

## **Safety Recommendation**

The BEA recommends that:

- the ICAO Council vigorously follow up the actions to be taken as a result of the resolutions that the Assembly adopted in the area of safety by affirming its role as the lead actor and conductor where safety is concerned and by endeavouring to ensure, where necessary, that States be made aware of their responsibilities in this area;
- the ICAO Council examine all of the provisions relating to safety oversight that are contained in the Chicago Convention and its various Annexes, so as to identify any updates required, in particular in relation to the role of the State of Operator and to the deletion of the distinctions made between scheduled flights and charter flights;
- the ICAO Council endeavour to clarify the notion of operator, given the various forms of aircraft leasing and agreements between carriers, in order to avoid the dispersal of responsibilities;
- the ICAO Council, noting the inevitable complexity in regulations and documentation relating to safety oversight, study the development of a guide, intended for those responsible at a national level for safety matters, that informs them in a structured manner of their responsibilities relating to safety and of the provisions for which they are responsible for ensuring compliance;
- States that have a tradition of technical assistance, given the means at their disposal and their long and confident relations with other States, in particular France, study the relevance of their current technical assistance programs in the realm of safety and, where appropriate, reorganize them to support and complete ICAO's actions.