SUMMARY OF AMENDMENTS - DETAILED LOG

ABBREVIATIONS AND SYMBOLS *(used in this Standards Document)*

Reference Location	Text of Amendment	Summary Date	Reason or Rationale
Page: 6 Ref: Abbreviations	HEA High elevation aerodromes	23/Jun/2026	SL Amendment 51 to Annex 6, Part I
Page: 7 Ref: Abbreviations		23/Jun/2026	SL Amendment 51 to Annex 6, Part I

PUBLICATIONS *(used in this Standards Document)*

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 9 Ref: PUBLICATIONS	*Part II — International General Aviation — Aeroplanes and Helicopters*	23/Jun/2026	SL Amendment 51 to Annex 6, Part I
Page: 9 Ref: PUBLICATIONS	*Part III — International Commercial Air Transport — Helicopters*	23/Jun/2026	SL Amendment 51 to Annex 6, Part I
Page: 9 Ref: PUBLICATIONS	*MET – Meteorology (Doc 10157)*	23/Jun/2026	SL Amendment 50 to Annex 6, Part I
Page: 10 Ref: PUBLICATIONS	*Guidance on the Preparation of an Operations Manual (Doc 10153)*	23/Jun/2026	SL Amendment 51 to Annex 6, Part I
Page: 10 Ref: PUBLICATIONS		23/Jun/2026	SL Amendment 51 to Annex 6, Part I

CHAPTER 1 – DEFINITIONS —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 14 Ref: CHAPTER 1 - DEFINITIONS	*Acts of unlawful interference.* These are acts or attempted acts such as to jeopardise the safety	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	of civil aviation, including but not limited to:		
Page: 14 Ref: CHAPTER 1 - DEFINITIONS	g) communication of false information such as to jeopardise 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.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 15 Ref: CHAPTER 1 - DEFINITIONS	*Aircraft operating manual*. A manual, , containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 16 Ref: CHAPTER 1 - DEFINITIONS	*Area navigation.* A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 16 Ref: CHAPTER 1 - DEFINITIONS		23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 22 Ref: CHAPTER 1 - DEFINITIONS	*RNAV specification.* A navigation specification based on area navigation that does not include the	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.		
Page: 24 Ref: CHAPTER 1 - DEFINITIONS	*Note: -- Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity and functionality needed for the proposed operation in the context of a particular airspace concept. Availability of a global navigation satellite system signal in space and/or some other navigation aid infrastructure is considered within the airspace concept in order to enable the navigation application.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: CHAPTER 2 – APPLICABILITY —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 26 Ref: CHAPTER 2 – APPLICABILITY	*Note 2: The Standards and Recommended Practices applicable to international general aviation operations with aeroplanes and helicopters are to be found in ICAO Annex 6, Part II. The geographical location of Fiji limits the ability of the average general aviation aircraft from conducting*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	international general aviation flights into and out of Fiji. There is currently no general aviation aircraft, in its normal unmodified state, that is on the Fiji register, capable of conducting international flights. However, should the possibility and occasion arise in future; the provisions of this Standards Document will then become applicable to the International General Aviation capable aircraft.		
Page: 26 Ref: CHAPTER 2 – APPLICABILITY	*Note 3: The Standards and Recommended Practices applicable to international commercial air transport operations with helicopters are to be found in ICAO Annex 6, Part III. The geographical location of Fiji limits the ability of helicopters from international commercial air transport operations or international general aviation operations into and out of Fiji, there is currently no helicopter on the Fiji register or worldwide capable of conducting international commercial air transport operations or international general aviation operations of distances encountered, to and from Fiji.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: CHAPTER 3 – GENERAL —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 28 Ref: CHAPTER 3 – GENERAL	Note: Guidance on the operational control organization and the role of the flight operations officer/flight dispatcher is contained in the Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (ICAO Doc 8335). Detailed guidance on the authorization, duties and responsibilities of the flight operations officer/flight dispatcher is contained in the Guidance on the Preparation of an Operations Manual (ICAO Doc 10153). The requirements for age, skill, knowledge and experience for licensed flight operations officers/flight dispatchers are contained in ICAO Annex 1.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 29 Ref: 3.3.5	3.3.5 Further to the provisions of Section 43 of the Air Navigation Regulations, Until 22 November 2028, a flight data analysis programme shall contain adequate safeguards to protect the source(s) of the data in accordance	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	with Appendix 3 to ICAO Annex 19.		
Page: 29 Ref: 3.3.5	3.3.5 Further to the provisions of Section 43 of the Air Navigation Regulations, As of 23 November 2028, a flight data analysis programme shall include protections against the disclosure and use of the safety data and safety information as well as protections for related individuals and organizations in accordance with Annex 19.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 29 Ref: 3.3.6	3.3.6 Further to the provisions of Section 34, and 43 of the Air Navigation Regulations, Until 22 November 2028, states shall not allow the use of 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 Annex 13, except where the recordings or transcripts are:	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 30 Ref: 3.3.7	3.3.7 Further to the provisions of Section 34, and 43 of the Air Navigation Regulations, Until 22 November 2028, states shall not allow the use of recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS for purposes other than	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are subject to the protections accorded by Annex 19 and are:		
Page: 31 Ref: 3.6	3.6 PROTECTION OF RECORDINGS AND TRANSCRIPTS *Applicable as of 23 November 2028.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 31 Ref: 3.3.6.1	3.6.1 Further to the provisions of Section 34, and 43 of the Air Navigation Regulations, *States shall not allow the use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS, except where the recordings or transcripts are:*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 31 Ref: 3.6.1	*a) used in the investigation of an accident or incident instituted under Annex 13;*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 31 Ref: 3.6.1	*b)used in the assessment of a safety-related event identified in the context of a safety management system, in which case such use is restricted to the relevant portions of a de-identified transcript of the recording and are subject to the protections accorded by Annex 19;*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 31 Ref: 3.6.1	*c) sought for use in criminal proceedings not related to an event*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	involving an Annex 13 accident or incident investigation , in which case such use is restricted to the relevant portions disclosed under authoritative safeguards; or		
Page: 31 Ref: 3.6.1	*d) used for inspections of flight recorder systems as provided in Section 7 of Appendix 8.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 31,32 Ref: 3.6.1	*Note1.— When an investigation under Annex 13 is instituted, the protection accorded to accident and investigation records, including recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS, is determined in accordance with Annex 13. Provisions on the protection of safety data and safety information collected for purposes of maintaining or improving safety, as well as related sources are contained in Annex 19.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 32 Ref: 3.6.1	*Note 2.— Authoritative safeguards include legal limitations or restrictions such as protective orders, closed proceedings, in-camera review, and de-identification of data for the use or disclosure of safety information in criminal proceedings.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

Page: 32 Ref: 3.6.2	*3. 6.2* Further to the provisions of Section 34, and 43 of the Air Navigation Regulations, *States shall not allow the use of recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS, except where the recordings or transcripts are:*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 32 Ref: 3.6.2	*a) used in the investigation of an accident or incident instituted under Annex 13;*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 32 Ref: 3.6.2	*b) used by the operator for airworthiness or maintenance purposes;*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 32 Ref: 3.6.2	*c) used by the operator in the operation of a flight data analysis programme required in this Annex; or*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 32 Ref: 3.6.2	*d) sought for use in proceedings not related to an event involving an accident or incident investigation;*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 32 Ref: 3.6.2		23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 32 Ref: 3.6.2	*Note.— Provisions on the protection of safety data and safety information collected for purposes of maintaining or improving safety, as well as related sources*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	are contained in Annex 19.		

SECTION: CHAPTER 4 – FLIGHT OPERATIONS —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 44 Ref: 4.3.5.3	4.3.5.3 Further to the provisions of Section 36, 36A, 37, 38 and 38A of the Air Navigation Regulations, to ensure that an adequate margin of safety is observed in determining whether or not an approach and landing can be safely carried out at each alternate aerodrome, the operator shall specify appropriate incremental values for height of cloud base and visibilityto be added to the operator's established aerodrome operating minima.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 44 Ref: 4.3.6.2	NOTAMS;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: General Content

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 50 Ref: 4.4.2	*Note: The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in ICAO Annex 3, the PANS-ATM (ICAO Doc 4444), the PANS-MET*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	(ICAO Doc 10157) and the appropriate Regional Supplementary Procedures *(ICAO Doc 7030).*		
Page: 52 Ref: 4.4.9.1	4.4.9.1 *It is recommended that aeroplane operating procedures for noise abatement should comply with the provisions of PANS-OPS (ICAO Doc 8168), Volume III.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 57 Ref: 4.10.5	Establish maximum values for flight times and/or flight duty periods(s) and duty period(s), and minimum values for rest periods. These values shall be based upon scientific principles and knowledge, and be subject to safety assurance processes;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: CHAPTER 5 - AEROPLANE PERFORMANCE OPERATING LIMITATIONS —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 60 Ref: 5.2.7	d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in ICAO Annex 16, Volume I, unless	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the CAAF.		

SECTION: CHAPTER 6 - AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 73 Ref: 6.3.5.5.3	*Note The requirement of 6.3.5.5 may be satisfied by equipping the aeroplanes with two combination recorders (one forward and one aft) or separate devices.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: General Content

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 79 Ref: 6.15.5	6.15.5 Further to the provisions of Section 20, 21, 22, 23 and 43 of the Air Navigation Regulations, all piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which provides the warnings in 6.15.7 a) and c), warning of unsafe terrain clearance and a forward-looking terrain avoidance function.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

Page: 80 Ref: 6.17.3	6.17.3 Further to the provisions of Section 20, 21, 22, 23 and 43 of the Air Navigation Regulations, all aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with an automatic ELT and a separate device as follows:	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 80 Ref: 6.17.3, a)	where the aeroplane is not required to comply with 6.18.1, either a second ELT of any type or a device meeting the requirements of 6.18.1;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 80 Ref: 6.17.3, b)	where the aeroplane is required to comply with 6.18.1 and the automatic ELT does not fulfil the requirements of 6.18.1, a device meeting the requirements of 6.18.1;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 80 Ref: 6.17.3, c)	where the aeroplane is required to comply with 6.18.1 and the automatic ELT fulfils the requirements of 6.18.1, a second ELT of any type.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 80 Ref: 6.17.3		23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 85 Ref: 6.26.1	Note 1. — *An example of relevant g*uidance material	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	related to ROAAS may be found in EUROCAE ED-250, Minimum Operational Performance Specification (MOPS) for Runway Overrun Awareness and Alerting Systems (ROAAS).		
Page: 85 Ref: 6.26.1	Note 2. — *Operator requirements for the use of ROAAS are contained in PANS-OPS, Volume III, Section 12.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: CHAPTER 9 – FLIGHT CREW - INTERNATIONAL COMMERCIAL AIR TRANSPORT —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 100 Ref: 9.3.1	*Note 9: Guidance material on the different means used to assess competence can be found in the Attachment C to Chapter 2 of the* Procedures for Air Navigation Services — Training *(PANS-TRG, ICAO Doc 9868).*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: CHAPTER 12 – CABIN CREW - INTERNATIONAL COMMERCIAL AIR TRANSPORT —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 110 Ref: 12.1.1	12.1.1 Further to the provisions of Section 30 of the Air Navigation Regulations, the	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	operator shall establish, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.		

SECTION: CHAPTER 14 – DANGEROUS GOODS - INTERNATIONAL COMMERCIAL AIR TRANSPORT —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 115 Ref: 14.3	a) Establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1, Chapter 4, and the requirements of the State regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: APPENDIX 2 – ORGANIZATION AND CONTENTS OF AN OPERATIONS MANUAL —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 122 Ref: 2.1.31	*Note:* *Procedures for the operation of ACAS are contained in PANS-OPS (ICAO Doc 8168), Volume III, and in PANS-ATM (ICAO Doc 4444), Chapters 12 and 15.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 122	2.1.32 Policy, instructions procedures and training requirements for the use of a Runway Overrun Awareness and Alerting System (ROAAS).	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 122 Ref: 2.1.32	2.1.33 Information and instructions relating to the interception of civil aircraft including:	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 122 Ref: 2.1.33	2.1.34 For aeroplanes intended to be operated above 15 000 m (49 000 ft.):	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 123 Ref: 2.1.34	2.1.35 Details of the safety management system (SMS) provided in accordance with Chapters 3 and 4 of ICAO Annex 19.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 123 Ref: 2.1.35	2.1.36 Information and instructions on the carriage of dangerous goods, in accordance with Chapter 14, including action to be taken in the event of an emergency.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 123 Ref: 2.1.36	2.1.37 Security instructions and guidance.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

Page: 123 Ref: 2.1.37	2.1.38 The search procedure checklist provided in accordance with Chapter 13, 13.3.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 123 Ref: 2.1.38	2.1.39 Instructions and training requirements for the use of head-up displays (HUD) and enhanced vision systems (EVS) equipment as applicable.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 123 Ref: 2.1.39	2.1.40 Instructions and training requirements for the use of the EFB, as applicable.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 124	2.3.7 Information regarding the use of ROAAS, in particular where the use of such systems is not available.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: APPENDIX 5 – SAFETY OVERSIGHT OF AIR OPERATORS —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 130 Ref: 1	Fiji Aviation Act and Regulations delegates and enables CAAF to regulate the certification and continued surveillance of air operators and the resolution of safety issues identified by CAAF.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: APPENDIX 6 – AIR OPERATOR CERTIFICATE (AOC) —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 135	*List the area(s) of authorized operation*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

Ref: Note, 7.	*(by geographical coordinates or specific routes, flight information region or national or regional boundaries), including any limitations related to aerodrome elevations (such as high elevation aerodrome (HEA)),as clearly defined by the issuing authority, and indicating any designated airspace requiring approval (such as the North Atlantic High Level Airspace (NAT HLA)). The authorized area(s) of operation may be issued in attachments to the operations specifications.*		

SECTION: APPENDIX 8 – FLIGHT RECORDERS

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 151 Ref: TABLE A8-1, 38*	[Recording resolution] 0.1 mb (0.003 in-Hg)	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 156 Ref: TABLE A8-3, 8	[Minimum recording range] 34.4 mb (1.02 in-Hg) to 310.2 mb (9.16 in-Hg) [Minimum recording accuracy] As installed (±1 mb (0.03 in-Hg) or ±30 m (±100 ft) to ±210 m (±700 ft) recommended) [Minimum recording resolution]	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	0.1 mb (0.003 in-Hg) or 1.5 m (5 ft)		

SECTION: APPENDIX 10 – ARTICLE 83 bis AGREEMENT SUMMARY —

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 160 Ref: [Articles 30b) and 32a): Licenses of personnel]	Annex 1, Chapters 1, 2, 3 and 6; and Annex 6, Part I, Radio Operator; or Annex 6, Part II (qualifications and/or flight crew member licensing); or Annex 6, Part III, Section II (composition of the flight crew) (radio operator)	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 160 Ref: [Article 31: Certificates of airworthiness]	Annex 6, Part II [Specify chapters][3]	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

SECTION: General Content

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 223 Ref: 2.6	2.6 AREA OF OPERATION	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 223 Ref: 2.6.1	In deciding which area(s) of operation to authorize and include in the operations specifications, the State of the Operator should take into account the following factors:	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 223 Ref: 2.6.1	a) the adequacy of the operational control (for example, staffing, communication means, aircraft tracking means, access to local regulations and weather information)	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	within the proposed area(s) of operation;		
Page: 223 Ref: 2.6.1	b) the adequacy of ground handling and maintenance arrangements at the departure and destination aerodromes intended to be used;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 223 Ref: 2.6.1	c) the capability of the aircraft to operate in the proposed area(s), in particular: 1) the performance capability of the aircraft with regard to the terrain; 2) the need for any special equipment or procedures (such as fuel temperature monitoring and fuel freeze strategy; 3) the performance and reliability of the aircraft systems, with regard to extremes of weather or climate (such as desert, polar, high elevation aerodrome operations); 4) the need for any special dispatch requirements with regard to the content of the MEL; and 5) the availability of the necessary communication, navigation and surveillance equipment;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 224 Ref: 2.6.1	d) the communication, navigation and surveillance facilities	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	available over the proposed routes;		
Page: 224 Ref: 2.6.1	e) the availability of adequate aerodromes within the proposed area(s), and the availability of related navigation data (such as charts, navigation databases);	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 224 Ref: 2.6.1	f) the availability of adequate search and rescue facilities, and the need to carry special survival equipment;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 224 Ref: 2.6.1	g) any special training required for: 1) coping with weather or climatic conditions likely to be encountered, including low atmospheric pressure at high elevation aerodromes and crew exposure to solar and cosmic radiations; 2) complying with communication, navigation, surveillance specifications (PBCS, PBN) or with specific operational or airspace requirements (for example augmented crew, North Atlantic High Level Airspace (NAT-HLA)); 3) complying with ATC requirements such as the use of non-standard phraseology, altitude reference (such as metres), meteorological information (such as	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	altimeter settings in inches of mercury, wind in metres per second, visibility in miles or feet); and 4) complying with relevant area, route and aerodrome qualification requirements in accordance with Chapter 9, 9.4.3;		
Page: 224 Ref: 2.6.1	h) the adequacy of relevant parts of the operations manual, in particular with regard to procedures and training programmes;	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 224 Ref: 2.6.1	i) the ability of the operator to track their aircraft in accordance with the requirements of Chapter 3, 3.5; and	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 224 Ref: 2.6.1	j) additionally, when considering proposed changes to the operators authorized area(s) of operation, the results of the operator's management of change process, detailing identified hazards, safety risk assessments and mitigations related to these changes. *Note.— Guidance on safety risk assessments is contained in the* Safety Management Manual *(Doc 9859).*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 224 Ref: 2.6.2	2.6.2 In listing the authorized area(s) of operation in	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	the operations specifications, the State of Operator should:		
Page: 224 Ref: 2.6.2	a) specify whether the use of designated airspaces has been authorised (for example, “NAT, including NAT HLA” or “SAM, including HEA operations up to XX FT elevation”);	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 224 Ref: 2.6.2	b) use “worldwide” only if the operator has demonstrated its capability to operate (in terms of equipment, procedures and training), in every area of the world; if some areas or operations are excluded, these should be explicitly stated (for example, worldwide, excluding polar regions).	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 226 Ref: 3.4	Other provisions in ICAO Annex 6, Part I, require the State to have made a technical evaluationWhile not necessarily requiring an approval by the State, these Standards do require the State to at least accept the matter at issue after it conducts a specific review or evaluation. These provisions are:	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 230 Ref: ATTACHMENT E	*Supplementary to Chapter 6, 6.1.3*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

Page: 248 Ref: ATTACHMENT K	ATTACHMENT K – ACCURATE LOCATION OF THE END OF FLIGHT	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 248 Ref: ATTACHMENT K	*(Supplementary to Chapter 6, 6.3.6, 6.17 and 6.18)*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 248 Ref: ATTACHMENT K	GUIDANCE FOR ACCURATE LOCATION OF THE END OF FLIGHT	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 248 Ref: ATTACHMENT K, 1. INTRODUCTION	1.1 The following material provides guidance on determining the end of flight location, which includes guidance related to the location of an aircraft in distress (6.18) along with additional information on the interrelation between these Standards and those for the carriage of ELTs (6.17) and flight recorder data recovery (6.3.6). The Triggered Transmission of Flight Data Working Group (TTFDWG) reviewed forty-two accidents to determine an indication of the distance from a last-known aeroplane position to the location of an accident site. The report concluded that in approximately 95 per cent of the cases, when the aircraft position was known one minute prior to the accident, the accident site location was within a 6 NM radius of that	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	position. (Click here to access the TTFDWG Report under the "publications" tab or go to https://www.bea.aero/en/.)		
Page: 248 Ref: ATTACHMENT K, 1. INTRODUCTION, 1.1	*Note.— In this context "end of flight" refers to the location of the aircraft following an accident, and not to the safe landing at destination or at an alternate aerodrome.*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 248 Ref: 1.3	When When an accident is survivable, the accurate determination of the location of the end of flight in a timely manner is essential and may not only rely on the last known aeroplane position before the accident. An ELT automatically activated subsequent to an impact is therefore required and aims at enabling timely, efficient and effective search and rescue (SAR) operations by guiding SAR units to the actual accident scene to rescue survivors during the time-frame for survival and minimize the risk to SAR units.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 248 Ref: ATTACHMENT K, 1. INTRODUCTION, 1.3	*Note.— Additional guidance on the robust and automatic means to accurately determine the location of the point of end of flight is contained in the Manual on Global*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	Aeronautical Distress and Safety System (Doc 10165).		
Page: 248 Ref: ATTACHMENT K, 2, 2.1	2.1 In flight information from which a position can be determined: Information from an aircraft system which either is active, or, when automatically or manually activated, can provide flight position information which includes a time stamp. This is a performance-based requirement which is not system-specific and may also bring operational benefits.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 249 Ref: ATTACHMENT K, 2, 2.2	2.2 Emergency locator transmitter (ELT): ELTs are designed to provide the position of impact for a survivable accident. Some ELTs may also have the additional capability to be automatically activated in flight, by any of the conditions detailed in EUROCAE ED-237, Minimum Aviation System Performance Specification (MASPS) for Criteria to Detect In-Flight Aircraft Distress Events to Trigger Transmission of Flight Information. If an ELT sinks below the surface of water, its signal is not detectable.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 249 Ref: ATTACHMENT K, 2, 2.2	*Note.— A distress tracking capability meeting the requirements of*	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	Chapter 6, 6.18, does not necessarily include the automatic activation function subsequent to an impact or the post-accident homing signal.		
Page: 249 Ref: ATTACHMENT K, 2, 2.3	2.3 Automatic deployable flight recorder (ADFR): The purpose of an ADFR is to have flight recorder data available soon after an accident, in particular for accidents over water. The ADFR contains an integrated ELT which provides for both locating the accident site for accident investigation and search and rescue purposes. Being floatable, it will assist in locating the accident site by providing an ELT signal if the wreckage sinks below the surface of the water. The ADFR may be used to meet the requirements of Chapter 6, 6.17, regarding the carriage of an automatic ELT on the aircraft.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 249 Ref: ATTACHMENT K, 2, 2.4		23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 249 Ref: ATTACHMENT K, 3	The advancement of technology has made it possible to meet the equipage requirements by different means. Table K-1 below provides a list of the most stringent examples of	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

	compliance to accurately determine the location of the end of flight and provides possible equipage combinations. In such potential installations, the cost will be minimised and the effectiveness of the current installation improved.		
Page: 249 Ref: TABLE K-1	Previous Table removed and replaced by updated version.	23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I
Page: 250 Ref: TABLE K-1		23/Jun/2026	SL Amendment 50 & 51 to Annex 6, Part I

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