

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 4
Series of 2007**

A RESOLUTION ON STRENGTHENING SAFETY OVERSIGHT

The AAPA ASSEMBLY OF PRESIDENTS, in its 51st meeting duly assembled,

RECALLING THAT:

- I. AAPA has in the past called for the enhancement of regulatory oversight, including the broad implementation of Safety Management Systems (SMS), as outlined in Resolution No. 7, Series of 2006, "A RESOLUTION FOCUSING ON SAFETY OVERSIGHT", which is attached and forms a part of this resolution;

RECOGNISING THAT:

- II. The sharing of best regulatory and industry practices contributes to the continued enhancement of aviation safety;
- III. Governments and their regulatory agencies are responsible for developing the necessary legislative framework to ensure compliance with International Civil Aviation Organisation (ICAO) standards and recommended practices (SARPs) as provided in the Annexes to the Convention on International Civil Aviation and the associated guidance material;
- IV. National regulatory agencies are responsible for the safety oversight of air carriers under their jurisdiction with the aim of ensuring that consistent high standards are maintained;
- V. ICAO has the responsibility of safety oversight of its Contracting States through its Universal Safety Oversight Audit Programme (USOAP) and has support to publicly disclose the results of such audits;
- VI. The United States (US), through its International Aviation Safety Assessments (IASA) programme, evaluates foreign airworthiness authorities for compliance with ICAO Annexes 1, 6 and 8;

- VII. Air carriers from countries rated as Category 2 by the US face restrictions, and additional FAA inspections, on services operated to the USA;
- VIII. The European Union (EU), under its Safety Assessment of Foreign Aircraft (SAFA) programme, inspects international airlines operating at EU airports and also evaluates foreign regulators against EU common safety criteria;
- IX. Based on such criteria the EU has imposed restrictions and, in some cases, complete operating bans, on carriers from countries identified as having significant safety oversight deficiencies;

BELIEVING THAT:

- X. On occasions, the level of regulatory oversight of aviation in a country may fall short of accepted international norms and standards, usually as a result of a failure to invest in the resources necessary to keep pace with the growth in aviation;
- XI. Regional safety bodies have demonstrated that they can play a useful role in providing additional safety oversight and guidance to national authorities, thereby enhancing safety;
- XII. Actions taken by States targeting other governments on the basis of perceived safety oversight deficiencies inevitably have an operational and commercial impact on carriers from those countries, even if such carriers meet accepted international standards;

RESOLVES:

- XIII. TO REITERATE THE CALL on governments and their regulatory agencies to fully implement safety management systems, as defined by ICAO;
- XIV. TO CALL on governments to properly resource and support their regulatory agencies to enable them to carry out their duties, with the aim of ensuring full compliance with ICAO SARPs, and to promptly address any adverse USOAP findings;

- XV. TO CALL on governments to strengthen the reporting culture and sharing of safety information, and to work cooperatively with aviation stakeholders in identifying and developing appropriate remedial actions;
- XVI. TO CALL on governments to respect the primacy of ICAO standards and guidance, whilst recognising that any additional restrictions should be based on transparent criteria, concrete evidence, and take into account their potential extraterritorial impact; and
- XVII. TO CALL on governments to favourably consider the creation of a cooperative Asia Pacific regional body to provide enhanced safety oversight and guidance to national airworthiness authorities.

APPROVED this 16th day of November 2007.

Certified correct:



ANDREW HERDMAN
Director General

Attested by:



APINAN SUMANASENI
AAPA Chairman – 2007

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 7
Series of 2006**

A RESOLUTION FOCUSING ON SAFETY OVERSIGHT

The AAPA ASSEMBLY OF PRESIDENTS, in its 50th meeting duly assembled,

RECOGNISING THAT:

- I. Air travel remains the safest mode of commercial transportation and that governments and stakeholders seek continued improvement in the safety, efficiency and effectiveness of the air transportation system;
- II. Governments and their regulatory agencies are responsible for developing the necessary legislative framework to ensure compliance with ICAO's standards and recommended practices (SARPs) as provided in the Annexes to the Chicago Convention and the associated guidance material;
- III. Regulatory agencies are responsible for the safety oversight of air carriers under their jurisdiction with the aim of ensuring that consistent high standards are maintained;
- IV. Air carriers are responsible and accountable for the implementation and management of safety requirements within the framework established by the applicable regulatory agencies;

BELIEVING THAT:

- V. Safety management systems, as defined by ICAO, are applicable to regulators, airlines, airports and air traffic management;
- VI. The continued growth of the aviation industry, and proliferation of new airlines and aircraft types, has placed new and significant strains on the resources of the relevant regulatory agencies in some countries, potentially jeopardising the effective exercise of proper oversight and accountability;

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ATTACHMENT

- VII. In making the best use of limited resources, some elements of safety oversight can effectively be delegated by the regulator, within the safeguards provided by an effective safety management system, without relinquishing overall accountability;
- VIII. Cooperative and joint oversight of air transport, applying harmonised mutually accepted standards and procedures, fully supports a safe, secure, efficient and profitable air transport industry;

RESOLVES TO URGE Governments and their regulatory agencies:


- IX. To fully implement safety management systems, as defined by ICAO, within their own organisations, and encourage similar actions by airlines, airports and air traffic management organisations;
- X. To recognise the benefits of delegation, and sharing responsibility for regulatory oversight, without relinquishing overall accountability and responsibility; and
- XI. To work cooperatively with other regulators to develop and apply mutually accepted standards and procedures in support of a safe, secure, efficient and profitable air transport industry.

APPROVED this 17th day of November 2006.

Certified correct:


ANDREW HERDMAN
Director General

Attested by:


TOSHIYUKI SHINMACHI
AAPA Chairman – 2006