

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 4
Series of 2015**

A RESOLUTION ON SAFETY OVERSIGHT

The AAPA ASSEMBLY OF PRESIDENTS, in its 59th meeting duly assembled,

RECOGNISING THAT:

- I. Safety is the aviation industry's first priority;
- II. National regulatory agencies are responsible for the effective implementation of ICAO SARPs and Recommended Practices;
- III. ICAO has introduced its "No Country Left Behind" (NCLB) campaign to assist States in implementing ICAO Standards and Recommended Practices (SARPs) and resolve Significant Safety Concerns (SSCs) identified through ICAO's safety regulator oversight audits;
- IV. ICAO has established a target for national regulatory agencies to achieve at least a 62% overall level of effective implementation of ICAO SARPS and recommended practices by 31 December 2017;
- V. Some States, including the United States (US) and the European Union (EU) also evaluate the performance of other national aviation authorities in implementing effective oversight and compliance with international standards;
- VI. AAPA has previously called for the enhancement of regulatory oversight in Resolution No. 4, Series of 2007, "A RESOLUTION FOCUSING ON SAFETY OVERSIGHT";

NOTING THAT:

- VII. An increasing number of national regulatory authorities are introducing additional oversight programmes for foreign air carriers;

- VIII. Some national regulatory authorities are taking punitive action against foreign air carriers when audits of their respective regulatory authorities identify deficiencies in the quality of regulatory oversight;
- IX. The industry's high level of safety performance is the result of highly coordinated safety activities that share industry best practices, the exchange of safety data and lessons learned from safety incidents;

BELIEVING THAT:

- X. The proliferation of multiple and overlapping international audits is not the most effective way of achieving improvements in the quality of regulatory oversight and enhancing aviation safety;

RESOLVES:

- XI. TO RENEW THE 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 extra-territorial impact;
- XII. TO CALL on governments and their regulatory agencies to fully implement ICAO SARPs in a timely manner;
- XIII. TO CALL on governments to coordinate their safety audit findings related to third countries in order to avoid unnecessary duplication of effort, and encourage the State in question to develop a coherent safety action plan;
- XIV. TO CALL on governments to allow foreign air carriers the opportunity to demonstrate that their safety systems and performance are in compliance with accepted international standards before imposing sanctions or restrictions on them as air carriers;
- XV. TO CALL on governments in the Asia Pacific region to consider favourably the creation of a cooperative regional body to support enhanced safety oversight and guidance to national aviation authorities within the region.

APPROVED this 13th day of November 2015.

Certified correct:



ANDREW HERDMAN
Director General

Attested by:



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M. ARIF WIBOWO
AAPA Chairman – 2015