

## ICAO Action

(RECs 22/13 and 23/13)

Similar incidents in which a lack of clarity and common understanding between pilots and controllers with respect to the fuel state of aircraft were identified, prompted ICAO to revisit relevant provisions in Annex 6, add a new section for fuel management which included provisions addressing how and when to communicate the fuel state of the aircraft, and revisit the air traffic controller provisions in the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444). During the drafting of these provisions, consideration was given to the use of the emergency, distress and minimum fuel radiotelephony (R/T) procedures in Annexes 2 and 10. With respect to minimum fuel, it became clear that there were subtle but significant differences in how States handled MINIMUM FUEL R/T calls. Furthermore, there were no ICAO provisions or guidance for pilots.

Amendment 36 to Annex 6, Part I and Amendment 4 to PANS-ATM became effective in November 2012. In addition, ICAO published the *Flight Planning and Fuel Management Manual* (Doc 9976) which provides, in Chapter 6, guidance and detailed scenarios that describe how these new provisions are to be used.