



ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Facilitation Programmes

SUPPORTING COMPLIANCE OF THE SARPS RELATED TO AAASF

(Presented by Qatar)

EXECUTIVE SUMMARY

Tragic and painful experiences have repeatedly highlighted the profound consequences of inadequate preparedness in providing assistance to aircraft accident victims and their families (AAASF). These events have also emphasized the vital importance of proactive planning for circumstances that, while deeply undesirable, must nonetheless be anticipated. The significance of preparedness in this context cannot be overstated.

While many States have made considerable efforts to address this important matter, a number of them continue to face challenges in understanding and implementing the necessary measures to effectively support victims and their families. Although the International Civil Aviation Organization (ICAO) has issued general guidance on the subject, there is a pressing need to further examine the underlying causes of non-compliance in order to develop more targeted and effective solutions.

Action: The Assembly is invited to:

- urge ICAO to identify the reasons for the low compliance rates with the Universal Safety Oversight Audit Programme Protocol Questions regarding AAASF, including the development and implementation of a survey to States to address this matter;
- request States to actively support and work with ICAO, including in the development and completion of the survey; and
- urge ICAO to analyse the survey results to better direct its efforts toward enhancing State compliance, and to share the survey findings with the ICAO Regional Offices, enabling them to develop targeted compliance strategies at the regional level.

<i>Strategic Goals:</i>	This working paper relates to Strategic Goal — Aviation Delivers Seamless, Accessible and Reliable Mobility for All.
<i>Financial implications:</i>	The ICAO activities referred in this paper can be undertaken within the 2026-2028 Regular Programme Budget and/or extra-budgetary contributions
<i>References:</i>	Doha Declaration on the Facilitation of International Air Transport Annex 9 — <i>Facilitation</i> Doc 9998, <i>ICAO Policy on Assistance to Aircraft Accident Victims and their Families</i> Doc 9973, <i>Manual on Assistance to Aircraft Accident Victims and their Families</i> Report on the Outcomes of the Second Symposium on Assistance to Aircraft Accident Victims and their Families (AAASF 2024)

1. INTRODUCTION

1.1 The International Civil Aviation Organization (ICAO) Facilitation Conference 2025 concluded with the adoption of the *Doha Declaration on the Facilitation of International Air Transport* in April 2025. In this declaration, 52 Member States affirmed their strong support and commitment to prioritizing Facilitation—particularly the Assistance to Aircraft Accident Victims and their Families (AAAVF)—as a critical component of the global aviation agenda. It is now essential to build on this momentum and translate commitment into meaningful action.

1.2 Despite the growing awareness of the importance of AAAVF, current compliance levels with the relevant Universal Safety Oversight Audit Programme (USOAP) Protocol Questions remain critically low.

1.3 ICAO initiatives to promote compliance—such as the development of the Implementation Package (iPack) on AAAVF—are highly commendable and represent a positive step forward. However, it is now timely and necessary to focus on identifying the root causes of the non-compliance of the States, so that resources and efforts can be directed where they are most needed and effective.

2. IMPORTANCE OF COMPLIANCE WITH ANNEX 9 SARPS RELATED TO AAAVF

2.1 It is important to acknowledge and commend the progress made by the aviation community in advancing AAAVF. Today, we see the establishment of robust legal frameworks that clearly affirm States' commitment. National Plans are increasingly serving as dynamic and practical coordination tools for effective emergency response. Furthermore, a cross-cutting culture of service—grounded in responsibility, empathy and credibility—is beginning to take root, we are moving forward.

2.2 At the same time, we must also acknowledge the urgency that still confronts us. Despite our progress, most States are not yet fully prepared. An accident could occur at any moment possibly involving an aircraft carrying any one of us, our families, our colleagues or our friends. This stark reality reminds us that there is still significant work to be done, and we collectively bear the responsibility to ensure we are ready.

2.3 It is time for States to take decisive steps toward full compliance with the Standards and Recommended Practices (SARPs) related to AAAVF. We must recognize that being prepared to deliver a coordinated and effective response is not only in our own national interest, but also in the shared interest of the global aviation community.

2.4 The essence of humanity is empathy for the suffering of others. That alone should be reason enough to keep the implementation of an effective assistance to aircraft accident victims and their families at the top of our priorities, that alone should be reason enough to be ready.

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