



Agenda Item 4: Aviation Safety Matters
4.4 Other aviation safety matters

PUBLICATION OF ICAO DOCUMENTS: DOC 9365 - *MANUAL OF ALL-WEATHER OPERATIONS - THIRD EDITION* AND DOC 9976 - *FLIGHT PLANNING AND FUEL MANAGEMENT MANUAL*

(Presented by the Secretariat)

SUMMARY	
<p>ICAO through publication of Doc 9976 - <i>Flight Planning and Fuel Management Manual</i> and Doc 9365 - <i>Manual of All-Weather Operations - Third Edition</i>, adapts to new trends and to the increasingly competitive and demanding international air transport industry conditions, thus allowing operators using technology and risk management, to meet increasing operational challenges, and thus have the opportunity to receive a return on their investments.</p>	
<p>References:</p> <ul style="list-style-type: none">• <i>ICAO Doc 9365 - Manual of All-Weather Operations, Third Edition</i>• <i>ICAO Doc 9976 - Flight Planning and Fuel Management Manual</i>	
Strategic Objective	<p><i>This information paper is related to Strategic Objective:</i></p> <p><i>A. Safety – Enhance global civil aviation safety</i></p>

1. Introduction

1.1 ICAO has published draft versions of the following operational manuals.

- ICAO Doc 9365 - Manual of All-Weather Operations, Third Edition
- ICAO Doc 9976 - Flight Planning and Fuel Management Manual

2. ICAO Doc 9365 – Manual of All-Weather Operations - Third Edition

2.1 This manual was produced by ICAO with assistance from the Operations Panel, the All-Weather Operations Harmonization Working Group (AWOHWG), and the All-Weather Operations Subgroup of the former Joint Aviation Authorities (JAA).

2.2 This third edition incorporates updates to reflect internationally harmonized procedures for all-weather operations.

2.3 This manual describes the technical and operational factors associated with methods of supervising the determination of aerodrome operating minima for surface movement, take-off, departure and instrument approaches, including Category I, II and III operations, to the lowest minima. The information can be applied by the State of the Operator to its operators conducting international commercial air transport operations.

2.4 The material in this manual is of a general nature and has been prepared in a form convenient for use as guidance material by national civil aviation authorities in the development of their own requirements in their role as State of the Operator and State of the Aerodrome.

3. ICAO Doc 9976 – *Flight Planning and Fuel Management Manual*

3.1 This manual, referenced in Annex 6, Part I, provides operational guidance material that addresses the specific safety risks associated with alternate aerodrome selection, flight fuel planning and in-flight fuel management. It also provides guidance material to assist States, civil aviation authorities, and the operators under their jurisdiction in the development and/or application of prescriptive regulations and performance-based variations to such regulations based on Annex 6, Part I, 4.3.4, 4.3.5, 4.3.6 and 4.3.7.

3.2 Amendment 36 to Annex 6, Part I ushers in a new era where operators can improve overall operational efficiency and reduce emissions by implementing national regulations based on globalized prescriptive standards or operational variations from such standards based on an individual operator's ability to achieve target levels of safety performance.

3.3 These variations with precise guidance are contingent on the use of hard data and the application of safety risk management principles.

3.4 The challenge remains, however, for civil aviation authorities to appropriately define all of the regulations that allow operators to optimize fuel management while maintaining appropriate flight operations safety margin.

4. Conclusions

4.1 ICAO through the publication of those manuals adapts to new trends and to the increasingly competitive international air transport industry market conditions, thus allowing operators using technology and risk management, to meet increasing operational challenges, and have the opportunity to receive a return on their investments.

4.2 ICAO states that it is only through the disciplined application of the best safety risk management practices that the frequency and severity of aviation occurrences can continue to decline.

4.3 The Meeting is informed that both manuals are available for States in the ICAO restricted portal under the ICAO NET section.

4.4 The Meeting is invited to review both manuals and any comments, should be addressed to:

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