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**TEMPLATE**

**[January 2018]**

NEW or REVISED SARP PROPOSAL: AMENDMENT \_, ANNEX 9, CHAPTER \_,

[STANDARD/RECOMMENDED PRACTICE \_]

IMPACT ASSESSMENT

1.What is the problem that this proposal is designed to address?

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| --- |
| *Please include specific details* |
|  |

2. What alternatives to SARPs were considered to solve the problem?

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| None | Circular | Manual | Policy | *Other (please explain)* |
|  |  |  |  |  |

3a. What is the impact of this proposal on a **State**?

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Strongly Agree | Agree | Neutral | | Disagree | Strongly Disagree |
| Implementing this proposal will enhance civil aviation safety |  |  |  | |  |  |
| *Rationale:* | | | | | | |
| Implementing this proposal will increase air navigation capacity and improve efficiency |  |  |  |  | |  |
| *Rationale:* | | | | | | |
| Implementing this proposal will enhance global civil aviation security and facilitation (taking into account impact on human rights, health and privacy, if any) |  |  |  |  | |  |
| *Rationale:*  Implementing this proposal will enhance border clearance and the entry into States of aircraft accident victims and their families. | | | | | | |
| Implementing this proposal will foster the development of a sound and economically-viable civil aviation system |  |  |  |  | |  |
| *Rationale:* | | | | | | |
| Implementing this proposal will minimize the adverse environmental effects of civil aviation activities |  |  |  |  | |  |
| *Rationale:* | | | | | | |

3b. Do the benefits of this proposal justify the cost of its implementation?

|  |  |  |  |
| --- | --- | --- | --- |
| Yes | No | Not sure | Not applicable |
|  |  |  |  |

4a. What is the impact of this proposal on **Industry**?

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | *Strongly Agree* | *Agree* | *Neutral* | *Disagree* | *Strongly Disagree* |
| Implementing this proposal will enhance civil aviation safety |  |  |  |  |  |
| *Rationale:* | | | | | |
| Implementing this proposal will increase air navigation capacity and improve efficiency |  |  |  |  |  |
| *Rationale:* | | | | | |
| Implementing this proposal will enhance global civil aviation security and facilitation (taking into account impact on human rights, health and privacy, if any) |  |  |  |  |  |
| *Rationale:* | | | | | |
| Implementing this proposal will foster the development of a sound and economically-viable civil aviation system |  |  |  |  |  |
| *Rationale:* | | | | | |
| Implementing this proposal will minimize the adverse environmental effects of civil aviation activities |  |  |  |  |  |
| *Rationale:* | | | | | |

4b. Do the benefits of this proposal justify the cost of its implementation?

|  |  |  |  |
| --- | --- | --- | --- |
| Yes | No | Not sure | Not applicable |
|  |  |  |  |

5. How long would it take for States and Industry to implement this proposal?

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Already implemented | 0-1 years | 1-2 years | 2-5 years | 5-10 years | More than 10 years |
|  |  |  |  |  |  |
|  | | | | | |

6. Financial implications of the proposal

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| --- |
| The cost impact on States would include: |
| The cost impact on the industry would include: |

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**IMPLEMENTATION TASK LIST AND OUTLINE OF GUIDANCE MATERIAL**

1. **implementation task list**
   1. **Essential steps to be followed by a State in order to implement proposed amendments[[1]](#footnote-1)**

***[SARP/TOPIC]***

* + 1. For States that already [implement the SARP or take action on the TOPIC], no action is necessary. For those that do not, the essential steps are the following:

a) . . .

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| Legislation, regulations, policies, procedures, training, implementation, modification, supervision, assessment, compliance, gap analysis, consideration, |

Example:

***Assistance to aircraft accident victims and their families***

For States that have established legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families, and that are aligned with Doc 9998 and   
Doc 9973, no action may be required. For those that do not, the essential steps are the following:

1. identify established legislation, regulations and/or policies;
2. gap analysis between established legislation, regulations, and/policies, and Doc 9998 and Doc 9973;
3. decisions on whether to introduce new provision to align with ICAO guidance material;
4. modification and/or development of provision;
5. official adoptions of provisions;
6. implementation of newly adopted provisions by applicable entities;
7. modification of an oversight framework; and
8. supervision by the State of provisions, as appropriate.

2. Standardization process

2.1 Effective date: \_ [Month/Year]: to be completed by Secretariat

2.2 Applicability date: \_ [Month/Year]: to be completed by Secretariat

3. supporting documenation:

3.1 ICAO documentation:

|  |  |  |
| --- | --- | --- |
| **Title** | **Type** | **Publication date** |
|  | Manual/Other Guidance Material/Web page |  |
|  |  |  |
|  |  |  |

3.2 External documentation:

|  |  |  |
| --- | --- | --- |
| **Title** | **External Organization** | **Publication date** |
|  |  |  |
|  |  |  |

4. Implementation assistance tasks

|  |  |  |
| --- | --- | --- |
| **Type** | **Global** | **Regional** |
| [Seminar/Symposium/Workshop/etc.] |  |  |
|  |  |  |

5. Universal SECURITY Audit Programme (USAP) OR UNIVERSAL SAFETY OVERSIGHT PROGRAMME (USOAP)

5.1 [No] [additional] protocol questions required under USAP [USOAP].

— END —

1. Amendment of a format or clarification nature are not allowed in this Appendix. [↑](#footnote-ref-1)