



International Civil Aviation Organization

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**DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE
ON A GLOBAL STRATEGY FOR AVIATION SAFETY**

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Theme 2: Improving aviation safety

Topic 2.2: Management of aviation safety

**MODERNIZING ANNEX 6 — OPERATION OF AIRCRAFT, Part II —
INTERNATIONAL GENERAL AVIATION — AEROPLANES**

(Presented by the International Business Aviation Council)

SUMMARY

Annex 6, Part II has become out of date and does not represent the reality of modern general aviation operations. An obsolete standard results in divergence from international rule harmonization, presenting an inherent safety deficiency. The Conference is encouraged to recommend to the Council a modernization of the Annex, using a project management approach for developing a performance-based amendment proposal.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 The Standards and Recommended Practices (SARPs) for Annex 6 — *Operation of Aircraft, Part II — International General Aviation — Aeroplanes*, was introduced in 1968. At that time, general aviation consisted primarily of light piston engine aircraft engaged mainly in domestic operations of aircraft owned and operated by private pilots. Since the 1960s, general aviation has expanded in numbers and size of aircraft and scope of operations. Globally there are now 368 000 general aviation aircraft, many being turbine-powered and capable of flying in upper level airspace.

1.2 Although the use of aircraft for business purposes originated in the 1930s, over the past twenty years there has been significant growth in applications of business aviation used to enhance the productivity of both small and large corporations. In particular, there has been considerable growth in large intercontinental aircraft designed to serve the global economy. There are now over 23 000 turbine business aircraft flying around the world, operated by over 14 000 companies.

1.3 Corporate aviation, a very significant part of business aviation, consists of non-commercial operations of business aircraft with dedicated crews employed to fly the aircraft. Corporate aviation flight departments typically are small and usually have one or two aircraft. However, some companies have many aircraft of varying types, some with multiple bases and a significant number of operating personnel using varying levels of dispatch systems. Corporate aircraft typically operate to all corners of the globe on a non-scheduled basis and often on short notice. Although these non-commercial operations are conducted in accordance with general aviation rules, the safety record has been impressive and among the best in aviation.

1.4 General aviation has moved quickly into the modern aviation world with technology advancements that allow for a wide range of operations not considered in the 1960s. In particular, the use of more complex aircraft in complex international operations has demanded reconsideration of traditional operating standards and procedures.

2. RECOGNIZING THE NEED FOR CHANGE

2.1 The current Annex 6, Part II was designed to accommodate typical general aviation operations forty years ago. Provisions in the Annex are applicable to the pilot-in-command (PIC), and to a certain extent, the owner. The provisions are very basic, but remain effective for operations of small general aviation aircraft.

2.2 However, the current provisions do not recognize the complex nature of large aircraft flown internationally. There are no provisions applicable to an ‘operator’, as there are for Annex 6, Part I. There are no provisions applicable to important safety requirements such as an operations manual, personnel training, maintenance control, and fatigue countermeasures. The provisions are generally out of step with the contemporary world of international general aviation operations and the practices applied therein.

2.3 Since corporate aviation has grown and become a more visible entity, and given that Annex 6, Part II does not provide adequately for the modern general aviation reality, many States are considering, or are developing, new rules applicable to corporate aviation. As there is no international baseline for rules applicable to an operator of a non-commercial complex aircraft, there is a tendency for States to develop provisions differently, with the spectre of a proliferation of non-harmonized rules. Differences in rules and procedures constitute an inherent safety deficiency.

2.4 The need for harmonized rules and procedures is universal in aviation; moreover, harmonization is a fundamental tenet of the Convention on International Civil Aviation. However, that need is paramount in corporate aviation where aircraft are flown to all corners of the globe with very little advanced notice. Rules and operating procedures that vary from State to State are to the detriment of corporate aviation safety. For this reason, the business aviation community recognizes the importance for States to harmonize rules and procedures to the maximum extent practicable, and encourages the international aviation community to maintain effective and modern standards upon which the State rules can be based.

3. **MODERNIZED ANNEX 6, PART II**

3.1 Modern and effective ICAO provisions relevant to international general aviation operations would provide a more realistic baseline upon which States can develop their regulations. Such an approach would undoubtedly be consistent with ICAO's mandate. Given that corporate aviation has an exemplary safety record, based on effective industry safety Standards, it would be appropriate to develop a proposed amendment of the Annex provisions using current standards developed and applied by the industry as a template. Since the ICAO Secretariat has relevant specialist expertise, the development of a proposed amendment could be expeditiously conducted using a project management approach involving operational and technical specialists with industry assistance as required.

3.2 A modern Annex should, insofar as possible, take into account performance-based standards and should recognize the value of safety management systems now prevalent in industry.

3.3 Modernizing Annex 6, Part II would contribute the benefit of:

- a) standards consistent with the reality of modern general aviation;
- b) provisions for application of modern safety management practices for complex aircraft and complex operations;
- c) application of a modern performance-based rules approach;
- d) a baseline for States to develop safety rules;
- e) improved harmonization of safety rules worldwide; and
- f) enhance global safety.

4. **ACTION BY THE CONFERENCE**

4.1 The Conference is invited to recommend that:

- a) Annex 6, Part II be modernized;
- b) a proposed amendment to Annex 6, Part II be developed as soon as possible; and
- c) a performance-based approach be initiated in the formulation of the provisions, to the extent possible.

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