

## **IBAC Briefing Note**

### **Subject: Flight Data Analysis Programmes- ICAO Provisions**

#### Background

This briefing note describes a pending amendment of ICAO Annex 6 Part I and relates to International Commercial Air Transport Operations. The applicability date is 1 November 2001.

There is no counterpart amendment of Annex 6 Part II International General Aviation or of Annex 6 Part III International Operations - Helicopters.

This amendment was originated by the ICAO AIG Divisional Meeting (1999), Recommendation 4/5 refers.

The substantive amendment proposed for Annex 6 Part I Chapter 3 was as follows:

“3.6.2 Recommendation. – From 1 January 2000, an operator of an aeroplane of a certificated take-off mass in excess of 27 000 kg should establish and maintain a flight data analysis programme as part of its accident prevention and flight safety programme.

3.6.3 From 1 January 2005, an operator of an aeroplane of a maximum certificated take-off mass in excess of 27 000 kg shall establish and maintain a flight data analysis programme as part of its accident prevention and flight safety programme.

3.6.4 A flight data analysis programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.”

States and International Organizations were consulted on this amendment proposal in early 2000. Reference ICAO Letter AN6/1.2.1-00/4 dated 28 January 2000.

#### IBAC Position and Reply.

In its reply to ICAO dated 8 May 2000 IBAC, with a view to mitigating the impact of the proposal on business aircraft operators;

- advocated that the requirement for a flight data analysis programme also be conditioned by fleet size i.e. for a fleet of more than five aeroplanes of the same type,
- recommended that the requirement be redrafted so as to permit an operator to participate in such a programme rather than be required to “establish and maintain a programme” i.e. in-house.

#### Action by ICAO.

In considering the replies of States\* and International Organizations on 12 October 2000 on the basis of AN-WP/7548, the Air Navigation Commission agreed to:

- insert a Note following para 3.6.3 as follows:

“Note- An operator may contract the operation of Flight Data Analysis Programme to another party while retaining overall responsibility for the maintenance of such a programme.”

- reduce the figure for the certificated take-off mass in 3.6.2 Recommendation from 27 000 kg to 20 000 kg in order to encompass the large and increasing number of regional jet aeroplanes.

## Authors note

As a result of this change, the impact on some segments of business aviation may become more extensive.

- that the weight limit prescribed in para 3.6.3 i.e. 27 000 kg be adopted subject to further review in a time frame consistent with the implementation date of 2005 and that further consideration be given to the question of fleet size in the context of para 3.6.3.

Based on the agreement noted above, the Air Navigation Commission referred the amendment to the ICAO Council for approval.

\* The reply of the United Kingdom is of particular interest.

“ These significant ICAO proposals mark the beginning of the wider adoption of these programmes throughout the industry and the United Kingdom would like to suggest the next steps in this process.

### Smaller Aircraft

It is recommended that operators of commercial aircraft below 27 000 kg MCTOW should also be encouraged to utilize a flight data analysis programme. Existing complex commuter jets or turboprops below this weight should be covered where technically practicable and new designs should have the facility built in,. This sector is where the most inexperienced commercial crews learn their trade. Monitoring programmes here will reap both direct operational safety benefits for the airlines and on going benefits for the pilots throughout their careers.

### Helicopters

The United Kingdom believes that a flight data analysis programme should be implemented within the accident prevention and flight safety programmes of all operators of helicopters having type 4 or 4A recorders.

The United Kingdom believes that such programmes are demonstrably practical, at least on helicopters already having suitable crash protected flight recorders and associated systems, contrary to the AIG view. Initial results from a UK trial indicate this is practical on helicopters as on fixed wing and shows significant safety benefits.”

Peter R. Ingleton

Director ICAO Liaison

30 October 2000.