



GOVERNMENT OF BERMUDA  
Ministry of Transport

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**Department of Civil Aviation**

To:

**All operators of General Aviation aircraft (FAR Part 91 and 125 or equivalent) with a Maximum Take Off Mass in excess of 5,700kgs (12,500lbs).**

Subject:

**Compliance with I.C.A.O. Annex 6 Part 2 Section 3 Seventh Edition – Version 4**

With effect from 18<sup>th</sup> November 2010, all visiting privately registered/Corporate aircraft (FAR Part 91 and 125 or equivalent) will be required to be compliant with I.C.A.O. Annex 6 Part 2 Section 3. Information regarding certain aspects of this document can be found at <http://www.nbaa.org/admin/sms/icao-annex-6.php>.

Some of the major changes or new standards applicable to International Operations are as follows:

- An operator shall establish and maintain a safety management system (SMS) that is appropriate to the size and complexity of the operation. (3.3.2.1)
- An operator shall provide, for the use and guidance of personnel concerned, an Operations Manual. (3.4.2.2)
- An operator shall establish a fatigue management programme (3.4.2.8)
- Where a MMEL is established for an aircraft type, the operator shall include in the Operations Manual a MEL approved by the State of Registry. (3.6.1.1)
- All aircraft for which the individual certificate of airworthiness was first issued on or after 1 January 2005 shall be equipped with a Type 1A Flight Data Recorder. (3.6.3.1.2.2) *[please see additional notice "Visiting US and Canadian registered aircraft – FDR requirements" on BDCA website]*
- All aircraft with a MTOM of over 27,000kgs (approx 59,400lbs) for which the individual certificate of airworthiness was first issued on or after 1 January 1989 shall be equipped with a Type 1 Flight Data Recorder. (3.6.3.1.2.3)
- All aircraft with a MTOM of over 27,000kgs (approx 59,400lbs) for which the individual certificate of airworthiness was first issued on or after 1 January 1987 shall be equipped with a Cockpit Voice Recorder. (3.6.3.2.1.3)
- All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition level/altitude. (3.6.12)

*Continued overleaf....*

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Compliance with the I.C.A.O. Annex will be monitored by random ramp inspections at the L.F. Wade International Airport (TXKF). Operators discovered to be not compliant will be refused entry to Bermuda until they can demonstrate compliance.

In relation to the SMS requirement, the Bermuda Department of Civil Aviation will accept the following as evidence of compliance:

- IS-BAO registration
- Air Charter Safety Foundation (ACSF) registration
- ARG/US Platinum rating
- Wyvern Registration
- An SMS manual deemed acceptable by the State of Registry
- Proof of intent to produce an SMS (e.g. a contract with a vendor who is enabling IS-BAO registration or a letter from IBAC confirming the purchase of the IS-BAO standard).

Flight Operations Section  
On behalf of the Director of Civil Aviation, Bermuda .

18<sup>th</sup> November 2010.