



International  
Civil Aviation  
Organization

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Международная  
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гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Tel.: +1 514-315-2008

Ref.: AN 13/13.1-24/31

29 April 2024

**Subject:** Adoption of Amendment 53 to Annex 11

**Action required:** a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024; 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 53 to the *International Standards and Recommended Practices, Air Traffic Services* (Annex 11 to the Convention on International Civil Aviation) was adopted by the Council at the fifth meeting of its 231st Session on 18 March 2024. 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 22 July 2024 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 53, to the extent it becomes effective, will become applicable on 28 November 2024.

3. Amendment 53 arises from:

- a) proposals developed by the sixth meeting of the Air Traffic Management Operations Panel (ATMOPSP/6) to amend Standards and Recommended Practices (SARPs) concerning the implementation of the Global Aeronautical Distress and Safety System (GADSS) concept; and
- b) proposals developed by the fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4) to amend the definitions of the terms “flight plan” and “current flight plan” as a consequence of the initial

implementation of the flight and flow — information for a collaborative environment (FF-ICE) services.

4. The amendment concerning GADSS aims to support the implementation of the GADSS concept and facilitates contact between air traffic services (ATS) units, air operators and rescue coordination centres (RCCs) using the up-to-date contact details in the OPS Control Directory. The changes facilitate the communication required for and the reporting of an aircraft in a distress condition potentially resulting in a faster response to a forced landing contributing to better management of safety risks.

5. The amendment concerning the initial implementation of the FF-ICE services aims to update the definition of “flight plan” to make it generic about to whom the information is sent and describes the notion of flight plan evolution during the life cycle of a flight. The amendment also introduces the definition of “current flight plan”, which is currently used in a few provisions of Annex 11.

6. The subjects are given in the amendment to the Foreword of Annex 11, a copy of which is in Attachment A.

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

- a) that before 22 July 2024 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 53 concerning which your Government wishes to register disapproval, using the form in Attachment B 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 28 October 2024 you inform me of the following, using the Electronic Filing of Differences (EFOD) System or the form in Attachment C for this purpose:
  - 1) any differences that will exist on 28 November 2024 between the national regulations or practices of your Government and the provisions of the whole of Annex 11, as amended by all amendments up to and including Amendment 53, 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 11, as amended by all amendments up to and including Amendment 53.

8. With reference to the request in paragraph 7 a) above, it should be noted that a registration of disapproval of Amendment 53 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 7 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.

9. With reference to the request in paragraph 7 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.

10. Guidance on the determination and reporting of differences is given in the Note on the Notification of Differences in Attachment D. 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.

11. I would appreciate it if you would also send a copy of your notifications, referred to in paragraph 7 b) above, to the ICAO Regional Office accredited to your Government.

12. 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 E and F, respectively. An overview of the approval process for Amendment 53 to Annex 11 is also included for your information in Attachment G.

13. As soon as practicable after the amendment becomes effective on 22 July 2024, replacement pages incorporating Amendment 53 will be forwarded to you.

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

for Juan Carlos Salazar  
Secretary General

**Enclosures:**

- A — Amendment to the Foreword of Annex 11
- B — Form on notification of disapproval of all or part of Amendment 53 to Annex 11
- C — Form on notification of compliance with or differences from Annex 11
- D — Note on the Notification of Differences
- E — Implementation task list and outline of guidance material in relation to Amendment 53 to Annex 11
- F — Impact assessment in relation to Amendment 53 to Annex 11
- G — Overview of approval process for Amendment 53 to Annex 11

ATTACHMENT A to State letter AN 13/13.1-24/31

AMENDMENT TO THE FOREWORD OF ANNEX 11

Add the following elements at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted/Approved Effective Applicable</i>
53	Sixth meeting of the Air Traffic Management Operations Panel (ATMOPSP/6); and  Fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4).	a) the Global Aeronautical Distress and Safety System (GADSS) concept; and  b) definitions applying to flight and flow — information for a collaborative environment (FF-ICE) services.	18 March 2024 22 July 2024 28 November 2024

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**ATTACHMENT B** to State letter AN 13/13.1-24/31

**NOTIFICATION OF DISAPPROVAL OF ALL OR PART OF  
AMENDMENT 53 TO ANNEX 11**

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 53 to Annex 11:

Signature \_\_\_\_\_

Date \_\_\_\_\_

*NOTES*

- 1) If you wish to disapprove all or part of Amendment 53 to Annex 11, please dispatch this notification of disapproval to reach ICAO Headquarters by 22 July 2024. 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 53, 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 11. Separate notifications on this are necessary. (See Attachment C.)
- 3) Please use extra sheets as required.

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ATTACHMENT C to State letter AN 13/13.1-24/31

**NOTIFICATION OF COMPLIANCE WITH OR DIFFERENCES FROM ANNEX 11  
(Including all amendments up to and including Amendment 53)**

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 11, including all amendments up to and including Amendment 53.

2. The following differences will exist on \_\_\_\_\_ between the regulations and/or practices of **(State)** \_\_\_\_\_ and the provisions of Annex 11, including Amendment 53 (Please see Note 2) below.)

<b>a) Annex Provision</b> (Please give exact paragraph reference)	<b>b) Details of Difference</b> (Please describe the difference clearly and concisely)	<b>c) Remarks</b> (Please indicate reasons for the difference)
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(Please use extra sheets as required.)

3. By the dates indicated below, **(State)** \_\_\_\_\_ will have complied with the provisions of Annex 11, including all amendments up to and including Amendment 53 for which differences have been notified in 2 above.

a) <b>Annex Provision</b> (Please give exact paragraph reference)	b) <b>Date</b>	c) <b>Comments</b>
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(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.

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ATTACHMENT D to State letter AN 13/13.1-24/31

**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).

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\* 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](http://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.

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



**IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE MATERIAL  
IN RELATION TO AMENDMENT 53 TO ANNEX 11**

**1. IMPLEMENTATION TASK LIST**

1.1 Essential steps to be followed by a State in order to implement Amendment 53 to Annex 11:

- a) identification of the rule-making process necessary to transpose the new and modified ICAO provisions into the national regulations taking into consideration the applicability date;
- b) establishment of a national implementation plan that takes into account the modified ICAO provisions;
- c) drafting of the modification(s) to the national regulations and means of compliance;
- d) official adoption of the national regulations and means of compliance;
- e) filing of State differences with ICAO, if necessary;
- f) publication of significant differences in the Aeronautical Information Publication (AIP), if necessary; and
- g) training of operational staff in the use of new provisions.

**2. STANDARDIZATION PROCESS**

2.1 Effective date: 22 July 2024.

2.2 Applicability date: 28 November 2024.

2.3 Embedded applicability date(s): N/A.

### 3. SUPPORTING DOCUMENTATION

#### 3.1 ICAO documentation

<b>Title</b>	<b>Type (PANS/TI/Manual/Circ)</b>	<b>Planned publication date</b>
<i>Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165)</i>	Manual	Q3 2024
<i>Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965)</i>	Manual	Second Edition, Q3 2024

#### 3.2 External documentation

<b>Title</b>	<b>External Organization</b>	<b>Publication date</b>
Nil	—	—

### 4. IMPLEMENTATION ASSISTANCE TASKS

<b>Type</b>	<b>Global</b>	<b>Regional</b>
Nil	—	—

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

5.1 Regarding the amendment concerning the implementation of the GADSS concept, no changes are envisaged in the protocol questions. For the consequential amendment related to the introduction of the FF-ICE services, existing protocol questions (PQs) in the aircraft operations (OPS) and air navigation services (ANS) areas may need amendment and/or new PQs may be required. This will be assessed during the next amendment cycle of the PQs.

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**IMPACT ASSESSMENT IN RELATION TO  
AMENDMENT 53 TO ANNEX 11**

**1. INTRODUCTION**

1.1 Amendment 53 to Annex 11 is intended to:

- a) amend Standards and Recommended Practices (SARPs) concerning the implementation of the Global Aeronautical Distress and Safety System (GADSS) concept; and
- b) amend the definitions of “flight plan” and “current flight plan” as a consequence of initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services.

**2. IMPACT ASSESSMENT**

**2.1 Amendment concerning the implementation of the Global Aeronautical Distress and Safety System (GADSS) concept**

2.1.1 *Safety impact:* Positive. The changes will facilitate the communication required for and the reporting of an aircraft in a distress condition potentially resulting in a faster response to a forced landing contributing to better management of safety risks.

2.1.2 *Financial impact:* Negligible.

2.1.3 *Security impact:* Negligible.

2.1.4 *Environmental impact:* Negligible.

2.1.5 *Efficiency impact:* Negligible.

2.1.6 *Expected implementation time:* One to two years. This timeframe is needed to adapt the amendment into the national regulatory framework, and to implement the amendment, including changes to the applicable procedures; awareness, familiarization and training of relevant personnel; and post-implementation assessment.

**2.2 Consequential amendment related to the initial implementation of the FF-ICE services**

2.2.1 *Safety impact:* Positive. Added clarity to the definitions of different types of flight plans will contribute to common understanding and consistent use of the terms by different stakeholders.

2.2.2 *Financial impact:* Minimal impact for States and negligible impact for the industry with the implementation of this amendment

2.2.3 *Security impact:* None.

2.2.4 *Environmental impact:* Positive benefit.

2.2.5 *Efficiency impact:* None.

2.2.6 *Expected implementation time:* For States, one to two years may be required to amend national regulations and issue new guidance for inspectors. For industry, less than a year as the amendment adds clarity to the existing definitions.

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**ATTACHMENT G** to State letter AN 13/13.1-24/31

**OVERVIEW OF APPROVAL PROCESS FOR  
AMENDMENT 53 TO ANNEX 11**

<b>Amendment concerning</b>	<b>Source(s)</b>	<b>Preliminary review by the ANC</b>	<b>State letter and date</b>	<b>Final review by the ANC</b>	<b>No. of replies at final review</b>	<b>Adopted Effective Applicable</b>
The Global Aeronautical Distress and Safety System (GADSS) concept.	Sixth meeting of the Air Traffic Management Operations Panel (ATMOPSP/6)	15 March 2022 (ANC 219-8)	AN 13/13.1, AN 15/1.3, AN 13/2.5-22/47 27 April 2022	16 March 2023 (ANC 222-5 and Corr. No. 1)	51 Contracting States 7 international organizations Total: 58 replies	18 March 2024 22 July 2024 28 November 2024
Definitions applying to flight and flow — information for a collaborative environment (FF-ICE) services.	Fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4)	29 November 2022 (ANC 221-6)	AN 13/1.8, AN 7/63.1.2, AN 13/2.5, AN 2/33.1-22/108 and Corrigendum No. 1 in Russian only 29 December 2022	2 November 2023 (ANC 224-6)	63 Contracting States 5 international organizations Total: 68 replies	18 March 2024 22 July 2024 28 November 2024

— END —



**AMENDMENT No. 53**

**TO THE**

**INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES**

# **AIR TRAFFIC SERVICES**

**ANNEX 11**

**TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

The amendment to Annex 11 contained in this document was adopted by the Council of ICAO on **18 March 2024**. Such parts of this amendment as have not been disapproved by more than half of the total number of Contracting States on or before **22 July 2024** will become effective on that date and will become applicable on **28 November 2024** as specified in the Resolution of Adoption. (State letter AN 13/13.1-24/31 refers.)

**MARCH 2024**

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**



**AMENDMENT 53 TO THE INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES**

**ANNEX 11 — AIR TRAFFIC SERVICES**

**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 March 2024 Amendment 53 to the International Standards and Recommended Practices contained in the document entitled *International Standards and Recommended Practices, Air Traffic Services* which for convenience is designated Annex 11 to the Convention;
2. *Prescribes* 22 July 2024 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 28 November 2024;
4. *Requests the Secretary General:*
  - a) to notify each Contracting State immediately of the above action and immediately after 22 July 2024 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 28 November 2024 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 28 October 2024, and thereafter to notify the Organization of any further differences that arise;
    - 2) to notify the Organization before 28 November 2024 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.

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**NOTES ON THE PRESENTATION OF  
AMENDMENT 53 TO ANNEX 11**

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

**TEXT OF AMENDMENT 53 TO THE  
INTERNATIONAL STANDARDS  
AND RECOMMENDED PRACTICES**

**AIR TRAFFIC SERVICES**

**ANNEX 11  
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

...

**CHAPTER 1. DEFINITIONS**

...

**Current flight plan (CPL).** The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

...

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

~~— Note. — Specifications for flight plans are contained in Annex 2. When the expression “flight plan form” is used it denotes the model flight plan form at Appendix 2 to the PANS-ATM (Doc 4444).~~

*Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.*

*Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.*

...

**CHAPTER 5. ALERTING SERVICE**

**5.1 Application**

...

5.1.2 Flight information centres or area control centres shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the flight information region or control area concerned and for forwarding such information to the appropriate rescue coordination centre.

5.1.3 The appropriate ATS authority shall maintain up-to-date contact details in the OPS Control Directory for flight information centres or area control centres referred to in 5.1.2.

5.1.3.1 **Recommendation.**— *The contact details to be maintained in the OPS Control Directory*



*should be those of the appropriate ATS duty supervisor position or equivalent.*

*Note.— Guidance on the use of the OPS Control Directory is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).*

5.1.3-4 In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information centre or area control centre responsible which shall in turn notify the rescue coordination centre, except that notification of the area control centre, flight information centre, or rescue coordination centre shall not be required when the nature of the emergency is such that the notification would be superfluous.

5.1.3-4.1 Nevertheless, whenever the urgency of the situation so requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.

...

## 5.2 Notification of rescue coordination centres

5.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in 5.5.1, notify rescue coordination centres immediately an aircraft is considered to be in a state of emergency in accordance with the following:

a) *Uncertainty phase* when:

...

b) *Alert phase* when:

...

3) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely or where the likelihood of a forced landing has not been determined,

...

5.2.2 The notification shall contain such of the following information as is available in the order listed:

...

5.2.2.1 **Recommendation.**— *Such part of the information specified in 5.2.2, which is not available at the time notification is made to a rescue coordination centre, should be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.*

*Note.— Information on the position of an aircraft in a distress condition may be accessible from the Location of an Aircraft in Distress Repository (LADR). Guidance on use of LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165). For more information see Annex 6, Part I, Appendix 9.*

...

— END —