



Annex 6, Part I
Tenth Edition
Corrigendum No. 1
(English, Arabic, Chinese,
French, Russian, Spanish)
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**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

CORRIGENDUM NO. 1

1. Please replace existing pages 1-9, 3-3, 12-2 and APP 7-2 by the attached new pages bearing the notation “Corr. 1”.
2. Record the entry of this corrigendum on page (iii).

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.

Performance-based surveillance (PBS). Surveillance based on performance specifications applied to the provision of air traffic services.

Note.— An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety 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 in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Point of no return. The last possible geographic point at which an aircraft can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight.

Pressure-altitude. An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.*

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

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) specification. A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication.

Required surveillance performance (RSP) specification. A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.

Rest period. A continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties.

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.

Safe forced landing. Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

Safety management system (SMS). A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.

Small aeroplane. An aeroplane of a maximum certificated take-off mass of 5 700 kg or less.

* As defined in Annex 8.

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).

State of the Aerodrome. The State in whose territory the aerodrome is located.

State of the Operator. The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

Synthetic vision system (SVS). A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.

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

Threshold time. The range, expressed in time, established by the State of the Operator, to an en-route alternate aerodrome, whereby any time beyond requires an EDTO approval from the State of the Operator.

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*, equal to or better than specified minima.

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

* As defined in Annex 2.

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 Normal 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 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.

CHAPTER 12. CABIN CREW

12.1 ASSIGNMENT OF EMERGENCY DUTIES

The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of aeroplane, 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.

12.2 CABIN CREW AT EMERGENCY EVACUATION STATIONS

Each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with 6.16 during take-off and landing and whenever the pilot-in-command so directs.

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.

Note.— The foregoing does not preclude the pilot-in-command from directing the fastening of the seat belt only, at times other than during take-off and landing.

12.4 TRAINING

The operator shall establish and maintain a training programme, approved by the State of the Operator, to be completed by all persons before being assigned as a cabin crew member. Cabin crew members shall complete a recurrent training programme annually. These training programmes shall ensure that each person is:

- a) competent to execute those safety duties and functions which the cabin crew member is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;
- b) drilled and capable in the use of emergency and life-saving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits, and automated external defibrillators;
- c) when serving on aeroplanes operated above 3 000 m (10 000 ft), knowledgeable as regards the effect of lack of oxygen and, in the case of pressurized aeroplanes, as regards physiological phenomena accompanying a loss of pressurization;
- d) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the cabin crew member's own duties;

- e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and
- f) knowledgeable about human performance as related to passenger cabin safety duties including flight crew-cabin crew coordination.

Note 1.— Requirements for the training of cabin crew members in the transport of dangerous goods are included in the Dangerous Goods Training Programme contained in Annex 18 — The Safe Transport of Dangerous Goods by Air and the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284).

Note 2.— For more information on dangerous goods operational requirements, see Chapter 14.

Note 3.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Cabin Crew Safety Training Manual (Doc 10002).

APPENDIX 7. FATIGUE RISK MANAGEMENT SYSTEM REQUIREMENTS

Note.— Guidance on the development and implementation of FRMS regulations is contained in the Manual for the Oversight of Fatigue Management Approaches (Doc 9966).

A Fatigue Risk Management System (FRMS) established in accordance with Chapter 4, 4.10.6, shall contain, at a minimum:

1. FRMS POLICY AND DOCUMENTATION

1.1 FRMS policy

- 1.1.1 The operator shall define its FRMS policy, with all elements of the FRMS clearly identified.
- 1.1.2 The policy shall require that the scope of FRMS operations be clearly defined in the operations manual.
- 1.1.3 The policy shall:
 - a) reflect the shared responsibility of management, flight and cabin crews, and other involved personnel;
 - b) clearly state the safety objectives of the FRMS;
 - c) be signed by the accountable executive of the organization;
 - d) be communicated, with visible endorsement, to all the relevant areas and levels of the organization;
 - e) declare management commitment to effective safety reporting;
 - f) declare management commitment to the provision of adequate resources for the FRMS;
 - g) declare management commitment to continuous improvement of the FRMS;
 - h) require that clear lines of accountability for management, flight and cabin crews, and all other involved personnel are identified; and
 - i) require periodic reviews to ensure it remains relevant and appropriate.

Note.— Effective safety reporting is described in the Safety Management Manual (SMM) (Doc 9859).

1.2 FRMS documentation

The operator shall develop and keep current FRMS documentation that describes and records:

- a) FRMS policy and objectives;
- b) FRMS processes and procedures;
- c) accountabilities, responsibilities and authorities for these processes and procedures;
- d) mechanisms for ongoing involvement of management, flight and cabin crew members, and all other involved personnel;
- e) FRMS training programmes, training requirements and attendance records;
- f) scheduled and actual flight times, duty periods and rest periods with significant deviations and reasons for deviations noted; and

Note.— Significant deviations are described in the Manual for the Oversight of Fatigue Management Approaches (Doc 9966).

- g) FRMS outputs including findings from collected data, recommendations, and actions taken.

2. FATIGUE RISK MANAGEMENT PROCESSES

2.1 Identification of hazards

Note.— 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.

The operator shall develop and maintain three fundamental and documented processes for fatigue hazard identification:

2.1.1 Predictive

The predictive process shall identify fatigue hazards by examining crew scheduling and taking into account factors known to affect sleep and fatigue and their effects on performance. Methods of examination may include but are not limited to:

- a) operator or industry operational experience and data collected on similar types of operations;
- b) evidence-based scheduling practices; and
- c) bio-mathematical models.

2.1.2 Proactive

The proactive process shall identify fatigue hazards within current flight operations. Methods of examination may include but are not limited to:

- a) self-reporting of fatigue risks;
- b) crew fatigue surveys;