

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

# Annex VI

# *What are Annexes?*

- ❖ انکسها در حقیقت ضمیمه های الحاقی به معاهده سازمان بین المللی هوانوردی غیرنظامی (ایکائو) هستند که این معاهده به پیمان شیکاگو نیز معروف است.
- ❖ این ضمائم در 19 بخش مختلف تنظیم شده و هرکدام راجع به موضوعی جداگانه و تخصصی بحث میکنند.
- ❖ هر انکس حاوی استانداردهای حداقلی و همچنین شیوه نامه های توصیه شده است.

1. ANNEX 1 – PERSONNEL LICENSING	صدور گواهینامه افراد
2. ANNEX 2 – RULES OF THE AIR	مقررات هوانوردی
3. ANNEX 3 – METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION	سرویسهای هواشناسی
4. ANNEX 4 – AERONAUTICAL CHARTS	نقشه های هوانوردی
5. ANNEX 5 – UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS	واحدهای اندازه گیری
6. ANNEX 6 – OPERATION OF AIR CRAFT	عملیات هوانوردی
7. ANNEX 7 – AIRCRAFT NATIONALITY AND REGISTRATION MARK	ملیت و علائم ثبت هواپیما
8. ANNEX 8 – AIRWORTHINESS OF AIR CRAFT	صلاحیت پروازی هواپیما
9. ANNEX 9 – FACILITATION	تسهیلات و خدمات
10. ANNEX 10 – AERONAUTICAL TELECOMMUNICATION	ارتباطات و مخابرات هوانوردی
11. ANNEX 11 – AIR TRAFFIC SERVICES	سرویسهای مراقبت پرواز
12. ANNEX 12 – SEARCH AND RESCUE	امداد و نجات
13. ANNEX 13-AIRCRAFT ACCIDENT INVESTIGATION	بررسی سوانح هوایی
14. ANNEX 14-AERODROME	فرودگاهها
15. ANNEX 15-AERONAUTICAL INFORMATION SERVICES	سرویسهای اطلاعات هوانوردی
16. ANNEX 16-ENVIRONMENTAL PROTECTION	حفاظت از محیط زیست
17. ANNEX 17-SECURITY	ایمنی
18. ANNEX 18-SAFE TRANSPORTATION OF DANGEROUS GOODS BY AIR	جابجایی کالاهای خطرناک
19. ANNEX 19-SAFETY MANAGEMENT	مدیریت ایمنی

**International Standards  
and Recommended Practices**



**Annex 6  
to the Convention on  
International Civil Aviation**

# **Operation of Aircraft**

**Part I  
International Commercial  
Air Transport — Aeroplanes**

**This edition incorporates all amendments  
adopted by the Council prior to 27 February 2010  
and supersedes, on 18 November 2010, all previous  
editions of Part I of Annex 6.**

**For information regarding the applicability  
of the Standards and Recommended Practices,  
see Foreword.**

**Ninth Edition  
July 2010**

**International Civil Aviation Organization**

International Standards  
and Recommended Practices



Annex 6  
to the Convention on  
International Civil Aviation

# Operation of Aircraft

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Part II  
International General  
Aviation — Aeroplanes

This edition incorporates all amendments adopted by the Council prior to 8 March 2008 and supersedes, on 18 November 2010, all previous editions of Part II of Annex 6.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

Seventh Edition  
July 2008

International Civil Aviation Organization

International Standards  
and Recommended Practices



Annex 6  
to the Convention on  
International Civil Aviation

# Operation of Aircraft

Part III  
International Operations — Helicopters

This edition incorporates all amendments adopted by the Council prior to 27 February 2010 and supersedes, on 18 November 2010, all previous editions of Part III of Annex 6.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

Seventh Edition  
July 2010

International Civil Aviation Organization

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# DEFINITIONS

***Acts of unlawful interference.*** These are acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, i.e.:

- unlawful seizure of aircraft in flight,
- unlawful seizure of aircraft on the ground,
- hostage-taking on board an aircraft or on aerodromes,
- forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
- introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
- communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.

***Aerial work.*** An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

***Aerodrome.*** A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft

***Aerodrome operating minima.*** The limits of usability of an aerodrome for:

- a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;
- b) landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation;
- c) landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and
- d) landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.

***Aeroplane.*** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight

***Aircraft.*** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

***Airworthy.*** The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.

***Alternate aerodrome.*** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

*Take-off alternate.* An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

*En-route alternate.* An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route.

*Destination alternate.* An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

*Approach and landing operations using instrument approach procedures.* Instrument approach and landing operations are classified as follows:

*Non-precision approach and landing operations.* An instrument approach and landing which utilizes lateral guidance but does not utilize vertical guidance.

*Approach and landing operations with vertical guidance.* An instrument approach and landing which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.

*Precision approach and landing operations.* An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation.

*Lateral and vertical guidance refers to the guidance provided either by:*

- a) a ground-based navigation aid; or*
- b) computer generated navigation data.*

***Categories of precision approach and landing operations:***

***Category I (CAT I) operation.*** A precision instrument approach and landing with:

- a) a decision height not lower than 60 m (200 ft); and
- b) either a visibility not less than 800 m or a runway visual range not less than 550 m.

***Category II (CAT II) operation.*** A precision instrument approach and landing with:

- a) a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft); and
- b) a runway visual range not less than 300 m.

***Category IIIA (CAT IIIA) operation.*** A precision instrument approach and landing with:

- a) a decision height lower than 30 m (100 ft) or no decision height; and
- b) a runway visual range not less than 175 m.

***Category IIIB (CAT IIIB) operation.*** A precision instrument approach and landing with:

- a) a decision height lower than 15 m (50 ft) or no decision height; and
- b) a runway visual range less than 175 m but not less than 50 m.

***Category IIIC (CAT IIIC) operation.*** A precision instrument approach and landing with no decision height and no runway visual range limitations

***Cabin crew member.*** A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

***Continuing airworthiness.*** The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

***Dangerous goods.*** Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions

***Decision altitude (DA) or decision height (DH).*** A specified altitude or height in the precision approach or approach with vertical guidance at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

***Emergency locator transmitter (ELT).*** A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated.

***Engine.*** A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable)

***Flight manual.*** A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.

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

***Flight crew member.*** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

***Flight simulation training device.*** Any one of the following three types of apparatus in which flight conditions are simulated on the ground:

***A flight simulator,*** which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

***A flight procedures trainer,*** which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

***basic instrument flight trainer,*** which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions

***Flight time — aeroplanes.*** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight

***General aviation operation.*** An aircraft operation other than a commercial air transport operation or an aerial work operation.

***Large aeroplane.*** An aeroplane of a maximum certificated take-off mass of over 5700 kg

***Maintenance.*** The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair

***Operating base.*** The location from which operational control is exercised

***Operations manual.*** A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

***Operator.*** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

***Psychoactive substances.*** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

***Pilot-in-command.*** The pilot designated by the operator or the owner as being in command and charged with the safe conduct of a flight

***Runway visual range (RVR).*** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line

***State of Registry.*** The State on whose register the aircraft is entered

***Safety management system.*** A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures



**Thanks for your attention**