

Draft ANO-11 paragraphs with the inclusion of Amendment 53 of Annex 11

1. New definition.

Current flight plan (CPL). The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

2. "Note" amended in the definition of Flight Plan.

Note 1.— The term flight plan may be prefixed by the words "preliminary", "filed", "current" or "operational" to indicate the context and different stages of a flight.

Note 2.— When the word "message" is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

3. Amendments of paragraph Nos. and inclusion of new paragraphs.

5.1.3 The appropriate ATSP shall maintain up-to-date contact details in the OPS Control Directory for flight information centres or area control centres referred to in 5.1.2.

5.1.3.1 The contact details to be maintained in the OPS Control Directory shall be those of the appropriate ATS duty supervisor position or equivalent.

Note.— Guidance on the use of the OPS Control Directory is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).


5.1.3.4 In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information centre or area control centre responsible which shall in turn notify the rescue coordination centre, except that notification of the area control centre, flight information centre, or rescue coordination centre shall not be required when the nature of the emergency is such that the notification would be superfluous.

5.1.4.1 Nevertheless, whenever the urgency of the situation so requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.

4. Amendments in the paragraph 5.2.1. c)

3) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or where the likelihood of a forced landing has not been determined, or when

4) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing, except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.


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