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. 5872

Ref.: AN 15/12-06/12

20 January 2006

Subject: Proposal for the amendment of Annex 6, Parts I, II and III concerning carriage requirements for emergency locator transmitters

Action Required: Comments to reach Montreal by 28 April 2006

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission, at the fifth, eighth and ninth meetings of its 170th Session, held on 20 October, 15 November and 17 November 2005, respectively, discussed the results of a study emanating from a consultation with States and international organizations on proposed amendments to the applicability date (from 1 January 2005 to 1 January 2007) of the provisions in Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes*, Part II — *International General Aviation — Aeroplanes*, Part III — *International Operations — Helicopters;* concerning the mandatory carriage of automatic emergency locator transmitters (ELTs) operating simultaneously on 406 MHz and 121.5 MHz.

2. With respect to the study mentioned above, I wish to recall my letter dated 31 December 2004, reference AN 15/12-04/97, in which you were asked to comment on the change of applicability date of the Annex 6 ELT provisions, and my follow-up letter of 12 August 2005, reference AN 15/12-05/80, wherein I summarized the results of that consultation and informed you of the study to be undertaken.

3. On 17 November 2005, the Air Navigation Commission, having reviewed the results of the study and taking into account the comments of States and international organizations, finalized an amendment proposal and agreed that it should be transmitted to States and appropriate international organizations for comments.

4. The Commission requested that I include in this letter a comprehensive explanation of the justification for the amendment proposal. I am, therefore, attaching Appendix B for this purpose, which also includes a graphical presentation comparing the existing and proposed provisions of Annex 6, Part I.

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5. In examining the proposed amendment, you should not feel obliged to comment on editorial aspects as such matters will be addressed by the Air Navigation Commission during its final review of the draft amendment.

6. May I request that any comments you may wish to make on the proposed amendment to Annex 6, be dispatched to reach me not later than 28 April 2006. The Air Navigation Commission has asked me to specifically indicate that comments received after the due date may not be considered by the Commission and the Council. In this connection, should you anticipate a delay in the receipt of your reply, please let me know in advance of the due date.

7. For your information, the proposed amendment to Annex 6 is envisaged for applicability on 22 November 2007. Any comments you may have thereon would be appreciated.

8. The subsequent work of the Air Navigation Commission and the Council would be greatly facilitated by specific statements on the acceptability or otherwise of the amendment proposal. Please note that, for the review of your comments by the Air Navigation Commission and the Council, replies are normally classified as "agreement with or without comments", "disagreement with or without comments", or "no indication of position". If in your reply the expressions "no objections" or "no comments" are used, they will be taken to mean "agreement without comment" and "no indication of position", respectively.

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

for Taïeb Chérif
Secretary General

Enclosures:

A — Proposed amendment to Annex 6, Parts I, II and III
B — Background information on the proposed amendment to Annex 6

ATTACHMENT A to State letter an 15/12-06/12

NOTES ON THE PRESENTATION OF THE PROPOSED AMENDMENT TO ANNEX 6

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:

1.	~~Text to be deleted is shown with a line through it~~	text to be deleted
2.	New text to be inserted is highlighted with grey shading	new text to be inserted
3.	~~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

PROPOSED AMENDMENT TO THE

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

OPERATION OF AIRCRAFT

ANNEX 6

TO THE CONVENTION OF INTERNATIONAL CIVIL AVIATION

PART I — *INTERNATIONAL COMMERCIAL AIR TRANSPORT — AEROPLANES*

…

CHAPTER 6. AEROPLANE INSTRUMENTS EQUIPMENT AND FLIGHT DOCUMENTS

6.17 Emergency locator transmitter (ELT)

~~6.17.1 Except as provided for in 6.17.2, until 1 January 2005 all aeroplanes operated on long-range over-water flights as described in 6.5.3 shall be equipped with at least two ELT(S).~~

6.17.~~7~~ 1 **Recommendation**.— *All aeroplanes should carry an automatic ELT.*

~~6.17.2 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2002, operated on long-range over-water flights as described in 6.5.3, shall be equipped with at least two ELTs, one of which shall be automatic~~.

6.17.2 Except as provided for in 6.17.3, from 1 July 2008, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.

6.17.3 ~~From 1 January 2005, a~~All aeroplanes ~~operated on long-range over-water flights as described in 6.5.3~~ 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 at least two ELTs, one of which shall be automatic.

6.17.4 Except as provided for in 6.17.5, from 1 July 2008, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.

~~6.17.4 Except as provided for in 6.17.5, until 1 January 2005 aeroplanes on flights over designated land areas as described in 6.6 shall be equipped with at least one ELT(S).~~

6.17.5 All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.

~~6.17.5 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2002, on flights over designated land areas as described in 6.6, shall be equipped with at least one automatic ELT.~~

~~6.17.6 From 1 January 2005, aeroplanes on flights over designated land areas as described in 6.6 shall be equipped with at least one automatic ELT.~~

~~6.17.8~~ 6.17.6 ELT equipment carried to satisfy the requirements of 6.17.1, 6.17.2, 6.17.3, 6.17.4 and 6.17.5~~, 6.17.6 and 6.17.7~~ shall operate in accordance with the relevant provisions of Annex 10, Volume III.

Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems, will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.

PART II — *INTERNATIONAL GENERAL AVIATION — AEROPLANES*

. . .

CHAPTER 6. AEROPLANE INSTRUMENTS AND EQUIPMENT

. . .

6.12 Emergency locator transmitter (ELT)

6.12.~~4~~.1 **Recommendation.—** *All aeroplanes should carry an automatic ELT.*

~~6.12.1 Except as provided for in 6.12.2, until 1 January 2005 all aeroplanes operated on extended flights over water as described in 6.3.3 b) and when operated on flights over designated land areas as described in 6.4 shall be equipped with one ELT.~~

6.12.2 ~~All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2002, operated on extended flights over water as described in 6.3.3 b) and when operated on flights over designated land areas as described in 6.4 shall be equipped with one automatic ELT.~~Except as provided for in 6.12.3, from 1 July 2008, all aeroplanes shall be equipped with at least one ELT of any type.

6.12.3 ~~From 1 January 2005, all aeroplanes operated on extended flights over water as described in 6.3.3 b) and when operated on flights over designated land areas as described in 6.4 shall be equipped with one automatic ELT.~~ All aeroplanes for which the individual certificate of airworthiness is first issued after 1 July 2008, shall be equipped with at least one automatic ELT.

6.12.~~5~~ 4 ELT equipment carried to satisfy the requirements of 6.12.1, 6.12.2~~,~~ and 6.12.3 ~~and 6.12.4~~ shall operate in accordance with the relevant provisions of Annex 10, Volume III.

Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems, will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.

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PART III — *INTERNATIONAL OPERATIONS — HELICOPTERS, SECTION II*

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4.7 Emergency locator transmitter (ELT)

4.7.1 ~~Except as provided for in 4.7.2, until 1 January 2005 all Performance Class 1 and 2 helicopters operating on flights over water as described in 4.5.1 a) and Performance Class 3 helicopters operating as described in 4.5.1 b) shall be equipped with at least one ELT(S) per raft carried but not more than a total of two ELTs are required.~~ From 1 July 2008, all helicopters operated in Performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 (a), with at least one automatic ELT and one ELT(S) in a raft.

4.7.2 ~~Performance Class 1 and 2 helicopters for which the individual certificate of airworthiness is first issued after 1 January 2002, operating on flights over water as described in 4.5.1 a) and Performance Class 3 helicopters for which the individual certificate of airworthiness is first issued after 1 January 2002, operating as described in 4.5.1 b) shall be equipped with at least one automatic ELT and at least one ELT(S) in a raft.~~ From 1 July 2008, all helicopters operated in Performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 (b), with at least one automatic ELT and one ELT(S) in a raft.

~~4.7.3 From 1 January 2005, all Performance Class 1 and 2 helicopters operating on flights over water as described in 4.5.1 a) and Performance Class 3 helicopters operating as described in 4.5.1 b) shall be equipped with at least one automatic ELT and at least one ELT(S) in a raft.~~

~~4.7.8~~ 4.7.3 ELT equipment carried to satisfy the requirements of 4.7.1, and 4.7.2, ~~4.7.3, 4.7.4, 4.7.5, 4.7.6 and 4.7.7~~ shall operate in accordance with the relevant provisions of Annex 10, Volume III.

~~4.7.4 Except as provided for in 4.7.5, until 1 January 2005 helicopters on flights over designated land areas as described in 4.6 shall be equipped with at least one ELT.~~

~~4.7.5 Helicopters for which the individual certificate of airworthiness is first issued after 1 January 2002, on flights over designated land areas as described in 4.6 shall be equipped with at least one automatic ELT.~~

~~4.7.6 From 1 January 2005, helicopters on flights over designated land areas as described in 4.6 shall be equipped with at least one automatic ELT.~~

~~4.7.7 Recommendation.— *All helicopters should carry an automatic ELT.*~~

Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems, will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.

PART III — *INTERNATIONAL OPERATIONS — HELICOPTERS, SECTION III*

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4.10 Emergency locator transmitter (ELT)

4.10.1 ~~Except as provided for in 4.10.2, until 1 January 2005 all Performance Class 1 and 2 helicopters operating on flights over water as described in 4.3.1 a) and Performance Class 3 helicopters operating as described in 4.3.1 b) shall be equipped with at least one ELT(S) per raft carried but not more than a total of two ELTs are required.~~ From 1 July 2008, all helicopters operated in Performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.3.1 (a), with at least one automatic ELT and one ELT(S) in a raft.

4.10.2 ~~Performance Class 1 and 2 helicopters for which the individual certificate of airworthiness is first issued after 1 January 2002, operating on flights over water as described in 4.3.1 a) and Performance Class 3 helicopters for which the individual certificate of airworthiness is first issued after 1 January 2002, operating as described in 4.3.1 b) shall be equipped with at least one automatic ELT and one ELT(S) in a raft.~~ From 1 July 2008, all helicopters operated in Performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.3.1 (b), with at least one automatic ELT and one ELT(S) in a raft.

~~4.10.3 From 1 January 2005, all Performance Class 1 and 2 helicopters operating on flights over water as described in 4.3.1 a) and Performance Class 3 helicopters operating as described in 4.3.1 b) shall be equipped with at least one automatic ELT and one ELT(S) in a raft.~~

~~4.10.4 Except as provided for in 4.10.5, until 1 January 2005 helicopters on flights over designated land areas as described in 4.4. shall be equipped with at least one ELT.~~

~~4.10.5 Helicopters for which the individual certificate of airworthiness is first issued after 1 January 2002, on flights over designated land areas as described in 4.4 shall be equipped with at least one automatic ELT.~~

~~4.10.6 From 1 January 2005, helicopters on flights over designated land areas as described in 4.4 shall be equipped with at least one automatic ELT.~~

~~4.10.7 **Recommendation.** — *All helicopters should carry an automatic ELT.*~~

~~4.10.8 ELT equipment carried to satisfy the requirements of 4.10.1, 4.10.2, 4.10.3, 4.10.4, 4.10.5, 4.10.6 and 4.10.7 shall operate in accordance with the relevant provisions of Annex 10, Volume III.~~

. . .

Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems, will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.

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ATTACHMENT B to State letter AN 15/12-06/12

BACKGROUND RELATING TO THE PROPOSED AMENDMENT

1. COMPARISON OF EXISTING AND PROPOSED PROVISIONS

1.1 To facilitate a review of the nature and extent of the proposed provisions in comparison with the existing provisions for commercial air transport aircraft (Annex 6, Part I), an overview is presented in the graphic below. A similar comparison for general aviation aircraft (Annex 6, Part II) and international helicopters (Annex 6, Part III) is not included due to their reduced complexity.

Annex 6, Part I

OLD AIRCRAFT				NEW AIRCRAFT			
> 19 Pax	≤ 19 Pax	LROW	Desig-nated Areas	> 19 Pax	≤ 19 Pax	LROW	Desig-nated Areas
EXISTING PROVISIONS							
ALL AIRCRAFT SHOULD CARRY AN AUTOMATIC ELT							
		6.17.3 1 AUTO +1 ANY After 1 Jan 2005	6.17.6 1 AUTO			6.17.2 1 AUTO +1 ANY After 1 Jan 2002	6.17.5 1 AUTO
PROPOSAL							
ALL AIRCRAFT SHOULD CARRY AN AUTOMATIC ELT							
6.17.2 1 AUTO or 2 ANY After 1 July 2008	6.17.4 1 ANY			6.17.3 1 AUTO +1 ANY After 1 July 2008	6.17.5 1 AUTO		

1.2 The Recommended Practice that all aeroplanes should carry an automatic electronic locator transmitter (ELT) applies to all commercial air transport aeroplanes included in Annex 6, Part 1. No change to this Recommended Practice is proposed. It also applies to all general aviation aeroplanes (Annex 6, Part II), but not to helicopters (Annex 6, Part III) as all helicopters are already required to carry at least one automatic ELT. The provisions are divided into “old aircraft” and “new aircraft”. “New aircraft” refers to aeroplanes for which the individual certificate of airworthiness is first issued after the stated date.

1.3 The *existing* provisions require specific types and numbers of ELTs to be carried for defined long-range over-water (LROW) flights and in areas designated as being especially difficult for search and rescue (SAR). For flights other than these, according to existing provisions, ELTs are not required to be carried. The lack of requirements for these operations is indicated by shaded areas. The *proposed* provisions, on the other hand, establish separate requirements for aircraft that have a passenger

capacity of "more than 19" and for those of "19 and less". However, they propose global application of the carriage requirements; that is, they would apply to flights over water and over land, regardless of flight distances and the nature of underlying terrain.

1.4 The Air Navigation Commission has asked me to draw your particular attention to the following issues that underlie the proposed provisions.

2. SAR SYSTEM REQUIREMENTS

2.1 The only presently existing system-based means of meeting crash alert and location requirements is through the Cospas-Sarsat* system. Therefore, search and rescue relies heavily on the Cospas-Sarsat system for crash alert and location purposes to ensure the best prospect for accident casualties of being located in a timely manner. Aircraft operators are able to exercise some discretion in the selection and configuration of ELTs and their placement in aircraft and associated floatable life support systems. This approach to development of Standards and identification of specific means to meet requirements is in accordance with a performance based orientation both within ICAO and the aviation industry.

2.2 In this respect, it is recognised that there are various levels of compliance with the existing provisions for ELT carriage and some aircraft operators are already compliant with existing provisions. At the same time, ELT installation costs, especially for retrofitting, can be high. Therefore, the proposed provisions were developed through simplification of the SAR system as a whole in the light of contemporary operating practices without any degradation of effectiveness.

2.3 In considering how SAR system requirements as a whole might be simplified and standardised, the following areas were addressed:

- areas designated as especially difficult for SAR;
- long-range over-water (LROW) flights;
- aircraft operator flexibility in the placement of ELTs;
- passenger carrying capacity;
- retrofit requirements; and
- special needs of helicopter operations over water.

2.4 *Areas designated as being especially difficult for SAR*

2.4.1 The designation of an area especially difficult for search and rescue is an internal State decision. When an area so designated covers a regularly operated international air route, it has the potential to both disrupt and economically prejudice operations. Thus, the economic well-being of an airline can be influenced by a decision in which the operator had no opportunity to contribute. In the present aviation environment, in which almost all aircraft operating internationally are equipped with satellite navigation systems, areas especially difficult for SAR are more likely to be volatile in nature and arise on account of an aggregation of dynamic rather than fixed geographic factors. A strong case, then, can be made for ELT carriage requirements having uniform application worldwide, regardless of the nature of the terrain over which aircraft fly.

* Cospas/Sarsat: Cospas = Kosmicheskaya Sityema Poiska Avariyach Sudov;
Sarsat = Search and Rescue Satellite-Aided Tracking

2.4.2 Based on the above, the existing provisions, in placing more stringent requirements for ELT carriage on flights operating within designated areas, are no longer adequate. The proposed provisions, therefore, make no separate provision for carriage of ELTs by flights within designated areas and, rather, take a global approach to the specification of carriage requirements that make no distinction between the geographic areas over which aircraft fly, with the exception of helicopter operations over water.

2.5 *Long-range over-water flights*

2.5.1 The existing provisions place more stringent ELT carriage requirements on commercial air transport aircraft operating over water than over land. Automatic fixed ELTs may not be the most suitable type of ELT for this type of operation. In the event that an aircraft ditching or crashing at sea were to sink, it is most likely that automatic fixed ELTs would sink with it and not be able to transmit signals to the Cospas-Sarsat system. The proposed provisions were therefore developed to subsume ELT carriage requirements for aircraft conducting LROW operations into a global requirement that allows operators some flexibility in the choice and placement of ELTs.

2.6 *Operator flexibility*

2.6.1 In regard to flexibility for operators in their choice of ELT equipment to be installed, a Note is proposed that makes reference to how choice and placement of ELTs, both in aircraft and associated floatable life support systems, can affect ELT functionality in accidents over both water and land, including the unit's survival of crash impact and fire as well as its activation.

2.7 *Passenger-carrying capacity*

2.7.1 Commercial air transport aircraft have been divided into two categories in the proposed provisions: those aircraft with a passenger carrying capacity of more than nineteen, and those with a capacity of nineteen and less. This approach of increased safety equipment requirements for aircraft carrying more passengers has already been used in respect to the provisions governing carriage of airborne collision avoidance systems (ACAS) and ground proximity warning systems (GPWS) equipment.

2.8 *Retrofit requirement*

2.8.1 The requirement to retrofit automatic ELTs to older commercial air transport aircraft and general aviation fixed wing aircraft has been deleted in the proposed provisions as the cost/benefit of automatic activation has not been clearly demonstrated and because of the difficulty in quantifying cost-benefit of retrofitting the latest-generation automatic ELTs.

2.8.2 One of the contributing cost factors in retrofitting automatic fixed ELTs is the preferred practice amongst airlines of fitting the ELT activation monitors on the flight deck in order for pilots to become immediately aware of any inadvertent activation and to manually switch on the ELT in the event of a critical circumstance arising, while placing the ELT transmitting unit in the tail-plane, where it would be most likely to survive a crash. This configuration requires fuselage-long cabling to connect the units, which is expensive. ICAO Standards and Recommended Practices make no mention of any required configuration of ELT units within aircraft. Annex 10, Volume III, part 2, paragraph 5.3.1 includes a Note indicating that "*information on technical characteristics and operational performance of 406 MHz ELTs is contained in RTCA Document DO-204 and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-62".* EUROCAE document ED-62 provides that "ELT controls, remote or direct, shall be available at the pilot's position and shall enable selection of at least the following functions ….." It should be noted that this is not an ICAO requirement.

2.8.3 At least one international aircraft operator has opted to fit the activation monitor at the rear of the aircraft cabin, thus reducing the length and expense of connecting cable between the monitor and the ELT transmitting unit, with associated procedures for cabin crew and flight crew.

2.8.4 The benefit to be derived from automatic ELTs is incremental to that of manually activated units. This incremental value lies in the ability of the automatic unit to transmit an emergency signal immediately upon the onset of crash impact forces and without being manually activated. This is beneficial in that a range of accidents are of sufficient force as to activate the unit but insufficient to destroy it. However, the impact forces of most non-survivable accidents would likely destroy the unit.

2.8.5 Taking into account the above, the proposed provisions delete the existing requirement to retrofit automatic ELTs to existing aircraft and replace it with a requirement that, in the case of older aircraft authorized to carry more than 19 passengers, they carry either two ELTs of any type, or one automatic ELT. This offers aircraft operators some flexibility in deciding upon ELT carriage while those operators already equipped with automatic ELTs would continue to benefit from their investment. In the case of older aircraft authorized to carry 19 passengers or less, at least one ELT of any type would be required.

2.9 *Special needs of helicopter operations over water*

2.9.1 In the case of international helicopter operations, as described in Annex 6, Part III, Sections II and III, the Commission was guided in the development of the proposed provisions by the same general principles used in determining the requirements for fixed wing aircraft. The proposed provisions therefore establish no specific requirement for carriage of ELTs in areas designated as being especially difficult for SAR. Consistent with the existing provisions that have common application to all helicopters, regardless of the date of issuance of their first certificates of airworthiness, the proposed provisions apply to all helicopter flights over all terrestrial areas. However, they still differentiate carriage requirements between helicopters operating over land and those, in the case of commercial air transport flights, operating over those areas of water described in Annex 6, Part III, Section II, paragraphs 4.5.1 a) and 4.5.1 b) and, in the case of general aviation flights, over those areas of water described in Part III, Section III, paragraphs 4.3.1 a) and 4.3.1 b). Over-water flights by helicopters are recognized as being more safety-critical than over-land flights.

2.9.2 The proposed requirement to be fitted with an automatic ELT applies to older helicopters as well as to those more recently issued with certificates of airworthiness. It is important to note that the carriage of at least one automatic ELT has been an integral requirement for helicopters since 1 January 2005. The proposed provisions, therefore, require no increase in retrofitting to helicopters. In any case, the expensive cabling customarily required for fixed wing aircraft is not a consideration in the case of helicopters.

2.9.3 The proposed provisions to be added to Part III also reflect updated terminology with respect to the definition of helicopter performance classes. A major revision to Annex 6, Part III is currently in progress, and as a result of the amendment proposed in this regard, what was formerly known as a "performance Class I helicopter" will, once final approvals are received, be known as a "helicopter operating in performance Class I". For the sake of simplification and ease of understanding, separate provisions are now proposed for helicopters operating in Performance Class 1 and 2 and helicopters operating in Performance Class 3.

3. APPLICABILITY DATE

3.1 The Commission has asked me to highlight the significance of the applicability date of the amendment proposals. The earliest achievable common applicability date is 22 November 2007. In the event that the proposals are adopted and corresponding State regulations are established, the Commission considered that a further interval be allowed for an orderly implementation by the industry and has proposed an applicability date of 1 July 2008. This date has been determined to be appropriate for all of Annex 6, Parts I, II and III.

— END —