



Doc 10075
CORRIGENDUM NO. 1
3/7/17

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**ASSEMBLY RESOLUTIONS IN FORCE
(as of 6 October 2016)**

CORRIGENDUM NO. 1

The attached corrigendum should be incorporated into the *Assembly Resolutions in Force (as of 6 October 2016)* (Doc 10075).

(2 pages)

**ASSEMBLY RESOLUTIONS IN FORCE
(as of 6 October 2016)**

1. Amend **Resolution A39-22** by adding the following text after Operative Clause 23:

Associated practices

1. The Council should ensure that provisions of SARPs and PANS are completely consistent with each other. Furthermore, the Council should endeavour to improve the processing, presentation and usefulness of ICAO documents containing SARPs, PANS and other related provisions, especially for complex systems and their associated applications. To that end the Council should promote the development and upkeep of broad system-level, functional and performance requirements. The Council should continue seeking the most appropriate means of development, translation, processing and dissemination of technical specifications.
 2. Member States should comment fully and in detail on the proposals for amendment of SARPs and PANS or at least should express their agreement or disagreement on their substance. They should be allowed at least three months for this purpose. Furthermore, Member States should receive at least 30 days of notification of the intended approval or adoption of detailed material on which they are not consulted.
 3. Member States should be allowed a full three months for notifying disapproval of adopted SARPs amendments; in establishing a date for notifying disapproval the Council should take into account the time needed for transmission of the adopted amendments and for receipt of notifications from States.
 4. The Council should ensure that, whenever practicable, the interval between successive common applicability dates of amendments to Annexes and PANS is at least six months.
 5. The Council, prior to the adoption and approval of amendments to SARPs and PANS, should take into account feasibility of the implementation of SARPs and PANS by the intended applicability dates.
 6. The Council, taking into account the definitions of terms “Standard” and “Recommended Practice”, should ensure that new Annex provisions, uniform application of which is recognized as necessary, are adopted as Standards, and that those new provisions, uniform application of which is recognized as desirable, are adopted as Recommended Practices.
 7. The Council should urge Member States to notify the Organization of any differences that exist between their national regulations and practices and the provisions of SARPs as well as the date or dates by which they will comply with the SARPs. If a Member State finds itself unable to comply with any SARPs, it should inform ICAO of the reason for non-implementation, including any applicable national regulations and practices which are different in character or in principle.
 8. Differences from SARPs received should be promptly made available to Member States.
 9. In encouraging and assisting Member States in the implementation of SARPs and PANS, the Council should make use of all existing means of ICAO and strengthen partnerships with entities which provide resources and assistance towards development of international civil aviation.
 10. Member States should establish internal processes and procedures by which they give effect to the implementation of provisions of SARPs and PANS.
 11. ICAO should update and develop guidance material in accordance with the established priorities to adequately cover all technical fields.
2. To ensure consistency in all language versions of Doc 10075, in Arabic, Chinese, French and Spanish, **Resolution A39-24, operative clause 3**, should be replaced with the text indicated below:
3. *Directs* the Council to establish a crisis response policy and disaster risk reduction strategy in aviation that would institutionalize and guide the Organization’s strategic approach and tactical responses to aviation-specific crises that could affect the safety or continuity of international civil aviation;

