

**AMENDMENT 52 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 9 March 2020 Amendment 52 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* 20 July 2020 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 5 November 2020;
4. *Requests the Secretary General:*
 - a) to notify each Contracting State immediately of the above action and immediately after 20 July 2020 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 5 November 2020 between its national regulations or practices and the provisions of the Standards in the Annex as hereby amended, such notification to be made before 5 October 2020 and thereafter to notify the Organization of any further differences that arise;
 - 2) to notify the Organization before 5 October 2020 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.

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

1. 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

2. The sources of the amendment to Annex 11 arise from:

Source	Annotation
Various sources, including the Task Force on Risks to Civil Aviation arising from Conflict Zones (TF RCZ) (C-DEC 203/1) and the Secretariat	<hr style="width: 80%; margin: 0 auto;"/> <div style="border: 1px solid black; padding: 5px; display: inline-block;">Source A</div>
The PANS-Aerodromes Study Group (PASG)	<div style="border: 1px solid black; padding: 5px; display: inline-block;">Source B</div>

**TEXT OF AMENDMENT 52 TO THE
INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

AIR TRAFFIC SERVICES

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

Source A

CHAPTER 2. GENERAL

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2.19 Coordination of activities potentially hazardous to civil aircraft

2.19.1 The arrangements for activities potentially hazardous to civil aircraft, whether over the territory of a State or over the high seas, shall be coordinated with the appropriate air traffic services authorities. The coordination shall be effected early enough to permit timely promulgation of information regarding the activities in accordance with the provisions of Annex 15 *Procedures for Air Navigation Services — Aeronautical Information Management* (PANS-AIM, Doc 10066).

2.19.1.1 **Recommendation.**— *If the appropriate ATS authority is not that of the State where the organization planning the activities is located, initial coordination should be effected through the ATS authority responsible for the airspace over the State where the organization is located.*

2.19.2 The objective of the coordination shall be to achieve the best arrangements which will avoid hazards to civil aircraft and minimize interference with the normal operations of such aircraft.

2.19.2.1 **Recommendation.**— *In determining these arrangements the following should be applied:*

- a) the locations or areas, times and durations for the activities should be selected to avoid closure or realignment of established ATS routes, blocking of the most economic flight levels, or delays of scheduled aircraft operations, unless no other options exist;*
- b) the size of the airspace designated for the conduct of the activities should be kept as small as possible;*
- c) direct communication between the appropriate ATS authority or air traffic services unit and the organization or unit conducting the activities should be provided for use in the event that civil aircraft emergencies or other unforeseen circumstances require discontinuation of the activities.*

2.19.3 The appropriate ATS authority shall ensure that a safety risk assessment is conducted, as soon

as practicable, for activities potentially hazardous to civil aircraft and that appropriate risk mitigation measures are implemented.

Note 1.— Such risk mitigation measures may include, but would not be limited to, airspace restriction or temporary withdrawal of established ATS routes or portions thereof.

Note 2.— Guidance on safety risk management can be found in the Safety Management Manual (SMM) (Doc 9859).

2.19.3.1 States shall establish procedures to enable the organization or unit conducting or identifying activities potentially hazardous to civil aircraft to contribute to the safety risk assessment in order to facilitate consideration of all relevant safety-significant factors.

Note.— Guidance on collaborative decision making (CDM) processes for safety risk assessment and promulgation through NOTAM that could involve military authorities can be found in the Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554).

2.19.34 The appropriate ATS authorities shall be responsible for initiating the promulgation of information regarding the activities.

2.19.45 **Recommendation.**— *If activities potentially hazardous to civil aircraft take place on a regular or continuing basis, special committees should be established as required to ensure that the requirements of all parties concerned are adequately coordinated*

Editorial note.— Renumber subsequent paragraphs accordingly.

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2.29 Safety management

Editorial note.— Replace the term “safety assessment” by “safety risk assessment”.

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Source B

CHAPTER 3. AIR TRAFFIC CONTROL SERVICE

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3.7.3 Read-back of clearances and safety-related information

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3.7.3.3 Vehicle drivers operating or intending to operate on the manoeuvring area shall read back to the air traffic controller safety-related parts of instructions which are transmitted by voice, e.g. instructions to enter, hold short of, cross and operate on any operational runway or taxiway.

3.7.3.4 The controller shall listen to the read-back to ascertain that the instruction has been correctly acknowledged by the vehicle driver and shall take immediate action to correct any discrepancies revealed by the read-back.

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