horizon at a distance of at least 3.7 km (2 NM).



### 3.6 When making way but not under command

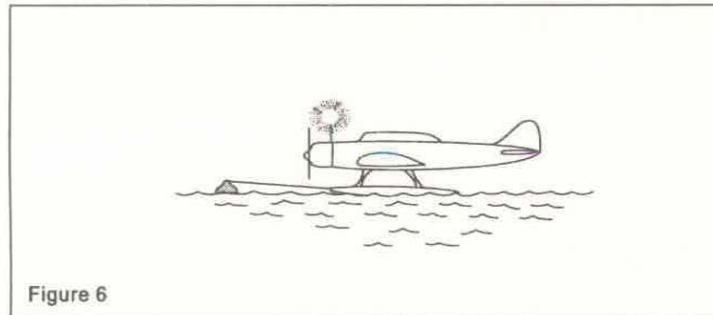
As illustrated in Figure 5, the lights described in 3.5 plus the lights described in 3.2 a), b) and c).

*Note.— The display of lights prescribed in 3.5 and 3.6 is to be taken by other aircraft as signals that the aeroplane showing them is not under command and cannot therefore get out of the way. They are not signals of aeroplanes in distress and requiring assistance.*

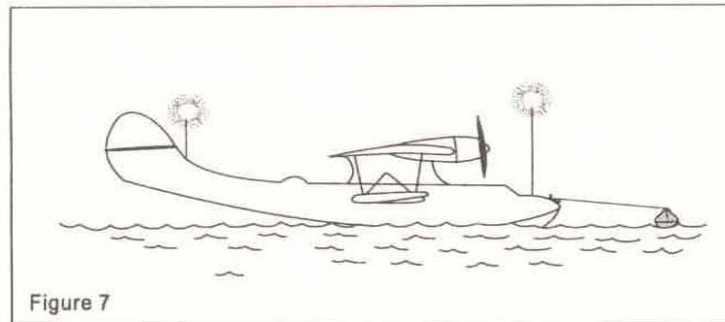


### 3.7 When at anchor

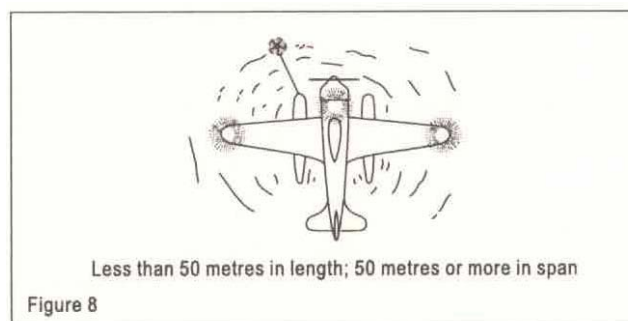
- a) If less than 50 m in length, where it can best be seen, a steady white light (Figure 6), visible all around the horizon at a distance of at least 3.7 km (2 NM).

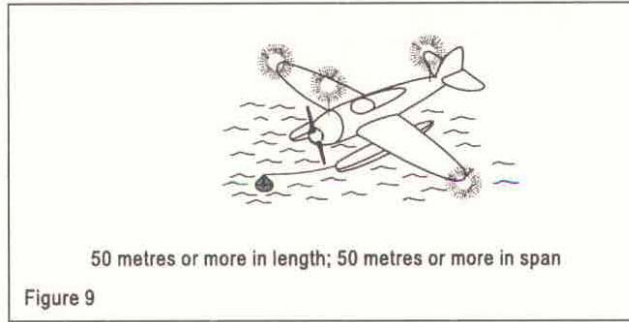


- b) If 50 m or more in length, where they can best be seen, a steady white forward light and a steady white rear light (Figure 7) both visible all around the horizon at a distance of at least 5.6 km (3 NM).



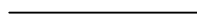
- c) If 50 m or more in span a steady white light on each side (Figures 8 and 9) to indicate the maximum span and visible, so far as practicable, all around the horizon at a distance of at least 1.9 km (1 NM).





### 3.8 When aground

The lights prescribed in 3.7 and in addition two steady red lights in vertical line, at least 1 m apart so placed as to be visible all around the horizon.



**APPENDIX 2. ALTIMETRY SYSTEM PERFORMANCE REQUIREMENTS  
FOR OPERATIONS IN RVSM AIRSPACE**

*(Note.— See 2.5.2.5)*

1. In respect of groups of aeroplanes that are nominally of identical design and build with respect to all details that could influence the accuracy of height-keeping performance, the height-keeping performance capability shall be such that the total vertical error (TVE) for the group of aeroplanes shall have a mean no greater than 25 m (80 ft) in magnitude and shall have a standard deviation no greater than  $28 - 0.013z^2$  for  $0 \leq z \leq 25$  when  $z$  is the magnitude of the mean TVE in metres, or  $92 - 0.004z^2$  for  $0 \leq z \leq 80$  where  $z$  is in feet. In addition, the components of TVE shall have the following characteristics:

- a) the mean altimetry system error (ASE) of the group shall not exceed 25 m (80 ft) in magnitude;
- b) the sum of the absolute value of the mean ASE and of three standard deviations of ASE shall not exceed 75 m (245 ft); and
- c) the differences between cleared flight level and the indicated pressure altitude actually flown shall be symmetric about a mean of 0 m, with a standard deviation no greater than 13.3 m (43.7 ft), and in addition, the decrease in the frequency of differences with increasing difference magnitude shall be at least exponential.

2. In respect of aeroplanes for which the characteristics of the airframe and altimetry system fit are unique and so cannot be classified as belonging to a group of aeroplanes encompassed by paragraph 1, the height-keeping performance capability shall be such that the components of the TVE of the aeroplane have the following characteristics:

- a) the ASE of the aeroplane shall not exceed 60 m (200 ft) in magnitude under all flight conditions; and
  - b) the differences between the cleared flight level and the indicated pressure altitude actually flown shall be symmetric about a mean of 0 m, with a standard deviation no greater than 13.3 m (43.7 ft), and in addition, the decrease in the frequency of differences with increasing difference magnitude shall be at least exponential.
-

## ATTACHMENT A. CARRIAGE AND USE OF OXYGEN

### *Supplementary to 2.2.3.8*

#### Introduction

The performance of crew members and the well-being of passengers during flights at such altitudes where a lack of oxygen might result in impairment of faculties are of major concern. Research conducted in altitude chambers or by exposure to mountain elevations indicates that human tolerance could be related to the altitude concerned and the exposure time. The subject is dealt with in detail in the *Manual of Civil Aviation Medicine* (Doc 8984). In the light of the above and to further assist the pilot-in-command in providing the oxygen supply intended by 2.2.3.8 of this Annex, the following guidelines, which take into account the requirements already established in Annex 6, Part I, are considered relevant.

#### 1. Oxygen supply

1.1 A flight to be operated at altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa should not be commenced unless sufficient stored breathing oxygen is carried to supply:

- a) all crew members and at least 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and
- b) all crew members and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.

1.2 A flight to be operated with a pressurized aeroplane should not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.

#### 2. Use of oxygen

2.1 All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, should use breathing oxygen continuously whenever the circumstances prevail for which its supply has been indicated to be necessary in 1.1 or 1.2.

2.2 All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa should have available at the flight duty station a quick donning type of mask which will readily supply oxygen upon demand.

*Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:*

Absolute pressure	Metres	Feet
<i>700 hPa</i>	<i>3 000</i>	<i>10 000</i>
<i>620 hPa</i>	<i>4 000</i>	<i>13 000</i>
<i>376 hPa</i>	<i>7 600</i>	<i>25 000</i>

**ANNEX 6 — PART II**

**SECTION 3**

**LARGE AND TURBO-JET AEROPLANES**

### CHAPTER 3.1 APPLICABILITY

3.1.1 The following operations shall be subject to the Standards and Recommended Practices of Section 2, and those of Section 3:

International general aviation operations with:

- a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or
- b) aeroplanes equipped with one or more turbo-jet engines.

3.1.2 **Recommendation.**— *An operation involving an aeroplane with a seating configuration of more than 9 passenger seats should be conducted in accordance with Section 3.*

*Note.*— *The applicability of 3.1 does not preclude a general aviation operator from satisfying the requirements of Section 3 where it may be to the operator's advantage.*

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## CHAPTER 3.2 CORPORATE AVIATION OPERATIONS

**Recommendation.**— *A corporate aviation operation involving three or more aircraft that are operated by pilots employed for the purpose of flying the aircraft should be conducted in accordance with Section 3.*

*Note.*— *The term “aircraft” is used to indicate that a corporate aviation operation using a mix of aeroplanes and helicopters would be subject to this Recommendation, as long as at least one aeroplane was involved.*

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## CHAPTER 3.3 GENERAL

### 3.3.1 Compliance with laws, regulations and procedures

3.3.1.1 An operator shall ensure that all employees know that they must comply with the laws, regulations and procedures of those States in which operations are conducted.

*Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS, Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS, Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.*

3.3.1.2 An operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.

3.3.1.3 The pilot-in-command is responsible for operational control. An operator shall describe the operational control system in the operations manual and identify the roles and responsibilities of those involved with the system.

*Note.— The rights and obligations of a State in respect to the operation of aeroplanes registered in that State are not affected by this provision.*

3.3.1.4 An operator shall ensure that the pilot-in-command has available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.

*Note.— This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.*

3.3.1.5 An operator shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in Annex 1.

### 3.3.2 Safety management system

3.3.2.1 An operator shall establish and maintain a safety management system that is appropriate to the size and complexity of the operation.

3.3.2.2 **Recommendation.**— *The safety management system should as minimum include:*

- a) *a process to identify actual and potential safety hazards and assess the associated risks;*
- b) *a process to develop and implement remedial action necessary to maintain an acceptable level of safety;*  
*and*
- c) *provision for continuous monitoring and regular assessment of the appropriateness and effectiveness of safety management activities.*

*Note.— Guidance on safety management systems is contained in the Safety Management Manual (SMM) (Doc 9859) and industry codes of practice.*

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## CHAPTER 3.4 FLIGHT OPERATIONS

### 3.4.1 Operating facilities

An operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.

*Note.— “Reasonable means” in this Standard is intended to denote the use, at the point of departure, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources.*

### 3.4.2 Operational management

#### 3.4.2.1 Operator notification

3.4.2.1.1 If an operator has an operating base in a State other than the State of Registry, the operator shall notify the State in which the operating base is located.

3.4.2.1.2 Upon notification in accordance with 3.4.2.1.1, safety and security oversight shall be coordinated between the State in which the operating base is located and the State of Registry.

#### 3.4.2.2 Operations manual

3.4.2.2.1 An operator shall provide, for the use and guidance of personnel concerned, an operations manual containing all the instructions and information necessary for operations personnel to perform their duties. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.

*Note 1.— States may reference accepted and recognized industry codes of practice as the basis for the development of an operations manual.*

*Note 2.— Attachment A contains guidance on the organization and content of an operations manual.*

#### 3.4.2.3 Operating instructions — general

3.4.2.3.1 An operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.

3.4.2.3.2 **Recommendation.**— *An operator should issue operating instructions and provide information on aeroplane climb performance to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique. This information should be included in the operations manual.*

#### 3.4.2.4 In-flight simulation of emergency situations

An operator shall ensure that when passengers are being carried, no emergency or abnormal situations shall be simulated.

### 3.4.2.5 Checklists

Checklists shall be used by flight crews prior to, during and after all phases of operations, and in emergencies, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual, are followed. The design and utilization of checklists shall observe Human Factors principles.

*Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

### 3.4.2.6 Minimum flight altitudes

An operator shall specify, for flights which are to be conducted in accordance with the instrument flight rules, the method of establishing terrain clearance altitudes.

### 3.4.2.7 Aerodrome operating minima

An operator shall ensure that no pilot-in-command operates to or from an aerodrome using operating minima lower than those which may be established for that aerodrome by the State in which it is located, except with the specific approval of that State.

*Note.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome when nominated as an alternate, than for the same aerodrome when planned as that of intended landing.*

### 3.4.2.8 Fatigue management programme

An operator shall establish and implement a fatigue management programme that ensures that all operator personnel involved in the operation and maintenance of aircraft do not carry out their duties when fatigued. The programme shall address flight and duty times and be included in the operations manual.

### 3.4.2.9 Passengers

3.4.2.9.1 An operator shall ensure that passengers are made familiar with the location and use of:

- a) seat belts;
- b) emergency exits;
- c) life jackets, if the carriage of life jackets is prescribed;
- d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and
- e) other emergency equipment provided for individual use, including passenger emergency briefing cards.

3.4.2.9.2 An operator shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.

3.4.2.9.3 An operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.

3.4.2.9.4 An operator shall ensure that during take-off and landing and whenever considered necessary, by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane are secured in their seats by means of the seat belts or harnesses provided.

### 3.4.3 Flight preparation

3.4.3.1 The operator shall develop procedures to ensure that a flight is not commenced unless:

- a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane;
- b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;
- c) any necessary maintenance has been performed in accordance with Chapter 3.8 of the relevant Section of this Part;
- d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;
- e) any load carried is properly distributed and safely secured; and
- f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.

3.4.3.2 **Recommendation.**— *The operator should make available sufficient information on climb performance with all engines operating to enable determination of the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique.*

#### 3.4.3.3 Operational flight planning

An operator shall specify flight planning procedures to provide for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned. These procedures shall be included in the operations manual.

#### 3.4.3.4 Alternate Aerodromes

##### 3.4.3.4.1 *Take-off alternate aerodrome*

3.4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the flight plan if the weather conditions at the aerodrome of departure are at or below the applicable aerodrome operating minima or it would not be possible to return to the aerodrome of departure for other reasons.

3.4.3.4.1.2 The take-off alternate aerodrome shall be located within the following distance from the aerodrome of departure:

- a) aeroplanes having two power-units. Not more than a distance equivalent to a flight time of one hour at the single-engine cruise speed; and
- b) aeroplanes having three or more power-units. Not more than a distance equivalent to a flight time of two hours at the one-engine inoperative cruise speed.

3.4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the aerodrome operating minima for that operation.

#### 3.4.3.5 Refuelling with passengers on board

3.4.3.5.1 An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.

3.4.3.5.2 When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.

*Note 1.— The provisions of 3.4.3.5.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.*

*Note 2.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.*

*Note 3.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*

### 3.4.3.6 Oxygen supply

3.4.3.6.1 A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply:

- a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and
- b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.

3.4.3.6.2 A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.

## 3.4.4 In-flight procedures

### 3.4.4.1 Instrument approaches

3.4.4.1.1 **Recommendation.**— *In the aircraft operating manual recommended in 3.6.1.2 an operator should include operating procedures for conducting instrument approaches.*

### 3.4.4.2 Use of oxygen

3.4.4.2.1 All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 3.4.3.6.1 or 3.4.3.6.2.

3.4.4.2.2 All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.

### 3.4.4.3 Aeroplane operating procedures for noise abatement

3.4.4.3.1 **Recommendation.**— *Aeroplane operating procedures for noise abatement should comply with the provisions of PANS-OPS (Doc 8168), Volume I, Section 7, Chapter 3.*

3.4.4.3.2 **Recommendation.**— *Noise abatement procedures specified by an operator for any one aeroplane type should be the same for all aerodromes.*

*Note.* — *A single procedure may not satisfy requirements at some aerodromes.*

### 3.4.5 Duties of pilot-in-command

3.4.5.1 The pilot-in-command shall ensure that the checklists specified in 3.4.2.5 are complied with in detail.

3.4.5.2 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property. In the event that the pilot-in-command is incapacitated the operator shall take the forgoing action.

*Note.*— *A definition of the term “serious injury” is contained in Annex 13.*

3.4.5.3 The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.

3.4.5.4 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 2.8.2.

*Note.*— *By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June–July 1956) “the General Declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book”.*

### 3.4.6 Cabin baggage (take-off and landing)

An operator shall specify procedures to ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.

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## CHAPTER 3.5 AEROPLANE PERFORMANCE OPERATING LIMITATIONS

### 3.5.1 General

**Recommendation.**— *For aeroplanes for which Parts IIIA and IIIB of Annex 8 are not applicable because of the exemption provided for in Article 41 of the Convention, the State of Registry should ensure that the level of performance specified in 3.5.2 should be met as far as practicable.*

### 3.5.2 Applicable to aeroplanes certificated in accordance with Parts IIIA and IIIB of Annex 8

3.5.2.1 The Standards contained in 3.5.2.2 to 3.5.2.9 inclusive are applicable to the aeroplanes to which Parts IIIA and IIIB of Annex 8 are applicable.

*Note.*— *The Standards of Annex 8 — Airworthiness of Aircraft, Parts IIIA and IIIB, apply to all aeroplanes of over 5 700 kg maximum certificated take-off mass intended for the carriage of passengers or cargo or mail in international air navigation.*

3.5.2.2 An aeroplane shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.

3.5.2.3 The State of Registry shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of this chapter.

3.5.2.4 A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 3.5.2.5 to 3.5.2.9 can be complied with for the flight to be undertaken.

3.5.2.5 In applying the Standards of this chapter, account shall be taken of all factors that significantly affect the performance of the aeroplane (such as: mass, operating procedures, the pressure-altitude appropriate to the elevation of the aerodrome, temperature, wind, runway gradient and condition of runway, i.e. presence of slush, water and/or ice, for landplanes, water surface condition for seaplanes). Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the comprehensive and detailed code of performance in accordance with which the aeroplane is being operated.

#### 3.5.2.6 Mass limitations

- a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 3.5.2.7 is complied with, nor the mass at which 3.5.2.8 and 3.5.2.9 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 3.5.2.8 and 3.5.2.9 and, in respect of alternate aerodromes, 3.5.2.6 c) and 3.5.2.9.
- b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.
- c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.
- d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.

3.5.2.7 *Take-off.* The aeroplane shall be able, in the event of a critical power-unit failing at any point in the take-off, either to discontinue the take-off and stop within the accelerate-stop distance available [or runway available], or to continue the take-off and clear all obstacles along the flight path by an adequate margin until the aeroplane is in a position to comply with 3.5.2.8.

*Note.*— “An adequate margin” referred to in this provision is illustrated by the appropriate examples included in Attachment C to Annex 6, Part I.

3.5.2.7.1 In determining the length of the runway available, account shall be taken of the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.

3.5.2.8 *En route — one power-unit inoperative.* The aeroplane shall be able, in the event of the critical engine becoming inoperative at any point along the route or planned diversions therefrom, to continue the flight to an aerodrome at which the Standard of 3.5.2.9 can be met, without flying below the minimum obstacle clearance altitude at any point.

3.5.2.9 *Landing.* The aeroplane shall, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that it can come to a stop or, for a seaplane, to a satisfactorily low speed, within the landing distance available. Allowance shall be made for expected variations in the approach and landing techniques, if such allowance has not been made in the scheduling of performance data.

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## CHAPTER 3.6 AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

*Note.— Specifications for the provision of aeroplane communication and navigation equipment are contained in Chapter 3.7.*

### 3.6.1 General

3.6.1.1 Where a master minimum equipment list (MMEL) is established for the aircraft type, the operator shall include in the operations manual a minimum equipment list (MEL) approved by the State of Registry of the aeroplane which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative.

*Note.— Attachment B contains guidance on the minimum equipment list.*

3.6.1.2 **Recommendation.**— *An operator should provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual should be consistent with the aircraft flight manual and checklists to be used. The design of the manual should observe Human Factors principles.*

*Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

### 3.6.2 Aeroplanes on all flights

3.6.2.1 In addition to the requirements contained in 2.4.2.2, an aeroplane shall be equipped with:

- a) accessible and adequate medical supplies appropriate to the number of passengers the aeroplane is authorized to carry.
- b) **Recommendation.**— *Medical supplies should comprise one or more first-aid kits.*

*Note.— Guidance on the types, number, location and contents of the medical supplies is given in Attachment B to Annex 6, Part I.*

- c) a safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device which will automatically restrain the occupant's torso in the event of rapid deceleration;
- d) **Recommendation.**— *The safety harness for each pilot seat should incorporate a device to prevent a suddenly incapacitated pilot from interfering with the flight controls.*

*Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.*

- e) means of ensuring that the following information and instructions are conveyed to passengers:
  - 1) when seat belts are to be fastened;
  - 2) when and how oxygen equipment is to be used if the carriage of oxygen is required;
  - 3) restrictions on smoking;
  - 4) location and use of life jackets or equivalent individual flotation devices where their carriage is required;
  - 5) location of emergency equipment; and
  - 6) location and method of opening emergency exits.

3.6.2.2 An aeroplane shall carry:

- a) the operations manual prescribed in 3.4.2.2, or those parts of it that pertain to flight operations;
- b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 3.5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and
- c) the checklists to which 3.4.2.5 refers.

### 3.6.3 Flight recorders

*Note 1.— Flight recorders comprise two systems, a flight data recorder and a cockpit voice recorder.*

*Note 2.— Combination recorders (FDR/CVR) can only be used to meet the flight recorder equipage requirements as specifically indicated in this Annex.*

*Note 3.— Detailed guidance on flight recorders is contained in Attachment C.*

#### 3.6.3.1 Flight data recorders — types

3.6.3.1.1 A Type I flight data recorder shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation.

3.6.3.1.2 A Type II flight data recorder shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices.

3.6.3.1.3 The use of engraving metal foil flight data recorders shall be discontinued by 1 January 1995.

3.6.3.1.4 **Recommendation.**— *The use of analogue flight data recorders using frequency modulation (FM) should be discontinued by 5 November 1998.*

3.6.3.1.4.1 The use of photographic film flight data recorders shall be discontinued from 1 January 2003.

3.6.3.1.5 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2005, which utilize data link communications and are required to carry a cockpit voice recorder (CVR), shall record on a flight recorder, all data link communications to and from the aeroplane. The minimum recording duration shall be equal to the duration of the CVR, and shall be correlated to the recorded cockpit audio.

3.6.3.1.5.1 From 1 January 2007, all aeroplanes which utilize data link communications and are required to carry a CVR, shall record on a flight recorder, all data link communications to and from the aeroplane. The minimum recording duration shall be equal to the duration of the CVR, and shall be correlated to the recorded cockpit audio.

3.6.3.1.5.2 Sufficient information to derive the content of the data link communications message, and, whenever practical, the time the message was displayed to or generated by the crew shall be recorded.

*Note.— Data link communications include, but are not limited to, automatic dependent surveillance — contract (ADS-C), controller-pilot data link communications (CPDLC), data link-flight information services (D-FIS) and aeronautical operational control (AOC) messages.*

3.6.3.1.6 **Recommendation.**— *All aeroplanes of a maximum certificated take-off mass over 5 700 kg, required to be equipped with a flight data recorder and a cockpit voice recorder, may alternatively be equipped with two combination recorders (FDR/CVR).*

3.6.3.1.7 **Recommendation.**— *All aeroplanes of a maximum certificated take-off mass of 5 700 kg or less, required to be equipped with a flight data recorder and/or a cockpit voice recorder, may alternatively be equipped with one combination recorder (FDR/CVR).*

3.6.3.1.8 A Type IA flight data recorder shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation. The parameters that satisfy the requirements for a Type IA flight data recorder are listed in the paragraphs below. The parameters without an asterisk (\*) are mandatory parameters which shall be recorded. In addition, the parameters designated by an asterisk (\*) shall be recorded if an information data source for the parameter is used by aeroplane systems or the flight crew to operate the aeroplane.

3.6.3.1.8.1 The following parameters satisfy the requirements for flight path and speed:

- Pressure altitude
- Indicated airspeed or calibrated airspeed
- Air-ground status and each landing gear air-ground sensor when practicable
- Total or outside air temperature
- Heading (primary flight crew reference)
- Normal acceleration
- Lateral acceleration
- Longitudinal acceleration (body axis)
- Time or relative time count
- Navigation data\*: drift angle, wind speed, wind direction, latitude/longitude
- Groundspeed\*
- Radio altitude\*

3.6.3.1.8.2 The following parameters satisfy the requirements for attitude:

- Pitch attitude
- Roll attitude
- Yaw or sideslip angle\*
- Angle of attack\*

3.6.3.1.8.3 The following parameters satisfy the requirements for engine power:

- Engine thrust/power: propulsive thrust/power on each engine, cockpit thrust/power lever position
- Thrust reverse status\*
- Engine thrust command\*
- Engine thrust target\*
- Engine bleed valve position\*
- Additional engine parameters\*: EPR,  $N_1$ , indicated vibration level,  $N_2$ , EGT, TLA, fuel flow, fuel cut-off lever position,  $N_3$

3.6.3.1.8.4 The following parameters satisfy the requirements for configuration:

- Pitch trim surface position
- Flaps\*: trailing edge flap position, cockpit control selection
- Slats\*: leading edge flap (slat) position, cockpit control selection
- Landing gear\*: landing gear, gear selector position
- Yaw trim surface position\*
- Roll trim surface position\*
- Cockpit trim control input position pitch\*
- Cockpit trim control input position roll\*
- Cockpit trim control input position yaw\*
- Ground spoiler and speed brake\*: ground spoiler position, ground spoiler selection, speed brake position, speed brake selection
- De-icing and/or anti-icing systems selection\*
- Hydraulic pressure (each system)\*
- Fuel quantity\*
- AC electrical bus status\*
- DC electrical bus status\*
- APU bleed valve position\*
- Computed centre of gravity\*

3.6.3.1.8.5 The following parameters satisfy the requirements for operation:

- Warnings
- Primary flight control surface and primary flight control pilot input: pitch axis, roll axis, yaw axis
- Marker beacon passage
- Each navigation receiver frequency selection
- Manual radio transmission keying and CVR/FDR synchronization reference
- Autopilot/autothrottle/AFCS mode and engagement status\*
- Selected barometric setting\*: pilot, first officer
- Selected altitude (all pilot selectable modes of operation)\*
- Selected speed (all pilot selectable modes of operation)\*
- Selected mach (all pilot selectable modes of operation)\*
- Selected vertical speed (all pilot selectable modes of operation)\*
- Selected heading (all pilot selectable modes of operation)\*
- Selected flight path (all pilot selectable modes of operation)\*: course/DSTRK, path angle
- Selected decision height\*
- EFIS display format\*: pilot, first officer
- Multi-function/engine/alerts display format\*
- GPWS/TAWS/GCAS status\*: selection of terrain display mode including pop-up display status, terrain alerts, both cautions and warnings, and advisories, on/off switch position
- Low pressure warning\*: hydraulic pressure, pneumatic pressure
- Computer failure\*
- Loss of cabin pressure\*
- TCAS/ACAS (traffic alert and collision avoidance system/airborne collision avoidance system)\*
- Ice detection\*
- Engine warning each engine vibration\*
- Engine warning each engine over temperature\*
- Engine warning each engine oil pressure low\*
- Engine warning each engine over speed\*
- Wind shear warning\*
- Operational stall protection, stick shaker and pusher activation\*
- All cockpit flight control input forces\*: control wheel, control column, rudder pedal cockpit input forces
- Vertical deviation\*: ILS glide path, MLS elevation, GNSS approach path
- Horizontal deviation\*: ILS localizer, MLS azimuth, GNSS approach path
- DME 1 and 2 distances\*
- Primary navigation system reference\*: GNSS, INS, VOR/DME, MLS, Loran C, ILS
- Brakes\*: left and right brake pressure, left and right brake pedal position
- Date\*
- Event marker\*
- Head up display in use\*
- Para visual display on\*

*Note 1.— Parameter requirements, including range, sampling, accuracy and resolution, are as contained in the Minimum Operational Performance Specification (MOPS) document for Flight Recorder Systems of the European Organization for Civil Aviation Equipment (EUROCAE) or equivalent documents.*

*Note 2.— The number of parameters to be recorded will depend on aeroplane complexity. Parameters without an (\*) are to be recorded regardless of aeroplane complexity. Those parameters designated by an (\*) are to be recorded if an information source for the parameter is used by aeroplane systems and/or flight crew to operate the aeroplane.*

### 3.6.3.2 Flight data recorders — duration

Types I and II flight data recorders shall be capable of retaining the information recorded during at least the last 25 hours of their operation.

3.6.3.3 Flight data recorders — aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1989

3.6.3.3.1 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg shall be equipped with a Type I flight data recorder.

3.6.3.3.2 **Recommendation.**— *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg up to and including 27 000 kg should be equipped with a Type II flight data recorder.*

3.6.3.4 Flight data recorders — aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2005

All aeroplanes of a maximum certificated take-off mass of over 5 700 kg shall be equipped with a Type IA flight data recorder.

3.6.3.5 Cockpit voice recorders — aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1987

*Note.*— *Cockpit voice recorder performance requirements are as contained in the Minimum Operational Performance Specification (MOPS) document for Flight Recorder Systems of the European Organization for Civil Aviation Equipment (EUROCAE) or equivalent documents.*

3.6.3.5.1 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg shall be equipped with a cockpit voice recorder, the objective of which is the recording of the aural environment on the flight deck during flight time.

3.6.3.5.2 **Recommendation.**— *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg up to and including 27 000 kg should be equipped with a cockpit voice recorder, the objective of which is the recording of the aural environment on the flight deck during flight time.*

3.6.3.6 Cockpit voice recorders — duration

3.6.3.6.1 A cockpit voice recorder shall be capable of retaining the information recorded during at least the last 30 minutes of its operation.

3.6.3.6.2 **Recommendation.**— *A cockpit voice recorder, installed in aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1990, should be capable of retaining the information recorded during at least the last two hours of its operation.*

3.6.3.6.3 A cockpit voice recorder, installed in aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued after 1 January 2003, shall be capable of retaining the information recorded during at least the last two hours of its operation.

3.6.3.7 Flight recorders — construction and installation

Flight recorders shall be constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed. Flight recorders shall meet the prescribed crashworthiness and fire protection specifications.

*Note.*— *Industry crashworthiness and fire protection specifications can be found in documents such as the European Organization for Civil Aviation Equipment (EUROCAE) documents ED55 and ED56A.*

### 3.6.3.8 Flight recorders — operation

3.6.3.8.1 Flight recorders shall not be switched off during flight time.

3.6.3.8.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13.

*Note 1.— The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.*

*Note 2.— The pilot-in-command's responsibilities regarding the retention of flight recorder records are contained in 3.6.3.9.*

### 3.6.3.9 Flight recorder records

The pilot-in-command, and/or the owner/operator, shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records, and if necessary the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.

### 3.6.3.10 Flight recorders — continued serviceability

Operational checks and evaluations of recordings from the flight data and cockpit voice recorder systems shall be conducted to ensure the continued serviceability of the recorders.

*Note.— Procedures for the inspections of the flight data and cockpit voice recorder systems are given in Attachment C.*

### 3.6.3.11 Aeroplanes on long-range over-water flights

3.6.3.11.1 The operator of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching. The operator shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities. Based upon the assessment of these risks, the operator shall, in addition to the equipment required in 2.4.4.3, ensure that the aeroplane is appropriately equipped with:

- a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and
- b) equipment for making the distress signals described in Annex 2.

3.6.3.11.2 Each life jacket and equivalent individual flotation device, when carried in accordance with 2.4.4.3, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons, except where the requirement of 2.4.4.3.1 is met by the provision of individual flotation devices other than life jackets.

3.6.3.12 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1990.

3.6.3.12.1 Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure will be less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.

3.6.3.12.2 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure in personnel compartments is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 3.4.3.6.1.

3.6.3.12.3 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 3.4.3.6.2.

### 3.6.4 Aeroplanes in icing conditions

Aeroplanes shall be equipped with suitable de-icing and/or anti-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.

### 3.6.5 Aeroplanes operated in accordance with the instrument flight rules

3.6.5.1 In addition to the requirements contained in 2.4.7, aeroplanes when operated in accordance with the instrument flight rules or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with two independent altitude measuring and display systems.

3.6.5.2 Aeroplanes over 5 700 kg —  
Emergency power supply for electrically  
operated attitude indicating instruments

3.6.5.2.1 Aeroplanes of a maximum certificated take-off mass of over 5 700 kg newly introduced into service after 1 January 1975 shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.

3.6.5.2.2 **Recommendation.** — *Aircraft with advanced cockpit automation systems (glass cockpits) should have system redundancy that provides the flight crew with attitude, heading, airspeed and altitude indications in case of failure of the primary system or display.*

3.6.5.2.3 Instruments that are used by any one pilot shall be so arranged as to permit the pilot to see their indications readily from his or her station, with the minimum practicable deviation from the position and line of vision normally assumed when looking forward along the flight path.

### 3.6.6 Pressurized aeroplanes when carrying passengers — weather-detecting equipment

Pressurized aeroplanes when carrying passengers shall be equipped with operative weather-detecting equipment capable of detecting thunderstorms whenever such aeroplanes are being operated in areas where such conditions may be expected to exist along the route either at night or under instrument meteorological conditions.

### 3.6.7 Aeroplanes operated above 15 000 m (49 000 ft) — radiation indicator

**Recommendation.**— *Aeroplanes intended to be primarily operated above 15 000 m (49 000 ft) should carry equipment to measure and indicate continuously the dose rate of total cosmic radiation being received (i.e. the total of ionizing and neutron radiation of galactic and solar origin) and the cumulative dose on each flight. The display unit of the equipment shall be readily visible to a flight crew member.*

*Note.*— *The equipment is calibrated on the basis of assumptions acceptable to the appropriate national authorities.*

### 3.6.8 Aeroplanes required to be equipped with ground proximity warning systems (GPWS)

All aeroplanes shall be equipped in accordance with 2.4.11.

### 3.6.9 Aeroplanes carrying passengers — cabin crew seats

3.6.9.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981

Aeroplanes shall be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 in respect of emergency evacuation.

3.6.9.2 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1981

3.6.9.2.1 **Recommendation.**— *Aeroplanes should be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 in respect of emergency evacuation.*

*Note.*— *Safety harness includes shoulder straps and a seat belt which may be used independently.*

3.6.9.2.2 Cabin crew seats provided in accordance with 3.6.9.1 or 3.6.9.2.1 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.

### 3.6.10 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS)

3.6.10.1 **Recommendation.**— *All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg, or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 24 November 2005, should be equipped with an airborne collision avoidance system (ACAS II).*

3.6.10.2 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 1 January 2007, shall be equipped with an airborne collision avoidance system (ACAS II).

3.6.10.3 **Recommendation.**— *All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 15 000 kg, or authorized to carry more than 19 passengers, for which the individual airworthiness certificate is first issued after 1 January 2008, should be equipped with an airborne collision avoidance system (ACAS II).*

**3.6.11 Aeroplanes required to be equipped with a pressure-altitude reporting transponder**

3.6.11.1 Aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.

*Note.— This provision is intended to improve the effectiveness of air traffic services as well as airborne collision avoidance systems.*

**3.6.12 Microphones**

All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition level/altitude.

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## CHAPTER 3.7 AEROPLANE COMMUNICATION AND NAVIGATION EQUIPMENT

### 3.7.1 Communication equipment

In addition to the requirements of 2.5.1.1 to 2.5.1.5, an aeroplane shall be provided with radio communication equipment capable of:

- a) conducting two-way communication for aerodrome control purposes;
- b) receiving meteorological information at any time during flight; and
- c) conducting two-way communication at any time during flight with at least one aeronautical station and with such other aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.

*Note.— The requirements of 3.7.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.*

### 3.7.2 Installation

The equipment installation shall be such that the failure of any single unit required for either communications or navigation purposes or both will not result in the failure of another unit required for communications or navigation purposes.

### 3.7.3 Electronic navigation data management

3.7.3.1 An operator of an aeroplane shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless the State of Registry has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the equipment that will use them. The State of Registry shall ensure that the operator continues to monitor both process and products.

*Note.— Guidance relating to the processes that data suppliers may follow is contained in RTCA DO-200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.*

3.7.3.2 An operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all aeroplanes that require it.

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## CHAPTER 3.8 AEROPLANE MAINTENANCE

### 3.8.1 Operator's maintenance responsibilities

3.8.1.1 An operator shall comply with the requirements of 2.6.1.

3.8.1.2 **Recommendation.** — *An operator should ensure that all maintenance personnel receive initial and continuation training acceptable to the State of Registry and appropriate to their assigned tasks and responsibilities. This should include Human Factors and coordination with other maintenance personnel and flight crew.*

*Note.*— *Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

### 3.8.2 Operator's maintenance control manual

**Recommendation.**— *An operator should provide a maintenance control manual, as specified in 3.11.1, for the use and guidance of maintenance and operations personnel.*

*Note.*— *States may provide guidance material as outlined in 3.11.2 or reference accepted industry codes of practice.*

### 3.8.3 Maintenance programme

3.8.3.1 An operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, acceptable to the State of Registry, containing the information required by 3.11.2. The design and application of the operator's maintenance programme shall observe human factors principles according to the State of Registry's guidance material.

*Note.*— *Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

3.8.3.2 Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.

### 3.8.4 Continuing airworthiness information

An operator of an aeroplane of a maximum certificated take-off mass in excess of 5 700 kg shall, as prescribed by the State of Registry, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness, is transmitted as required by Annex 8, Part II, 4.2.3 f) and 4.2.4.

### 3.8.5 Maintenance release

3.8.5.1 A maintenance release shall be completed and signed, as prescribed by the State of Registry, to certify that the maintenance work has been performed in accordance with the maintenance programme or other data and procedures acceptable to the State of Registry.

3.8.5.2 A maintenance release shall contain a certification including:

- a) basic details of the maintenance performed;
  - b) the date such maintenance was completed;
  - c) when applicable, the identity of the approved maintenance organization; and
  - d) the identity of the person or persons signing the release.
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## CHAPTER 3.9 AEROPLANE FLIGHT CREW

### 3.9.1 Composition of the flight crew

#### 3.9.1.1 Designation of pilot-in-command

For each flight the operator shall designate a pilot to act as pilot-in-command.

#### 3.9.1.2 Flight engineer

When a separate flight engineer's station is incorporated in the design of an aeroplane, the flight crew shall include at least one flight engineer especially assigned to that station, unless the duties associated with that station can be satisfactorily performed by another flight crew member, holding a flight engineer licence, without interference with regular duties.

### 3.9.2 Flight crew member emergency duties

An operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. Recurrent training in accomplishing these functions shall be contained in the operator's training programme and shall include instruction in the use of all emergency and life-saving equipment required to be carried, and drills in the emergency evacuation of the aeroplane.

### 3.9.3 Flight crew member training programmes

3.9.3.1 An operator shall establish and maintain a training programme that is designed to ensure that a person who receives training acquires and maintains the competency to perform assigned duties, including skills related to human performance. Ground and flight training programmes shall be established either through internal programmes or through a training services provider, and shall include or make reference to a syllabus for those training programmes in the company operations manual. The training programme shall include training to competency for all equipment installed.

3.9.3.2 **Recommendation.**— *Flight simulators should be used to the maximum extent practicable for initial and annual recurrent training.*

### 3.9.4 Qualifications

#### 3.9.4.1 Flight crew member licensing

3.9.4.1.1 An operator shall:

- a) ensure that each flight crew member assigned to duty holds a valid licence issued by the State of Registry, or if issued by another Contracting State, rendered valid by the State of Registry;
- b) ensure that flight crew members are properly rated; and
- c) be satisfied that flight crew members are competent to carry out assigned duties.

3.9.4.1.2 The operator of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collisions.

*Note 1.— Procedures for the use of ACAS II equipment are specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures. ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment to Part III, Section 3, Chapter 3.*

*Note 2.— Appropriate training, to the satisfaction of the State, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:*

- a) possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or*
- b) possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or*
- c) a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.*

#### 3.9.4.2 Recent experience — pilot-in-command

An operator shall not assign a pilot to act as pilot-in-command of an aeroplane unless that pilot has made at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.

#### 3.9.4.3 Recent experience — co-pilot

An operator shall not assign a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has made at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.

#### 3.9.4.4 Pilot proficiency checks

An operator shall ensure that piloting technique and the ability to execute emergency procedures is checked periodically in such a way as to demonstrate the pilot's competence. Where the operation may be conducted under the instrument flight rules, an operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or a representative of the State issuing the pilot licence.

*Note.— The periodicity of the checks referred to in 3.9.4.4 is dependent upon the complexity of both the aeroplane and the operation.*

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**CHAPTER 3.10 FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER**

**Recommendation.**— *An operator should ensure that any person assigned as a flight operations officer/flight dispatcher is trained and maintains familiarization with all features of the operation which are pertinent to their duties, including knowledge and skills related to Human Factors.*

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## CHAPTER 3.11 MANUALS, LOGS AND RECORDS

*Note.— The following documents are associated with this Annex but are not included in this chapter:*

*Operational flight plan — see 3.4.3.3*

### 3.11.1 Operator's maintenance control manual

**Recommendation.**— *An operator's maintenance control manual provided in accordance with 3.8.2, which may be issued in separate parts, should be developed according to Industry Codes of Practice or to the State of Registry's guidance material, and should at a minimum contain information about:*

- a) the means for complying with the procedures required by 3.8.1.1;*
- b) the means of recording the names and duties of the person or persons required by 3.8.1.1;*
- c) the maintenance programme required by 3.8.3.1;*
- d) the methods used for the completion and retention of the operator's maintenance records required by 3.8.5;*
- e) the procedures for complying with the service information reporting requirements of Annex 8, Part II, 4.2.3 f) and 4.2.4;*
- f) the procedures for implementing action resulting from mandatory continuing airworthiness information;*
- g) a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme, in order to correct any deficiency in that programme;*
- h) the aircraft types and models to which the manual applies;*
- i) the procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; and*
- j) procedures for advising the State of Registry of significant in-service occurrences.*

### 3.11.2 Maintenance programme

3.11.2.1 A maintenance programme for each aeroplane as required by 3.8.3 shall contain the following information:

- a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aeroplane;
- b) when applicable, a continuing structural integrity programme;
- c) procedures for changing or deviating from a) and b) above as approved by the State of Registry; and
- d) when applicable and approved by the State of Registry, condition monitoring and reliability programme descriptions for aircraft systems, components and powerplants.

3.11.2.2 Maintenance tasks and intervals that have been specified as mandatory in approval of the type design, or approved changes to the maintenance programme, shall be identified as such.

3.11.2.3 **Recommendation.**— *The maintenance programme should be based on maintenance programme information made available by the State of Design or by the organization responsible for the type design, and any additional applicable experience.*

### **3.11.3 Flight recorder records**

The owner of the aeroplane, or in the case where it is leased, the lessee, shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.

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## CHAPTER 3.12 CABIN CREW

### 3.12.1 Assignment of emergency duties

The requirement for cabin crew for each type of aeroplane shall be determined by the operator, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.

### 3.12.2 Cabin crew at emergency evacuation stations

When cabin crew are required by a State authority, each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with 3.6.9 during take-off and landing and whenever the pilot-in-command so directs.

### 3.12.3 Protection of cabin crew during flight

Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.

### 3.12.4 Training

3.12.4.1 An operator shall ensure that a training programme is completed by all persons before being assigned as a cabin crew member.

3.12.4.2 **Recommendation.**— *An operator should establish and maintain a cabin crew training programme that is designed to ensure that persons who receive training acquire the competency to perform their assigned duties and includes or makes reference to a syllabus for the training programme in the company operations manual. The training programme should include Human Factors training.*

*Note.*— *Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).*

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## CHAPTER 3.13 SECURITY

### 3.13.1 Security programme

**Recommendation.**— *Each Contracting State should ensure that each entity conducting general aviation operations, including corporate operator aviation operations, using aircraft with a maximum take-off mass greater than 5 700 kg, establishes, implements and maintains a written operator security programme that meets the requirements of the national civil aviation security programme of that State .*

*Note.*— *Accepted industry codes of practice may be used as the basis for the development of a written operator security programme.*

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**ATTACHMENT A. COMPANY OPERATIONS MANUAL**  
*Supplementary to 3.4.2.2*

The following is the suggested content of a company operations manual. It may be issued in separate parts corresponding to specific aspects of an operation. It should include the instructions and information necessary to enable the personnel concerned to perform their duties safely and shall contain at least the following information:

- a) table of contents;
  - b) amendment control page and list of effective pages, unless the entire document is reissued with each amendment and the document has an effective date on it;
  - c) duties, responsibilities and succession of management and operating personnel;
  - d) operator safety management system;
  - e) operational control system;
  - f) MEL procedures (where applicable);
  - g) normal flight operations;
  - h) SOPs;
  - i) weather limitations;
  - j) flight and duty time limitations;
  - k) emergency operations;
  - l) accident/incident considerations;
  - m) personnel qualifications and training;
  - n) record keeping;
  - o) a description of the maintenance control system;
  - p) security procedures (where applicable);
  - q) performance operating limitations;
  - r) use/protection of FDR/CVR records (where applicable); and
  - s) handling of dangerous goods.
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**ATTACHMENT B. MINIMUM EQUIPMENT LIST (MEL)**  
*Supplementary to 3.6.1.1*

1. If deviations from the requirements of States in the certification of aircraft were not permitted, an aircraft could not be flown unless all systems and equipment were operable. Experience has proved that some unserviceability can be accepted in the short term when the remaining operative systems and equipment provide for continued safe operations.
  2. The State should indicate through approval of a minimum equipment list those systems and items of equipment that may be inoperative for certain flight conditions with the intent that no flight can be conducted with inoperative systems and equipment other than those specified.
  3. A minimum equipment list, approved by the State of the Operator, is therefore necessary for each aircraft, based on the master minimum equipment list established for the aircraft type by the organization responsible for the type design in conjunction with the State of Design.
  4. The State of the Operator should require the operator to prepare a minimum equipment list designed to allow the operation of an aircraft with certain systems or equipment inoperative provided an acceptable level of safety is maintained.
  5. The minimum equipment list is not intended to provide for operation of the aircraft for an indefinite period with inoperative systems or equipment. The basic purpose of the minimum equipment list is to permit the safe operation of an aircraft with inoperative systems or equipment within the framework of a controlled and sound programme of repairs and parts replacement.
  6. Operators are to ensure that no flight is commenced with multiple minimum equipment list items inoperative without determining that any interrelationship between inoperative systems or components will not result in an unacceptable degradation in the level of safety and/or undue increase in the flight crew workload.
  7. The exposure to additional failures during continued operation with inoperative systems or equipment should also be considered in determining that an acceptable level of safety is being maintained. The minimum equipment list may not deviate from requirements of the flight manual limitations section, emergency procedures or other airworthiness requirements of the State of Registry or of the State of the Operator unless the appropriate airworthiness authority or the flight manual provides otherwise.
  8. Systems or equipment accepted as inoperative for a flight should be placarded where appropriate and all such items should be noted in the aircraft technical log to inform the flight crew and maintenance personnel of the inoperative system or equipment.
  9. For a particular system or item of equipment to be accepted as inoperative, it may be necessary to establish a maintenance procedure, for completion prior to flight, to deactivate or isolate the system or equipment. It may similarly be necessary to prepare an appropriate flight crew operating procedure.
  10. The responsibilities of the pilot-in-command in accepting an aeroplane for operation with deficiencies in accordance with a minimum equipment list are specified in 2.2.3.1.
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## ATTACHMENT C. FLIGHT RECORDERS

*Supplementary to 3.6.3*

### Introduction

The material in this Attachment concerns flight recorders intended for installation in aeroplanes engaged in international air navigation. Flight recorders comprise two systems — a flight data recorder and a cockpit voice recorder. Flight data recorders are classified as Type I, Type II and Type IIA depending upon the number of parameters to be recorded and the duration required for retention of the recorded information.

### 1. Flight data recorder (FDR)

#### 1.1 General requirements

1.1.1 The FDR is to record continuously during flight time.

1.1.2 The FDR container is to:

- a) be painted a distinctive orange or yellow colour;
- b) carry reflective material to facilitate its location; and
- c) have securely attached an automatically activated underwater locating device.

1.1.3 The FDR is to be installed so that:

- a) the probability of damage to the recording is minimized. To meet this requirement it should be located as far aft as practicable. In the case of pressurized aeroplanes it should be located in the vicinity of the rear pressure bulkhead;
- b) it receives its electrical power from a bus that provides the maximum reliability for operation of the FDR without jeopardizing service to essential or emergency loads; and
- c) there is an aural or visual means for pre-flight checking that the FDR is operating properly.

#### 1.2 Parameters to be recorded

1.2.1 *Type I FDR*. This FDR will be capable of recording, as appropriate to the aeroplane, at least the 32 parameters in Table C-1. However, other parameters may be substituted with due regard to the aeroplane type and the characteristics of the recording equipment.

1.2.2 *Types II and IIA FDRs*. These FDRs will be capable of recording, as appropriate to the aeroplane, at least the first 15 parameters in Table C-1. However, other parameters may be substituted with due regard to the aeroplane type and the characteristics of the recording equipment.

#### 1.3 Additional information

1.3.1 A Type IIA FDR, in addition to a 30-minute recording duration, is to retain sufficient information from the preceding take-off for calibration purposes.

1.3.2 The measurement range, recording interval and accuracy of parameters on installed equipment is usually verified by methods approved by the appropriate certificating authority.

1.3.3 The manufacturer usually provides the national certificating authority with the following information in respect of the FDR:

- a) manufacturer's operating instructions, equipment limitations and installation procedures;
- b) parameter origin or source and equations which relate counts to units of measurement; and
- c) manufacturer's test reports.

1.3.4 Documentation concerning parameter allocation, conversion equations, periodic calibration and other serviceability/maintenance information should be maintained by the operator. The documentation must be sufficient to ensure that accident investigation authorities have the necessary information to read out the data in engineering units.

## 2. Cockpit voice recorder (CVR)

### 2.1 General requirements

2.1.1 The CVR is to be designed so that it will record at least the following:

- a) voice communication transmitted from or received in the aeroplane by radio;
- b) aural environment on the flight deck;
- c) voice communication of flight crew members on the flight deck using the aeroplane's interphone system;
- d) voice or audio signals identifying navigation or approach aids introduced in the headset or speaker;
- e) voice communication of flight crew members using the passenger address system, if installed; and
- f) digital communications with ATS, unless recorded by the FDR.

2.1.2 The CVR container is to:

- a) be painted a distinctive orange or yellow colour;
- b) carry reflective material to facilitate its location; and
- c) have securely attached an automatically activated underwater locating device.

2.1.3 To aid in voice and sound discrimination, microphones in the cockpit are to be located in the best position for recording voice communications originating at the pilot and co-pilot stations and voice communications of other crew members on the flight deck when directed to those stations. This can best be achieved by wiring suitable boom microphones to record continuously on separate channels.

2.1.4 The CVR is to be installed so that:

- a) the probability of damage to the recording is minimized. To meet this requirement it should be located as far aft as practicable. In the case of pressurized aeroplanes it should be located in the vicinity of the rear pressure bulkhead;
- b) it receives its electrical power from a bus that provides the maximum reliability for operation of the CVR without jeopardizing service to essential or emergency loads;
- c) there is an aural or visual means for pre-flight checking of the CVR for proper operation; and
- d) if the CVR has a bulk erasure device, the installation should be designed to prevent operation of the device during flight time or crash impact.

### 2.2 Performance requirements

2.2.1 The CVR will be capable of recording on at least four tracks simultaneously except for the CVR in Chapter 6, 3.6.3.5.2. To ensure accurate time correlation between tracks, the CVR is to record in an inline format. If a bi-directional configuration is used, the in-line format and track allocation should be retained in both directions.

2.2.2 The preferred track allocation is as follows:

Track 1 — co-pilot headphones and live boom microphone

- Track 2 — pilot headphones and live boom microphone
- Track 3 — area microphone
- Track 4 — time reference plus the third and fourth crew members' headphone and live microphone, if applicable.

*Note 1.— Track 1 is located closest to the base of the recording head.*

*Note 2.— The preferred track allocation presumes use of current conventional magnetic tape transport mechanisms, and is specified because the outer edges of the tape have a higher risk of damage than the middle. It is not intended to preclude use of alternative recording media where such constraints may not apply.*

2.2.3 The CVR, when tested by methods approved by the appropriate certificating authority, will be demonstrated to be suitable for the environmental extremes over which it is designed to operate.

2.2.4 Means will be provided for an accurate time correlation between the FDR and CVR.

*Note.— One method of achieving this is by superimposing the FDR time signal on the CVR.*

### 2.3 Additional information

The manufacturer usually provides the national certificating authority with the following information in respect of the CVR:

- a) manufacturer's operating instructions, equipment limitations and installation procedures; and
- b) manufacturer's test reports.

## 3. Inspections of FDR and CVR systems

3.1 Prior to the first flight of the day, the built-in test features on the flight deck for the CVR, FDR and Flight Data Acquisition Unit (FDAU), when installed, should be monitored.

3.2 Annual inspections should be carried out as follows:

- a) the read-out of the recorded data from the FDR and CVR should ensure that the recorder operates correctly for the nominal duration of the recording;
- b) the analysis of the FDR should evaluate the quality of the recorded data to determine if the bit error rate is within acceptable limits and to determine the nature and distribution of the errors;
- c) a complete flight from the FDR should be examined in engineering units to evaluate the validity of all recorded parameters. Particular attention should be given to parameters from sensors dedicated to the FDR. Parameters taken from the aircraft's electrical bus system need not be checked if their serviceability can be detected by other aircraft systems;
- d) the read-out facility should have the necessary software to accurately convert the recorded values to engineering units and to determine the status of discrete signals;
- e) an annual examination of the recorded signal on the CVR should be carried out by re-play of the CVR recording. While installed in the aircraft, the CVR should record test signals from each aircraft source and from relevant external sources to ensure that all required signals meet intelligibility standards; and
- f) where practicable, during the annual examination, a sample of in-flight recordings of the CVR should be examined for evidence that the intelligibility of the signal is acceptable.

3.3 Flight recorder systems should be considered unserviceable if there is a significant period of poor quality data, unintelligible signals, or if one or more of the mandatory parameters is not recorded correctly.

3.4 A report of the annual inspection should be made available on request to the State's regulatory authority for monitoring purposes.

3.5 Calibration of the FDR system:

- a) the FDR system should be re-calibrated at least every five years to determine any discrepancies in the engineering conversion routines for the mandatory parameters, and to ensure that parameters are being recorded within the calibration tolerances; and
- b) when the parameters of altitude and airspeed are provided by sensors that are dedicated to the FDR system, there should be a re-calibration performed as recommended by the sensor manufacturer, or at least every two years.

Table C-1  
Parameters for Flight Data Recorders

Serial number	Parameter	Measurement range	Recording interval (seconds)	Accuracy limits (sensor input compared to FDR read-out)
1	Time (UTC when available, otherwise elapsed time)	24 hours	4	±0.125% per hour
2	Pressure-altitude	-300 m (-1 000 ft) to maximum certificated altitude of aircraft +1 500 m (+5 000 ft)	1	±30 m to ±200 m (±100 ft to ±700 ft)
3	Indicated airspeed	95 km/h (50 kt) to max $V_{S_0}$ (Note 1) $V_{S_0}$ to 1.2 $V_D$ (Note 2)	1	±5% ±3%
4	Heading	360°	1	±2°
5	Normal acceleration	-3 g to +6 g	0.125	±1% of maximum range excluding datum error of ±5%
6	Pitch attitude	±75°	1	±2°
7	Roll attitude	±180°	1	±2°
8	Radio transmission keying	On-off (one discrete)	1	
9	Power on each engine (Note 3)	Full range	1 (per engine)	±2%
10	Trailing edge flap or cockpit control selection	Full range or each discrete position	2	±5% or as pilot's indicator
11	Leading edge flap or cockpit control selection	Full range or each discrete position	2	±5% or as pilot's indicator
12	Thrust reverser position	Stowed, in transit, and reverse	1 (per engine)	
13	Ground spoiler/speed brake selection	Full range or each discrete position	1	±2% unless higher accuracy uniquely required
14	Outside air temperature	Sensor range	2	±2°C
15	Autopilot/auto throttle/AFCS mode and engagement status	A suitable combination of discretely	1	

Note.— The preceding 15 parameters satisfy the requirements for a Type II FDR.

16	Longitudinal acceleration	±1 g	0.25	±1.5% max range excluding datum error of ±5%
17	Lateral acceleration	±1 g	0.25	±1.5% max range excluding datum error of ±5%
18	Pilot input and/or control surface position—primary controls (pitch, roll, yaw) (Note 4)	Full range	1	±2° unless higher accuracy uniquely required
19	Pitch trim position	Full range	1	±3% unless higher accuracy uniquely required
20	Radio altitude	-6 m to 750 m (-20 ft to 2 500 ft)	1	±0.6 m (±2 ft) or ±3% whichever is greater below 150 m (500 ft) and ±5% above 150 m (500 ft)
21	Glide path deviation	Signal range	1	±3%
22	Localizer deviation	Signal range	1	±3%
23	Marker beacon passage	Discrete	1	
24	Master warning	Discrete	1	
25	NAV 1 and 2 frequency selection (Note 5)	Full range	4	As installed

Serial number	Parameter	Measurement range	Recording interval (seconds)	Accuracy limits (sensor input compared to FDR read-out)
26	DME 1 and 2 distance (Notes 5 and 6)	0 – 370 km	4	As installed
27	Landing gear squat switch status	Discrete	1	
28	GPWS (ground proximity warning system)	Discrete	1	
29	Angle of attack	Full range	0.5	As installed
30	Hydraulics, each system (low pressure)	Discrete	2	
31	Navigation data (latitude/longitude, ground speed and drift angle) (Note 7)	As installed	1	As installed
32	Landing gear or gear selector position	Discrete	4	As installed

Note.— The preceding 32 parameters satisfy the requirements for a Type I FDR.

Notes.—

1.  $V_{S0}$  stalling speed or minimum steady flight speed in the landing configuration.
2.  $V_D$  design diving speed.
3. Record sufficient inputs to determine power.
4. For aeroplanes with conventional control systems “or” applies. For aeroplanes with non-mechanical control systems “and” applies. In aeroplanes with split surfaces, a suitable combination of inputs is acceptable in lieu of recording each surface separately.
5. If signal available in digital form.
6. Recording of latitude and longitude from INS or other navigation system is a preferred alternative.
7. If signals readily available.

If further recording capacity is available, recording of the following additional information should be considered:

- a) operational information from electronic display systems, such as electronic flight instrument systems (EFIS), electronic centralized aircraft monitor (ECAM) and engine indication and crew alerting system (EICAS). Use the following order of priority:
  - 1) parameters selected by the flight crew relating to the desired flight path, e.g. barometric pressure setting, selected altitude, selected airspeed, decision height, and autoflight system engagement and mode indications if not recorded from another source;
  - 2) display system selection/status, e.g. SECTOR, PLAN, ROSE, NAV, WXR, COMPOSITE, COPY, ETC.;
  - 3) warnings and alerts;
  - 4) the identity of displayed pages for emergency procedures and checklists;
- b) retardation information including brake application for use in the investigation of landing overruns and rejected take-offs; and
- c) additional engine parameters (EPR,  $N_1$ , EGT, fuel flow, etc.).

— END —