

AMENDMENT 48 TO ANNEX 6 PART 1

1. EXISTING REGULATION IN ANO 6-1:

6.18 LOCATION OF AN AEROPLANE IN DISTRESS

- 6.18.1 All aeroplanes of a maximum certificated take-off mass of over 27000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023 shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress, in accordance with Appendix 9.
- 6.18.2 **Recommendation.** — *All 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 2023, should autonomously transmit information from which a position can be determined at least once every minute, when in distress, in accordance with Appendix 9.*
- 6.18.3 All operator shall make position information of a flight in distress available to the appropriate organizations, as established by the Civil Aviation Authority of Bangladesh.

Note 1. — *Refer to 4.2.1.3.1 for operator responsibilities when using third parties.*

Note 2.— *Operational procedures for monitoring and making position information of a flight in distress available to the appropriate organizations in a timely manner are contained in PANS-OPS, Volume III, Section 10.*

2. PROPOSED AMENDMENT IN ANO 6-1

6.18 LOCATION OF AN AEROPLANE IN DISTRESS

- 6.18.1 As of 1 January 2025 all aeroplanes of a maximum certificated take-off mass of over 27000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2024, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress, in accordance with Appendix 9.
- 6.18.2 **Recommendation.** — *All 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 2023, should autonomously transmit information from which a position can be determined at least once every minute, when in distress, in accordance with Appendix 9.*
- 6.18.3 The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the Civil Aviation Authority of Bangladesh.

Note 1. — *Refer to 4.2.1.3.1 for operator responsibilities when using third parties.*

Note 2.— *Operational procedures for monitoring and making position information of a flight in distress available to the appropriate organizations in a timely manner are contained in PANS-OPS, Volume III, Section 10.*



AMENDMENT 49 TO ANNEX 6 PART 1

1. EXISTING REGULATION IN ANO 6-1:

Chapter 1 Definition

"Appropriate ATS authority" does not exist;

"Current Flight Plan (CPL)" does not exist;

"Filed flight plan (FPL or e FPL)" does not exist;

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

"Note 1" does not exist;

"Note 2" does not exist;

"Preliminary flight plan (PFP)" does not exist;

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 27000 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 in accordance with Appendix 2 of ANO 19.

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

3.3.4 No one shall be allowed to use the recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per ANO 13, except where the recordings or transcripts are:

- a) related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by ANO 19;

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Chapter 4 – Flight Operations

4.3.4.2 En-route alternate aerodromes

En-route alternate aerodromes, required by 4.7 for extended diversion time operations by Aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.

4.3.4.3 Destination alternate aerodromes

4.3.4.3.1 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 operational and ATS flight plans, unless:

- a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning to the destination aerodrome is such that, considering all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:
 - 1) the approach and landing may be made under visual meteorological conditions; and
 - 2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure: or

4.3.4.3.2 Two destination alternate aerodromes shall be selected and specified in the operational and ATS flight plans when, for the destination aerodrome:

- a) Meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or
- b) Meteorological information is not available.

4.4 IN-FLIGHT PROCEDURES

4.4.7 In-flight operational instructions

Operational Instructions involving a change in the ATS flight plan shall, when practicable, be coordinated with the appropriate ATS unit before transmission to the aeroplane.

Note. — *When the above coordination has not been possible, operational instructions do not relieve a pilot of the responsibility for obtaining an appropriate clearance from an ATS unit, if applicable, before making a change in flight plan.*



4.6 DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER

4.6.1. For safe conduct of flight, a flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 4.2.1.3 shall:

- a) Assist the PIC in-flight preparation and provide the relevant information required.
- b) Assist the PIC in preparing the operational and ATC flight plans, sign the dispatch copy of the flight release.
- c) Furnish the PIC while in-flight, by appropriate means, with information which may be necessary for the safe conduct of the flight; and
- d) Notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability and attempts to establish communication are unsuccessful.
- e) The duties of the flight operations officer/flight dispatcher mentioned above shall be included in the approved operation manual of the operator.

2. PROPOSED AMENDMENT IN ANO 6-1

Chapter 1 Definition

Appropriate ATS authority means the relevant authority designated by CAAB responsible for providing air traffic services in the airspace concerned.

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

Filed flight plan (FPL or e FPL) means the latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS unit.

Note 1. — The FPL denotes a filed flight plan exchanged using aeronautical fixed service while e FPL denotes a filed flight plan exchanged using FF-ICE services. The e FPL allows for the exchange of additional information not contained within the FPL.

Flight plan means specified information relative to an intended flight or portion of a flight of an aircraft.

"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.

Preliminary flight plan (PFP) means the information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.

Chapter 3- General

3.3.1 **Recommendation.** — *The operator of an aeroplane of a certificated take-off mass in excess of 15000 kg should establish and maintain a flight data analysis programme as part of its safety management system.*

3.3.2 All aeroplanes of a certificated take -off mass in excess of:

a) 27000 kg; or

b) 15000 kg with a passenger seating capacity greater than 19, and with a certificate of airworthiness first issued on or after 1 January 2027

shall be equipped with a means to support a flight data analysis programme.

3.3.3 The operator of an aeroplane equipped as described in 3.3.2 shall establish and maintain a flight data analysis programme as part of its safety management system.

3.3.4 The operator of an aeroplane of a maximum certificated take-off mass in excess of 27000 kg shall establish and maintain a flight data analysis programme as part of its safety management system.

Note. — *The existing provisions 3.3.4, 3.3.5 and 3.3.6 of ANO 6-1 will be renumbered sequentially as 3.3.5, 3.3.6 and 3.3.7 with no change of text.*

Chapter 4 – Flight Operations

4.3.4.2 En-route alternate aerodromes

En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and flight plans, and, if applicable, in the preliminary flight plan.

4.3.4.3 Destination alternate aerodromes

4.3.4.3.1 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 operational and filed flight plans, and, if applicable, in the preliminary flight plan, unless:

a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning to the destination aerodrome is such that, considering all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:

1) the approach and landing may be made under visual meteorological conditions; and

2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure: or



1) for each flight into an isolated aerodrome a point of no return shall be determined; and

2) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use.

Note 1. — Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.

Note 2.—Guidance on planning operations to isolated aerodromes is contained in the Flight Planning and Fuel Management (FPFM) Manual (ICAO Doc 9976).

4.3.4.3.2 Two destination alternate aerodromes shall be selected and specified in the operational and filed flight plans, and, if applicable, in the preliminary flight plan, when, for the destination aerodrome:

a) meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or

b) meteorological information is not available.

4.4 IN-FLIGHT PROCEDURES

4.4.7 In-flight operational instructions

Operational Instructions involving a change in the filed or current flight plan shall, when practicable, be coordinated with the appropriate ATS unit before transmission to the aeroplane.

Note. — When the above coordination has not been possible, operational instructions do not relieve a pilot of the responsibility for obtaining an appropriate clearance from an ATS unit, if applicable, before making a change in flight plan.

4.6 DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER

4.6.1. For safe conduct of flight, a flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 4.2.1.3 shall:

a) assist the PIC in-flight preparation and provide the relevant information required;

b) assist the PIC in preparing the operational flight plan and the flight plans to be filed, sign the dispatch copy of the flight release;

c) when applicable, assist the pilot-in-command in preparing the preliminary flight plan, and submit it to a unit designated by the appropriate ATS authority;

d) sign, when applicable, and file the flight plan to a unit designated by the appropriate ATS authority;



- e) furnish the pilot-in-command while in flight by appropriate means, with information which may be necessary for the safe conduct of the flight;
- f) notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability, and attempts to establish communication are unsuccessful; and
- g) The duties of the flight operations officer/flight dispatcher mentioned above shall be included in the approved operation manual of the operator.

Note 1. — The requirements for flight plans are contained in Annex 2 -Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedure for Air Navigation Services – Air Traffic Management (PANS – ATM, Doc 4444).

Note 2. — Detailed guidance on the use of FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow – Information for a Collaborative Environment (FF-ICE) (Doc 9965)

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