

COVER SHEET TO AMENDMENT 42

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

OPERATION OF AIRCRAFT

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

**PART I
INTERNATIONAL COMMERCIAL AIR TRANSPORT — AEROPLANES**

TENTH EDITION — JULY 2016

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Checklist of Amendments to Annex 6, Part I

	<i>Effective date</i>	<i>Date of applicability</i>
Tenth Edition (incorporates Amendments 1 to 40-A)	11 July 2016	10 November 2016
Amendment 40-B (adopted by the Council on 2 March 2016)	11 July 2016	7 November 2019
Amendment 40-C (adopted by the Council on 2 March 2016)	11 July 2016	5 November 2020
Amendment 41 (adopted by the Council on 25 November 2016)	2 February 2017	27 April 2017
Amendment 42 (adopted by the Council on 27 February 2017) Replacement pages (xxxv), (xxxvi), 3-3 and 3-4	10 July 2017	8 November 2018



Transmittal note

Amendment 42

to the

International Standards and
Recommended Practices

OPERATION OF AIRCRAFT

(Annex 6, Part I to the Convention on International Civil Aviation)

1. Insert the following new and replacement pages in Annex 6, Part I (Tenth Edition) to incorporate Amendment 42 which becomes applicable on 8 November 2018:
 - a) Pages *(xxxv)* and *(xxxvi)* — Foreword
 - b) Pages 3-3 and 3-4 — Chapter 3
 2. These pages should be retained separately from the Annex proper until the applicability date is reached, at which time they should be incorporated into the Annex.
 3. Record the entry of this amendment on page *(iii)*.
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<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
39	Second High-level Safety Conference (HLSC 2015) and Multidisciplinary Meeting regarding Global Flight Tracking (MMGFT)	Amendment concerning provisions related to normal aircraft tracking	10 November 2015 20 March 2016 8 November 2018
40-A (Tenth Edition)	Secretariat, with the assistance of the Fatigue Risk Management System Task Force (FRMSTF); first meeting of the Flight Operations Panel (FLTOSP/1); Secretariat, with the assistance of the seventh meeting of the Flight Recorder Panel (FLIRECP/7); second meeting of the Operational Data Link Panel (OPLINKP/2)	Amendment concerning: <ul style="list-style-type: none"> a) fatigue management approaches; b) harmonization and alignment of terms and language, updated performance-based navigation (PBN) provisions, enhanced vision systems (EVS), and cargo compartment fire suppression considerations for diversion; c) automatic deployable flight recorder (ADFR); flight recorder data recovery; extended duration of cockpit voice recorder; and location of aeroplane in distress; and d) performance-based communication and surveillance (PBCS). 	2 March 2016 11 July 2016 10 November 2016
40-B	Group of Experts on Protection of Accident and Incident Records (GPAIR) stemming from the work of the Safety Information Protection Task Force (SIP TF); Secretariat, as a result of the amendment to Annex 19 proposed by the first meeting of the Safety Management Panel (SMP/1) and the Safety Information Protection Task Force (SIP TF)	Amendment concerning: <ul style="list-style-type: none"> a) protection of flight recorder recordings in normal operations; and b) protection of safety data, safety information and related sources. 	2 March 2016 11 July 2016 7 November 2019
40-C	Friction Task Force (FTF) of the Aerodrome Design and Operations Panel (ADOP)	Amendment concerning the use of an enhanced global reporting format for assessing and reporting runway surface conditions.	2 March 2016 11 July 2016 5 November 2020
41	39th Session of the Assembly	Amendment concerning the applicability date for halon agent replacement in portable fire extinguishers.	25 November 2016 2 February 2017 27 April 2017

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
42	Secretariat with the assistance of the Normal Aircraft Tracking Implementation Initiative/2 (NATII/2)	Amendment concerning a proposal developed by the Secretariat with the assistance of the Normal Aircraft Tracking Implementation Initiative/2 (NATII/2) to amend the Standards and Recommended Practices (SARPs) with the introduction of an additional SARP to facilitate the practical implementation of normal tracking provisions.	27 February 2017 10 July 2017 8 November 2018

3.3.1 **Recommendation.**— *The operator of an aeroplane of a certificated take-off mass in excess of 20 000 kg should establish and maintain a flight data analysis programme as part of its safety management system.*

3.3.2 The operator of an aeroplane of a maximum certificated take-off mass in excess of 27 000 kg shall establish and maintain a flight data analysis programme as part of its safety management system.

Note.— *The operator may contract the operation of a flight data analysis programme to another party while retaining overall responsibility for the maintenance of such a programme.*

3.3.3 A flight data analysis programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.

Note 1.— *Guidance on the establishment of flight data analysis programmes is included in the Manual on Flight Data Analysis Programmes (FDAP) (Doc 10000).*

Note 2.— *Legal guidance for the protection of information from safety data collection and processing systems is contained in Attachment B to the first edition of Annex 19.*

3.3.4 The operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system.

Note.— *Guidance on the development and organization of a flight safety documents system is provided in Attachment F.*

3.4 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.*

3.5 AIRCRAFT TRACKING

(Applicable on and after 8 November 2018)

3.5.1 The operator shall establish an aircraft tracking capability to track aeroplanes throughout its area of operations.

Note.— *Guidance on aircraft tracking capabilities is contained in the Aircraft Tracking Implementation Guidelines (Cir 347).*

3.5.2 **Recommendation.**— *The operator should track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) under the following conditions:*

- a) *the aeroplane has a maximum certificated take-off mass of over 27 000 kg and a seating capacity greater than 19; and*
- b) *where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.*

Note.— *See Annex 11, Chapter 2, for coordination between the operator and air traffic services providers regarding position report messages.*

3.5.3 The operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) that is planned in an oceanic area(s) under the following conditions:

- a) the aeroplane has a maximum certificated take-off mass of over 45 500 kg and a seating capacity greater than 19; and
- b) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.

Note 1.— Oceanic area, for the purpose of aircraft tracking, is the airspace which overlies waters outside the territory of a State.

Note 2.— See Annex 11, Chapter 2, for coordination between the operator and air traffic services providers regarding position report messages.

3.5.4 Notwithstanding the provisions in 3.5.2 and 3.5.3, the State of the Operator may, based on the results of an approved risk assessment process implemented by the operator, allow for variations to automated reporting intervals. The process shall demonstrate how risks to the operation, resulting from such variations, can be managed and shall include at least the following:

- a) capability of the operator's operational control systems and processes, including those for contacting ATS units;
- b) overall capability of the aeroplane and its systems;
- c) available means to determine the position of, and communicate with, the aeroplane;
- d) frequency and duration of gaps in automated reporting;
- e) human factors consequences resulting from changes to flight crew procedures; and
- f) specific mitigation measures and contingency procedures.

Note.— Guidance on development, implementation and approval of the risk assessment process, which allows for variations to the need for automatic reporting and the required interval, including variation examples, is contained in the Aircraft Tracking Implementation Guidelines (Cir 347).

3.5.5 The operator shall establish procedures, approved by the State of the Operator, for the retention of aircraft tracking data to assist SAR in determining the last known position of the aircraft.

Note.— Refer to 4.2.1.3.1 for operator responsibilities when using third parties for the conduct of aircraft tracking under 3.5.