



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.: +1 514-954-8219 ext. 6011

Ref.: AN 11/1.3.35-22/75

29 July 2022

Subject: Adoption of Amendment 48 to Annex 6, Part I

Action required: a) Notify any disapproval before 18 November 2022; b) Notify any differences and compliance before 29 November 2022¹; c) Consider the use of the Electronic Filing of Differences (EFOD) System for notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 48 to the *International Standards and Recommended Practices, Operation of Aircraft — International Commercial Air Transport — Aeroplanes* (Annex 6, Part I to the Convention on International Civil Aviation) was adopted by the Council at the sixteenth meeting of its 226th Session on 18 July 2022. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (<http://portal.icao.int>) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 18 November 2022 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 48, to the extent it becomes effective, will become applicable on 29 December 2022 with a delayed applicability of 1 January 2025 for the Standard related to location of an aeroplane in distress.

3. Amendment 48 addresses the location of an aeroplane in distress and arises from concerns raised by industry on readiness to meet the equipage date for the Standard in Annex 6 due to the impact of the COVID-19 pandemic on the certification process, delivery of aircraft and ongoing supply chain issues.

¹ 1 December 2024 for the Standard related to location of an aeroplane in distress.

4. The subject is given in the amendment to the Foreword of Annex 6, Part I, a copy of which is in Attachment A. The background information concerning Amendment 48 is presented in detail in Attachment B.

5. In conformity with the Resolution of Adoption, may I request:

- a) that before 18 November 2022 you inform me if there is any part of the adopted Standard amendment in Amendment 48 concerning which your Government wishes to register disapproval, using the form in Attachment C for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;
- b) that before 29 November 2022² you inform me of the following, using the Electronic Filing of Differences (EFOD) System or the form in Attachment D for this purpose:
 - 1) any differences that will exist on 29 December 2022³ between the national regulations or practices of your Government and the provisions of the whole of Annex 6, Part I as amended by all amendments up to and including Amendment 48, and thereafter of any further differences that may arise; and
 - 2) the date or dates by which your Government will have complied with the provisions of the whole of Annex 6, Part I, as amended by all amendments up to and including Amendment 48.

6. With reference to the request in paragraph 5 a) above, it should be noted that a registration of disapproval of Amendment 48 or any part of it in accordance with Article 90 of the Convention does not constitute a notification of differences under Article 38 of the Convention. To comply with the latter provision, a separate statement is necessary if any differences do exist, as requested in paragraph 5 b) 1). It is recalled in this respect that international Standards in Annexes have a conditional binding force, to the extent that the State or States concerned have not notified any difference thereto under Article 38 of the Convention.

7. With reference to the request in paragraph 5 b) above, it should be also noted that the ICAO Assembly, at its 39th Session (27 September to 6 October 2016), resolved that Member States should be encouraged to use the EFOD System when notifying differences (Resolution A39-22, refers). The EFOD System is currently available on the Universal Safety Oversight Audit Programme (USOAP) restricted website (<http://www.icao.int/usoap>) which is accessible by all Member States. You are invited to consider using this for notification of compliance and differences.

8. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment E. Please note that a detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.

9. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 5 b) above, to the ICAO Regional Office accredited to your Government.

² 29 November 2022 for any differences to Amendment 48 and 1 December 2024 for the revised Standard related to location of an aeroplane in distress.

³ 1 January 2025 for the Standard related to location of an aeroplane in distress.

10. At the fifth meeting of its 204th Session, the Council requested that States, when being advised of the adoption of an Annex amendment, be provided with information on implementation and available guidance material, as well as an impact assessment. This is presented for your information in Attachments F and G, respectively.

11. As soon as practicable after the amendment becomes effective on 18 November 2022, replacement pages incorporating Amendment 48 will be forwarded to you.

Accept, Sir/Madam, the assurances of my highest consideration.

Juan Carlos Salazar
Secretary General

Enclosures:

- A — Amendment to the Foreword of Annex 6, Part I
- B — Background information
- C — Form on notification of disapproval of all or part of Amendment 48 to Annex 6, Part I
- D — Form on notification of compliance with or differences from Annex 6, Part I
- E — Note on the Notification of Differences
- F — Implementation task list and outline of guidance material in relation to Amendment 48 to Annex 6, Part I
- G — Impact assessment in relation to Amendment 48 to Annex 6, Part I

ATTACHMENT A to State letter AN 11/1.3.35-22/75

AMENDMENT TO THE FOREWORD OF ANNEX 6, PART I

Add the following at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted/Approved Effective Applicable</i>
48	Secretariat, based on information provided by industry	Location of an aeroplane in distress.	18 July 2022 18 November 2022 29 December 2022 1 January 2025

BACKGROUND INFORMATION

1. The elaboration and review of the proposed amendment has been actioned according to the established procedure for an “urgent action” amendment in accordance with Assembly Resolution 39/22. The amendment was proposed by the Secretariat on the basis of information received from the International Coordinating Council of Aerospace Industries Associations (ICCAIA) and the International Air Transport Association (IATA).
2. Subsequent to an extensive review of the issue, the Commission agreed that the amendment regarding the location of an aeroplane in distress be presented to the Council for inclusion in Amendment 48 to Annex 6, Part I and recommended to the Council to take action, accordingly.

3. RATIONALE, IMPLEMENTATION ISSUES AND COST IMPACT

3.1 Amendment concerning the location of an aeroplane in distress

Rationale

3.1.1 The Council of ICAO at the eighth meeting of its 207th Session, held on 10 May 2016, adopted Amendment 40-A to Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*, which required all aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2021, to autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress. Systems that meet this requirement are commonly referred to as autonomous distress tracking (ADT) systems. The Standard defines what aircraft are subject to the equipage requirement (i.e., those with a take-off mass over 27 000 kg and new production aircraft after 1 January 2021). Following a survey of industry readiness conducted by State letter in 2019 (AN 11/1.1.29-19/78), the aircraft subject to the requirement was modified when the 1 January 2021 equipage date was subsequently postponed to 1 January 2023, in part due to a lack of adequately detailed airworthiness certification requirements from States.

3.1.2 ICAO was informed that in December 2021, ICCAIA conducted detailed discussions with the four major airframe manufacturers (Airbus, Boeing, Bombardier and Embraer) and their avionics suppliers concerning readiness to meet the 1 January 2023 date for ADT equipage. All those manufacturers noted that the schedules for their current programmes were at significant risk due to the impact of the COVID-19 pandemic on themselves and their supply chains, in addition to delays in developing certification standards. IATA and ICCAIA proposed a two-year extension to cover the delivery of aircraft manufactured without ADT systems, and allowing for additional time to complete certification of ADT equipped aircraft manufactured or intended to be delivered after January 2023.

Reviewing the need for a change to Annex 6, Part I

3.1.3 In considering the need for an amendment in response to this information, it was noted that the 1 January 2021 date had already been postponed by two years following a survey conducted by the Secretariat in 2019 (AN 11/1.1.29-19/78 refers). A review of the responses to this survey highlighted that industry confidence in their ability to meet the 1 January 2023 date, which was subsequently approved, relied on the timely publication of regulations needed for the amendment of type certificates for each affected aircraft type to include the carriage of an ADT system and a relatively smooth process for completing this work. During its 216th Session, in January 2020, the ANC considered the results of the

survey – less than two months before the start of the COVID-19 pandemic, which had profound repercussions for the entire industry and could not have been predicted at the time of the original equipage date discussions. These repercussions have included, for example, a direct impact on availability of staff and finances across the aerospace manufacturing industry and civil aviation regulatory bodies, disruption to supply chains globally and restricted availability of key components.

3.1.4 According to ICCAIA, there were up to 1 050 aircraft manufactured without an ADT system that were intended to be delivered by the end of 2022 which had been delayed due to the impacts of the pandemic. The cost to retrofit these aircraft is estimated to be in the order of 250 000 USD per aircraft for leasing cost, loss of revenue due to down time for the retrofit, valued at between 830 000 to 2.4 million USD per aircraft (depending on the type of operation) plus costs of recertification, labour costs and additional equipment.

3.1.5 In addition, information gathered from the industry in December 2021 was that the certification process to amend the type certificate of each affected aircraft to include the ADT system was not complete, and would not be complete by 1 January 2023. This would result in aircraft being delivered that did not meet the requirements of Annex 6, Part I.

The nature of the amendment required for Annex 6, Part I

3.1.6 In finalizing the text of the amendment, the intent was to avoid undermining the survivability benefit of ADT by ensuring that the size of the equipped fleet would not be substantially reduced; this was also the expectation of the Search and Rescue (SAR) community that the 1 January 2023 baseline figure for the number of aircraft equipped to meet the Standards in Annex 6 Part I should be retained.

3.1.7 In further considering the range of possible options, the cost to industry was discussed, along with the public perception of any further change to the embedded applicability and equipage dates given the long lead time from the accidents that had started the initial work on the Global Aeronautical Distress and Safety System (GADSS).

3.1.8 Having reviewed all of the provided information and considered carefully the impacts on industry, the public, the SAR community and ICAO, the recommendation was that the relevant elements of Annex 6, Part I would be amended to require an equipage date of 1 January 2024 and an embedded applicability date of 1 January 2025.

3.1.9 In terms of application, while this Standard appears complex, it is relatively straightforward to understand. All affected aircraft issued with their first Certificate of Airworthiness on or after 1 January 2024, will ultimately be required to be fitted with an ADT system in order to meet the requirements of Annex 6, Part 1, 6.18. The deadline for the completion of this installation is to be no later than 1 January 2025.

3.1.10 It is further worth noting that the intent of the Standard is that once fitted, the ADT system should be activated and in use. It is not intended that the system should be installed and not in use until 1 January 2025.

Implementation issues

3.1.11 States that have already included the location of an aeroplane in distress Standards in their regulations may need to update these regulations. The industry should have no issues managing the change in equipage date since it will allow more time to prepare for the arrival of aircraft equipped with an ADT

system and ensure their processes, in line with the PANS-OPS, Volume III, are in place.

Cost impact

3.1.12 The primary cost impact of this proposed change would be to relieve the Industry from a significant additional expense, which was never intended to be the effect of the Standards. Allowing for the delivery of most (or all) of the aircraft built to pre-ADT specifications means that an industry already severely hit by the impact of the pandemic would not be further impacted by the effects of delayed aircraft deliveries being captured by a new equipage requirement, with a cost estimated (based on information received from IATA and ICCAIA) at between 175 and 262 million USD.

ATTACHMENT C to State letter AN 11/1.3.35-22/75

NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF
AMENDMENT 48 TO ANNEX 6, PART I

To: The Secretary General
International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Québec
Canada H3C 5H7

(State) _____ hereby wishes to disapprove the following parts of
Amendment 48 to Annex 6, Part I:

Signature _____

Date _____

NOTES

- 1) If you wish to disapprove all or part of Amendment 48 to Annex 6, Part I, please dispatch this notification of disapproval to reach ICAO Headquarters by 18 November 2022. If it has not been received by that date it will be assumed that you do not disapprove of the amendment. **If you approve of all parts of Amendment 48, it is not necessary to return this notification of disapproval.**
- 2) This notification should not be considered a notification of compliance with or differences from Annex 6, Part I. Separate notifications on this are necessary. (See Attachment D.)
- 3) Please use extra sheets as required.

ATTACHMENT D to State letter AN 11/1.3.35-22/75

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM ANNEX 6, PART I
(Including all amendments up to and including Amendment 48)**

To: The Secretary General
International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Québec
Canada H3C 5H7

1. No differences will exist on _____ between the national regulations and/or practices of **(State)** _____ and the provisions of Annex 6, Part I, including all amendments up to and including Amendment 48.

2. The following differences will exist on _____ between the regulations and/or practices of **(State)** _____ and the provisions of Annex 6, Part I, including Amendment 48 (Please see Note 2) below.)

a) Annex Provision (Please give exact paragraph reference)	b) Details of Difference (Please describe the difference clearly and concisely)	c) Remarks (Please indicate reasons for the difference)
--	---	---

(Please use extra sheets as required.)

3. By the dates indicated below, **(State)** _____ will have complied with the provisions of Annex 6, Part I, including all amendments up to and including Amendment 48 for which differences have been notified in 2 above.

a) Annex Provision (Please give exact paragraph reference)	b) Date	c) Comments
--	----------------	--------------------

(Please use extra sheets as required.)

Signature _____

Date _____

NOTES

- 1) If paragraph 1 above is applicable to your State, please complete paragraph 1 and return this form to ICAO Headquarters. If paragraph 2 is applicable to you, please complete paragraphs 2 and 3 and return the form to ICAO Headquarters.
- 2) A detailed repetition of previously notified differences, if they continue to apply, may be avoided by stating the current validity of such differences.
- 3) Guidance on the notification of differences is provided in the Note on the Notification of Differences and in the *Manual on Notification and Publication of Differences* (Doc 10055).
- 4) Please send a copy of this notification to the ICAO Regional Office accredited to your Government.

ATTACHMENT E to State letter AN 11/1.3.35-22/75

NOTE ON THE NOTIFICATION OF DIFFERENCES
(Prepared and issued in accordance with instructions of the Council)

1. *Introduction*

1.1 Article 38 of the *Convention on International Civil Aviation* (“Convention”) requires that a Contracting State notify ICAO any time it does not comply with a Standard in all respects, it does not bring its regulations or practices into full accord with any Standard, or it adopts regulations or practices differing in any particular respect from the Standard.

1.2 The Assembly and the Council, when reviewing the notification of differences by Contracting States in compliance with Article 38 of the Convention, have repeatedly noted that the timeliness and currency of such notifications is not entirely satisfactory. Therefore, this note is issued to reiterate the primary purpose of Article 38 of the Convention and to facilitate the determination and notification of differences.

1.3 The primary purpose of the notification of differences is to promote safety, regularity and efficiency in air navigation by ensuring that governmental and other agencies, including operators and service providers, concerned with international civil aviation are made aware of all national regulations and practices in so far as they differ from those prescribed in the Standards contained in Annexes to the Convention.

1.4 Contracting States are, therefore, requested to give particular attention to the notification of differences with respect to Standards in all Annexes, as described in paragraph 4 b) 1) of the Resolution of Adoption.

1.5 Although differences from Recommended Practices are not notifiable under Article 38 of the Convention, the Assembly has urged Contracting States to extend the above considerations to Recommended Practices contained in Annexes to the Convention, as well.

2. *Notification of differences from Standards and Recommended Practices (SARPs)*

2.1 Guidance to Contracting States in the notification of differences to Standards and Recommended Practices (SARPs) can only be given in very general terms. Contracting States are further reminded that compliance with SARPs generally extends beyond the issuance of national regulations and requires establishment of practical arrangements for implementation, such as the provision of facilities, personnel and equipment and effective enforcement mechanisms. Contracting States should take those elements into account when determining their compliance and differences. The following categories of differences are provided as a guide in determining whether a notifiable difference exists:

- a) *A Contracting State’s requirement is more exacting or exceeds a SARP (Category A)*. This category applies when the national regulation and practices are more demanding than the corresponding SARP, or impose an obligation within the scope of the Annex which is not covered by the SARP. This is of particular importance where a Contracting State requires a higher standard which affects the operation of aircraft of other Contracting States in and above its territory;

- b) *A Contracting State's requirement is different in character or the Contracting State has established other means of compliance (Category B)**. This category applies, in particular, when the national regulation and practices are different in character from the corresponding SARP, or when the national regulation and practices differ in principle, type or system from the corresponding SARP, without necessarily imposing an additional obligation; and
- c) *A Contracting State's requirement is less protective, partially implemented or not implemented (Category C)*. This category applies when the national regulation and practices are less protective than the corresponding SARP; when no national regulation has been promulgated to address the corresponding SARP, in whole or in part; or when the Contracting State has not brought its practices into full accord with the corresponding SARP.

These categories do not apply to Not Applicable SARP. Please see the paragraph below.

2.2 **Not Applicable SARP.** When a Contracting State deems a SARP concerning aircraft, operations, equipment, personnel, or air navigation facilities or services to be not applicable to the existing aviation activities of the State, notification of a difference is not required. For example, a Contracting State that is not a State of Design or Manufacture and that does not have any national regulations on the subject, would not be required to notify differences from Annex 8 provisions related to the design and construction of an aircraft.

2.3 **Differences from appendices, tables and figures.** The material comprising a SARP includes not only the SARP itself, but also the appendices, tables and figures associated with the SARP. Therefore, differences from appendices, tables and figures are notifiable under Article 38. In order to file a difference against an appendix, table or figure, States should file a difference against the SARP that makes reference to the appendix, table or figure.

2.4 **Differences from definitions.** Contracting States should notify differences from definitions. The definition of a term used in a SARP does not have independent status but is an essential part of each SARP in which the term is used. Therefore, a difference from the definition of the term may result in there being a difference from any SARP in which the term is used. To this end, Contracting States should take into consideration differences from definitions when determining compliance or differences to SARPs in which the terms are used.

2.5 The notification of differences should be not only to the latest amendment but to the whole Annex, including the amendment. In other words, Contracting States that have already notified differences are requested to provide regular updates of the differences previously notified until the difference no longer exists.

2.6 Further guidance on the identification and notification of differences, examples of well-defined differences and examples of model processes and procedures for management of the notification of differences can be found in the *Manual on Notification and Publication of Differences* (Doc 10055).

* The expression "different in character or other means of compliance" in b) would be applied to a national regulation and practice which achieve, by other means, the same objective as that of the corresponding SARPs or for other substantive reasons so cannot be classified under a) or c).

3. *Form of notification of differences*

3.1 Differences can be notified:

- a) by sending to ICAO Headquarters a form on notification of compliance or differences;
or
- b) through the Electronic Filing of Differences (EFOD) System at www.icao.int/usoap.

3.2 When notifying differences, the following information should be provided:

- a) the number of the paragraph or subparagraph which contains the SARP to which the difference relates*;
- b) the reasons why the State does not comply with the SARP, or considers it necessary to adopt different regulations or practices;
- c) a clear and concise description of the difference; and
- d) intentions for future compliance and any date by which your Government plans to confirm compliance with and remove its difference from the SARP for which the difference has been notified.

3.3 The differences notified will be made available to other Contracting States, normally in the terms used by the Contracting State when making the notification. In the interest of making the information as useful as possible, Contracting States are requested to ensure that:

- a) statements be as clear and concise as possible and be confined to essential points;
- b) the provision of extracts from national regulations not be considered as sufficient to satisfy the obligation to notify differences; and
- c) general comments, unclear acronyms and references be avoided.

* This applies only when the notification is made under 3.1 a).

**IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE MATERIAL
IN RELATION TO AMENDMENT 48 TO ANNEX 6, PART I**

1. IMPLEMENTATION TASK LIST

1.1 Essential steps to be followed by a State in order to implement Amendment 48 to Annex 6, Part I:

- a) Amendment to national regulations regarding the location of an aeroplane in distress to reflect the revised equipage date, where applicable;
- b) identification and notification of differences, if applicable;
- c) establishment of a national implementation plan that takes into consideration the provisions that are under development to complement the above provisions and to confirm compliance for each applicable air operator and approved maintenance organization;
- d) official adoption of national requirements and/or means of compliance (industry guidance);
- e) amendment of air operator certification and/or surveillance programmes to include new requirements;
- f) revision of guidance material(s) and checklist(s) for applicable inspectors that support air operator and approved maintenance organization certification, surveillance and the resolution of any issues identified;
- g) training of inspectors based on the revised inspector guidance material;
- h) operational acceptance of policy and procedures of operator(s) and approved maintenance organizations to comply with applicable requirements.

2. STANDARDIZATION PROCESS

2.1 Effective date: 18 November 2022

2.2 Applicability date: 29 December 2022 for Amendment 48 with a delayed applicability of 1 January 2025 for the Standard related to location of an aeroplane in distress.

3. **SUPPORTING DOCUMENTATION**

3.1 **ICAO documentation**

Title	Type (PANS/TI/Manual/Circ)	Planned publication date
<i>Procedures for Air Navigation Services — Aircraft Operations, Volume III – Aircraft Operating Procedures (Doc 8168)</i>	PANS	Available
<i>Manual on the Functional Specifications for the Location of an Aircraft in Distress Repository (LADR) (Doc 10150)</i>	Manual	Available
<i>Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery (Doc 10054)</i>	Manual	Available

3.2 **External documentation**

Title	External Organization	Publication date
None		

4. **IMPLEMENTATION ASSISTANCE TASKS**

Type	Global	Regional
None		

5. **UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)**

5.1 The content of this paper should not require any amendments of the USOAP continuous monitoring approach (CMA) protocol questions in the areas of airworthiness of aircraft (AIR), air navigation services (ANS) and aircraft operations (OPS) to assess effective implementation by States.

**IMPACT ASSESSMENT IN RELATION TO
AMENDMENT 48 TO ANNEX 6, PART I**

1. INTRODUCTION

1.1 Amendment 48 to Annex 6, Part I is intended to address the identified issues with meeting the requirements of the Standards on the location of an aeroplane in distress resulting from the COVID-19 pandemic.

2. IMPACT ASSESSMENT

2.1 Amendment concerning the location of an aeroplane in distress

2.1.1 *Safety impact:* Negative. In the short term, aircraft equipage with ADT systems will be delayed another year, however the long term outcome is projected to be broadly the same with an equivalent number of equipped aircraft.

2.1.2 *Financial impact:* Negligible. Negligible costs to States to amend their legislation and/or regulations, as applicable. Relieves the Industry from a significant additional expense that was never intended to be the effect of the Standards.

2.1.3 *Security impact:* No security impact with the implementation of this amendment.

2.1.4 *Environmental impact:* No environmental impact with the implementation of this amendment.

2.1.5 *Efficiency impact:* No efficiency implications from this amendment.

2.1.6 *Expected implementation time:* Minimal time needed since this amendment introduces a delay to the equipage date in a Standard that had already been adopted.

— END —

AMENDMENT No. 48

TO THE

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

OPERATION OF AIRCRAFT

ANNEX 6

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

PART I

INTERNATIONAL COMMERCIAL AIR TRANSPORT — AEROPLANES

The amendment to Annex 6, Part I contained in this document was adopted by the Council of ICAO on **18 July 2022**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **18 November 2022** will become effective on that date and will become applicable on **29 December 2022** as specified in the Resolution of Adoption. (State letter AN 11/1.3.35-22/75 refers.)

JULY 2022

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AMENDMENT 48 TO THE INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

**ANNEX 6 — OPERATION OF AIRCRAFT,
PART I — INTERNATIONAL COMMERCIAL AIR TRANSPORT — AEROPLANES**

RESOLUTION OF ADOPTION

The Council

Acting in accordance with the Convention on International Civil Aviation, and particularly with the provisions of Articles 37, 54 and 90 thereof,

1. *Hereby adopts* on 18 July 2022 Amendment 48 to the International Standards and Recommended Practices contained in the document entitled *International Standards and Recommended Practices, Operation of Aircraft, International Commercial Air Transport — Aeroplanes* which for convenience is designated Annex 6, Part I to the Convention;
2. *Prescribes* 18 November 2022 as the date upon which the said amendment shall become effective, except for any part thereof in respect of which a majority of the Contracting States have registered their disapproval with the Council before that date;
3. *Resolves* that the said amendment or such parts thereof as have become effective shall become applicable on 29 December 2022¹ unless otherwise indicated;
4. *Requests the Secretary General:*
 - a) to notify each Contracting State immediately of the above action and immediately after 18 November 2022 of those parts of the amendment which have become effective;
 - b) to request each Contracting State:
 - 1) to notify the Organization (in accordance with the obligation imposed by Article 38 of the Convention) of the differences that will exist on 29 December 2022¹ between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 29 November 2022², and thereafter to notify the Organization of any further differences that arise;
 - 2) to notify the Organization before 29 November 2022² of the date or dates by which it will have complied with the provisions of the Standards in the Annex as hereby amended;
 - c) to invite each Contracting State to notify additionally any differences between its own practices and those established by the Recommended Practices, following the procedure specified in subparagraph b) above with respect to differences from Standards.

¹ 1 January 2025 for the Standard related to location of an aeroplane in distress.

² 29 November 2022 for any differences to Amendment 48 and 1 December 2024 for the revised Standard related to location of an aeroplane in distress.

**NOTES ON THE PRESENTATION OF THE
AMENDMENT TO ANNEX 6, PART I**

1. The text of the amendment is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

~~Text to be deleted is shown with a line through it.~~

text to be deleted

New text to be inserted is highlighted with grey shading.

new text to be inserted

~~Text to be deleted is shown with a line through it~~ followed
by the replacement text which is highlighted with grey
shading.

new text to replace existing text

2. The sources of the amendment to Annex 6, Part I arises from the Secretariat, based on information received from the International Air Transport Association (IATA) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA).

TEXT OF AMENDMENT 48

TO THE

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

OPERATION OF AIRCRAFT

ANNEX 6

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

PART I

INTERNATIONAL COMMERCIAL AIR TRANSPORT — AEROPLANES

...

6.18.1 As of 1 January 2025, All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023⁴, 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.

— END —