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ASSEMBLY — 40TH SESSION
TECHNICAL COMMISSION

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 29

The attached material on Agenda Item 29 is submitted for consideration by the Technical Commission.

Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms

Planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs)

29.1 The Commission reviewed A40-WP/53 Revision No. 1, presented by the Council, which put forward a draft Assembly resolution relating to planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs). The Commission noted that the Council had recently approved the updated Terms of Reference, harmonizing PIRG and RASG activities while allowing some flexibility to address the needs of each region. The Commission also noted that under the Terms of Reference, the use of regional dashboards will be explored to indicate regional progress with implementation. The Commission agreed that some PIRGs and RASGs would benefit from meeting more frequently and agreed to recommend that the meeting schedule of the PIRGs and RASGs and the annual reporting requirement to the Council be aligned. The Committee also agreed that, in future, PIRGs and RASGs should meet and report their meeting outcomes to the Council on an annual basis.

29.2 The Commission reviewed A40-WP/334, presented by Colombia and sponsored by Latin American Civil Aviation Commission (LACAC) Member States¹, which proposed that analysis of Universal Safety Oversight Audit Programme (USOAP) audit findings be included in the updated Terms of Reference of the PIRGs and RASGs. The Commission noted that a review of the uniform methodology for the identification of deficiencies will be undertaken in close coordination with USOAP to identify a workable solution for incorporation into regional air navigation and/or aviation safety plans.

29.3 The Commission discussed A40-WP/276, presented by Canada and New Zealand, related to increasing efficiency of ICAO regional groups and which called for support and encouragement for the harmonized and efficient operation of regional bodies. The Commission supported activities fostering continued smooth operation of regional ICAO technical groups and encouraged initiatives in support of effective and positive performance throughout all regional bodies, thereby reducing administrative burden while increasing flexibility and productivity. The Commission acknowledged that the recently approved Terms of Reference for PIRGs and RASGs address the sharing of best practices and lessons learned to ensure that all ICAO regional entities yield the benefits of successful and efficient cooperation.

29.4 The Commission reviewed A40-WP/410, presented by the Dominican Republic, on the lack of clear and comprehensive Standards for air navigation services provision and the establishment of a standard monitoring group. The Commission, noting that the ICAO Standard-making process is well established and defined by the Air Navigation Commission and the Council, was not supportive of the paper's proposed actions. The Commission recalled that interoperability between regions is addressed through the planning and implementation activities of PIRGs and RASGs and their members.

¹ Belize, Bolivia, Brazil, Chile, Costa Rica, Cuba, El Salvador, Guatemala, Honduras, Nicaragua, Paraguay, Peru and Venezuela (Bolivarian Republic of).

29.5 The Commission reviewed A40-WP/432, presented by Peru, with the support of ICAO South American (SAM) States and Latin American Civil Aviation Commission (LACAC) States², which presented information on a coordinated and integrated approach in the SAM Region on identifying regional priorities. The Commission encouraged active participation in PIRGs and RASGs and recalled that the draft resolution (presented in A40-WP/53) encourages States, regional organizations and industry as a whole to participate actively and with commitment in the work of the PIRGs, RASGs and their respective contributing bodies. It was also recalled that the Council-approved Terms of Reference provided the necessary flexibility for regional groups to address the needs of their respective regions.

29.6 The Commission reviewed A40-WP/332 and Corrigendum No. 1, presented by the Dominican Republic, related to the establishment of proactive regional indicators. The Commission was informed that work on safety performance indicators is ongoing and the Commission recognized that several ICAO initiatives are underway that address this issue. The Commission noted that States are tasked within the RASG Terms of Reference to contribute to the development and implementation of regional aviation safety plans and should report progress using safety performance indicators presented in the GASP.

29.7 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following Assembly resolution:

Resolution 29/1: Regional implementation support mechanisms

Whereas ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Member States and other stakeholders;

Whereas further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved under the leadership of ICAO through a cooperative, collaborative and coordinated regional approach in partnership with all stakeholders;

Recognizing that planning and implementation regional groups (PIRGs) serve as regional cooperative forums that determine regional priorities, and develop and maintain the regional air navigation plans, and associated work programmes, based on the *Global Air Navigation Plan* (GANP, Doc 9750) and relevant ICAO provisions;

Recognizing that regional aviation safety groups (RASGs) serve as regional cooperative forums that determine regional priorities, and develop and maintain the regional aviation safety plans, and associated work programmes, based on the *Global Aviation Safety Plan* (GASP, Doc 10004) and relevant ICAO provisions, integrating global, regional, sub-regional, national and industry efforts for the continued enhancement of aviation safety worldwide;

Recognizing that regular PIRG and RASG meetings have the effect of coalescing and recording regional progress on planning and implementation;

² Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Uruguay and Venezuela (Bolivarian Republic of).

The Assembly:

1. *Notes* the revised and harmonized Terms of Reference of the PIRGs and RASGs to further support the implementation and update of the GANP and GASP;
2. *Resolves* that ICAO shall support the PIRGs and RASGs in addressing the relevant Strategic Objectives of the Organization;
3. *Urges* Member States, regional and international organizations, service providers and industry to participate in the work of the PIRGs and RASGs, and their respective contributory bodies, to, inter alia, ensure the continuous and coherent development and implementation of regional air navigation and regional aviation safety plans;
4. *Urges* Member States to demonstrate the political will necessary for taking remedial actions to address safety concerns, and air navigation deficiencies identified through the ICAO regional planning process;
5. *Urges* Member States, regional and international organizations, service providers and industry to serve as partners in PIRGs and RASGs, and to recognize that their joint commitment is fundamental for success in improving implementation of regional plans and safety worldwide;
6. *Instructs* the Council to review the implementation challenges experienced in the regions, as reported by PIRGs and RASGs, and report to the Assembly, as necessary, on actions taken to further improve the regional planning and implementation mechanisms; and
7. *Instructs* the Council to ensure that PIRGs and RASGs report on an annual basis implementation progress as well as challenges experienced.

Regional cooperation in accident and incident investigation

29.8 The Commission reviewed A40-WP/74, presented by the Member States of the Central American Corporation for Air Navigation Services (COCESNA)³, addressing the establishment of the Regional Aviation Accidents and incidents Investigation Group (GRIAA) in the Central American Region, which called on States to support the creation of the GRIAA and encouraged other States across their regions to establish regional accident and incident investigation organizations (RAIOs) as a means to optimize resources in accident investigations. The Commission acknowledged the well-structured, three-phase approach for the establishment of the GRIAA and recommended that States facing challenges in discharging their Annex 13 investigation responsibilities be encouraged to give due consideration to the establishment of RAIOs.

³ Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.

29.9 The Commission reviewed A40-WP/111, presented by Finland on behalf of the European Union and its Member States⁴, the other Member States of the European Civil Aviation Conference⁵; and by the European Organisation for the Safety of Air Navigation (EUROCONTROL), and co-sponsored by Australia, New Zealand and the Republic of Korea, regarding regional cooperation in accident and incident investigations. The working paper emphasized that there are various models of cooperation that do not require the establishment of an RAIIO as described in ICAO Doc 9946, *Manual on Regional Accident and Incident Investigation Organization*. Examples cited include the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) and, in South America, the AIG Regional Cooperation Mechanism (ARCM). The Commission agreed that Doc 9946 should be reviewed and expanded to reflect other existing models of investigation cooperation mechanisms. To this end, the Commission recommended that the Council review this proposal with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

29.10 The Commission reviewed A40-WP/155, presented by the African Civil Aviation Commission (AFCAC) on behalf of its 54 Member States⁶, which called for the establishment of additional RAIIOs and noted that the one RAIIO in Africa was not sufficient as it covers only 7 of the 54 States. The Commission, acknowledging the benefits of the establishment of RAIIOs in States lacking sufficient resources to undertake their Annex 13 obligations, emphasized that RAIIOs would enhance standardization of investigations and optimize the use of resources among African States. The Commission agreed to recommend that the Council support African States in the establishment of RAIIOs within the framework of regional and Africa-wide cooperation mechanisms, and consider developing an action plan for AFCAC Member States for the establishment of RAIIOs. To this end, the Commission recommended that the Council review these proposals with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

29.11 The Commission reviewed A40-WP/95, presented by the United Arab Emirates, which proposed that a roadmap for implementation of RAIIOs be developed. The paper described a three-phase approach to establishment of an RAIIO based on different levels of cooperation. In acknowledging the advantages of gradual RAIIO implementation, the Commission agreed to recommend that the ICAO *Manual on Regional Accident and Incident Investigation Organization* (Doc 9946) be reviewed and expanded to reflect the aforementioned levels of State cooperation in investigations, including additional guidance on the basic RAIIO. To this end, the Commission recommended that the Council review this proposal with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

⁴ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom.

⁵ Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, San Marino, Serbia, Switzerland, Turkey and Ukraine.

⁶ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

29.12 The Commission discussed A40-WP/97, presented by the United Arab Emirates, which emphasized the benefits of establishing regional accident and incident investigation working groups to address the need for effective investigation systems and shared the experience of the Middle East (MID) Region. The Commission also reviewed A40-WP/371, presented by Argentina, which proposed that the AIG Regional Cooperation Mechanism (ARCM) be recognized as a qualified AIG body and called on ICAO to find an appropriate tool for providing funds to cooperation mechanisms. The Commission, in noting overall support for the establishment of RAIOS, also acknowledged the advantages of establishing cooperation mechanisms within regions and the effectiveness of the ARCM. The Commission encouraged States to consider establishing such mechanisms as an alternative to RAIOS. With regard to the identification of a tool for providing and managing funds to an RAIOS and regional cooperation mechanisms, the Commission was made aware that the ICAO *Manual on Regional Accident and Incident Investigation Organization* (Doc 9946) provides tailored guidance for financing regional investigation systems.

Regional safety oversight organizations

29.13 The Commission reviewed A40-WP/153, presented by the African Civil Aviation Commission (AFCAC) on behalf of its 54 Member States⁷, regarding the need for support and assistance for regional safety oversight organizations (RSOOS) in the AFI Region. The Commission recognized that RSOOS play an important role in aviation safety and recommended that States be urged to support and strengthen their RSOOS by providing mechanisms for sufficient and continuous financing of these organizations and further extend their safety functions. The Commission recognized that several ICAO initiatives, such as the Global Aviation Safety Oversight System (GASOS), the Regional Safety Oversight Organization Cooperative Platform (RSOO CP) and the Aviation Safety Implementation Assistance Partnership (ASIAP), were already underway that are addressing issues raised in the paper.

29.14 The Commission reviewed A40-WP/174, presented by the African Civil Aviation Commission (AFCAC) on behalf of its 54 Member States⁷ and A40-WP/391, presented by Bolivia and supported by the ICAO SAM States and the LACAC States⁸, regarding the automatic validation of licences issued by States party to a formal agreement under a common licensing system. The Commission noted progress made in this regard by the East African States through their RSOO, EAC-CASSOA, as well as the South American States through their RSOO, Regional Safety Oversight Cooperation System (SRVSOP). The Commission agreed that the *Manual of Procedures for Establishment and Management of a State's Personnel Licensing System* (Doc 9379) should be reviewed to consider State cooperation within an RSOO for the automatic validation of personnel licences. The Commission recommended that the Council review the proposal with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources and that ICAO continue promoting and supporting the RSOOS in the implementation of automatic licence validation mechanisms among its States which have

⁷ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

⁸ Belize, Chile, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru and Venezuela (Bolivarian Republic of).

common regulations for the granting of personnel licences. The Commission noted plans to implement similar mechanisms in other regions.

29.15 The Commission reviewed A40-WP/404, presented by Colombia and sponsored by LACAC Member States⁹, which invited the Assembly to continue to support certification processes of approved maintenance organizations (AMOs) in a harmonized regulatory environment through the RSOOs and called for the development of guidance material. The Commission was informed that, stemming from High-level Safety Conference (2015) recommendations, a global framework and regional initiatives to reduce duplication of AMO certification and surveillance activities, along with guidance, are being developed and are reflected in the work programme of ICAO. The Commission noted the benefits to the States and industry coming from multinational mechanisms of certification of AMOs.

29.16 The Commission reviewed A40-WP/282, presented by Guyana and Suriname, which invited ICAO to collaborate with Caribbean Aviation Safety and Security Oversight System (CASSOS) to develop sustainable solutions to the shortage of qualified and experienced helicopter inspectors in operations and airworthiness in the South American Region and proposed that ICAO coordinate a regional project in this regard. The Commission was informed that the lack of qualified civil aviation safety inspectors is a global issue and that several ICAO initiatives, such as New Generation of Aviation Professionals (NGAP), RSOO CP, GASOS and the Civil Aviation Safety Inspector tool (CASI-t), are addressing the issues raised in the paper. The Commission acknowledged the complex State safety oversight obligations due to the rapid increase in aviation activities globally and recommended that the Council review the actions proposed to address the situation taking into account the aforementioned ICAO initiatives, the unique needs of each ICAO region, existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

29.17 The Commission reviewed A40-WP/166, presented by Saudi Arabia on behalf of Bahrain, Egypt, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Somalia, Sudan, the United Arab Emirates and Yemen, presenting the initiative of the Arab Civil Aviation Organization and ICAO MID Regional Office to create the Regional Safety Oversight Organization for Middle East and North African States (MENA RSOO). The Commission noted this initiative and recommended that ICAO continue to support the establishment of the MENA RSOO.

Global Aviation Safety Oversight System (GASOS)

29.18 The Commission reviewed and supported A40-WP/13, presented by the Council, which outlined the initial phase of the Global Aviation Safety Oversight System (GASOS) and presented an Assembly Resolution for adoption. Wide support was expressed for GASOS.

29.19 The Commission discussed A40-WP/294, presented by the United States, and A40-WP/214, presented by New Zealand, which made recommendations for the improvement of GASOS which should be introduced before initiating any changes to the current scope approved by the Council. The Commission agreed that ICAO should continue its efforts to ensure that the legal and liability issues are being properly mitigated with collaborative work through the appropriate study group structured to include legal experts, and that any new issues be resolved before the introduction of additional phases.

⁹ Belize, Bolivia, Brazil, Chile, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru and Venezuela (Bolivarian Republic of).

The Commission also agreed to recommend that ICAO should collect and analyse additional data from GASOS assessments to better inform States of the costs versus benefits. The Commission noted that as part of effective programme management, performance evaluation criteria should be developed. Additionally, ICAO should report regularly to Member States on the progress of these activities.

29.20 The Commission reviewed and supported A40-WP/255, presented by Nigeria on behalf of the BAGASOO Member States¹⁰, which encouraged ICAO and States to continue supporting regional organizations and the GASOS programme. The Commission noted BAGASOO participation in the ICAO GASOS pilot assessments and recognized the benefits generated such assessments. The Commission encouraged States that are members of a regional organization to continue their support for the functions and activities performed by their organization for the enhancement of State safety oversight.

29.21 The Commission supported A40-WP/368 and Corrigendum No. 1 (Chinese and English only), presented by Bolivia supported by the States of the ICAO SAM Region and LACAC¹¹, which discusses the need to create and support regional safety oversight organizations such as SRVSOP. The Commission acknowledged the work that has been achieved by SRVSOP and agreed that GASOS assessments of such regional organizations strengthen the organization and benefit its Member States.

Other regional initiatives

29.22 The Commission reviewed A40-WP/154, presented by the African Civil Aviation Commission (AFCAC) on behalf of its 54 Member States¹², and noted efforts made by the AFCAC to monitor and measure the compliance level of the Abuja Safety Targets (AST) and performance indicators. It also noted challenges faced by the AFI States and the AFCAC in regard to the AST implementation and gathering required safety data. The Commission recommended that, in order to fill the non-compliance gaps, ICAO, RSOOs and other key stakeholders should support the AFCAC by sharing available safety data, as well as providing assistance where possible.

29.23 The Commission reviewed A40-WP/190, presented by the African Civil Aviation Commission (AFCAC) on behalf of its 54 Member States¹². It noted the achievements of the African Flight Procedure Programme (AFPP) in developing procedure design capability in the region and assisting with the implementation of PBN. The Commission also noted the challenges related to sustaining the achieved benefits and urged States to continue providing assistance to the AFPP to ensure continuity and sustainability.

29.24 The Commission reviewed A40-WP/180, presented by the African Civil Aviation Commission (AFCAC) on behalf of its 54 Member States¹². It provided an overview of the actions undertaken with respect to the African Air Navigation Services Providers (ANSPs) Peer Review Programme. The Commission acknowledged the benefits of a peer review process in improving the

¹⁰ Cabo Verde, Gambia, Ghana, Guinea, Liberia, Nigeria, Sierra Leone.

¹¹ Belize, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela (Bolivarian Republic of).

¹² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

provision of regional air navigation services and encouraged ICAO's support to regional initiatives, cooperation among States, collaboration with the industry, and initiatives to improve the efficiency and effectiveness of regional processes.

29.25 Based on the discussion, the Commission agreed to submit, for adoption by the Plenary the following resolution to supersede Assembly Resolution A39-14:

Resolution 29/2: Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets

Whereas a primary objective of the Organization continues to be that of ensuring the safety of international civil aviation worldwide;

Whereas ensuring the safety of international civil aviation is also the responsibility of Member States both collectively and individually;

Whereas in accordance with Article 37 of the *Convention on International Civil Aviation* each Member State undertakes to collaborate in securing the highest practicable degree of uniformity in regulation, standards, procedures and organization in relation to aircraft, personnel, airports, airways and auxiliary services in all matters in which uniformity will facilitate and improve air navigation;

Whereas the improvement of the safety of international civil aviation on a worldwide basis requires the active collaboration of all stakeholders;

Whereas the Convention and its Annexes provide the legal and operational framework for Member States to build a civil aviation safety system based on mutual trust and recognition, requiring that all Member States implement the SARPs as far as practicable and adequately perform safety oversight;

Whereas the results of the audits and ICAO Coordinated Validation Missions (ICVMs) conducted under the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA) indicate that several Member States have not yet been able to establish a satisfactory national safety oversight system and some Member States have been identified as having significant safety concerns (SSCs);

Whereas ICAO plays a leadership role in facilitating the implementation of SARPs and the rectification of safety-related deficiencies by coordinating support and harnessing resources among aviation safety partners;

Recognizing that the ICAO Plans of Action developed for individual Member States serve as platforms to provide, in coordination with other stakeholders, direct assistance and guidance to those States in resolving their SSCs as well as addressing low effective implementation (EI) of critical elements;

Whereas ICAO has a Policy on Regional Cooperation which is committed to render assistance, advice and any other form of support, to the extent possible, in the technical and policy aspects of international civil aviation to Member States in carrying out their responsibilities pertaining to the *Convention on International Civil Aviation* and ICAO Strategic Objectives, inter alia by promoting regional cooperation through close partnerships with regional organizations and regional civil aviation bodies;

Recognizing that not all Member States have the requisite human, technical and financial resources to adequately perform safety oversight;

Recognizing that the establishment of subregional and regional aviation safety and safety oversight bodies, including regional safety oversight organizations (RSOOs), has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and harmonization on a larger scale resulting from the collaboration among Member States in establishing and operating a common safety oversight system;

Recalling that Member States are responsible for implementing ICAO Standards and may, in this respect, decide on a voluntary basis to delegate certain functions to RSOOs, and that, when applicable, the word “States” should be read to include RSOOs;

Recalling that the Thirteenth Air Navigation Conference (AN-Conf/13) (2018) recommended that ICAO continue developing GASOS to strengthen RSOOs and to improve their effectiveness and efficiency in supporting States, while addressing the liability, governance and cost-benefit analysis issues and other concerns raised by the Conference;

Acknowledging the recognition given in Annex 19 to RSOOs and their role in discharging delegated State safety management functions on behalf of States;

Recognizing that groups of Member States may decide to establish regional aviation systems, the legal basis of which may be an international Treaty and would encompass common rules and oversight applicable in the participating States;

Recognizing that the assistance available to Member States experiencing difficulties in correcting deficiencies identified through the safety oversight audits, particularly with priority given to those States with SSCs, would be greatly enhanced by coordination amongst all Member States, ICAO and other concerned parties in civil aviation operations; and

Recognizing that established regional aviation safety groups (RASGs) have the objective of establishing objectives, priorities and indicators and the setting of measurable targets to address safety-related deficiencies in each region while ensuring consistency of action and coordination of efforts;

The Assembly:

1. *Directs* the Council, in partnership with all aviation safety partners, to implement a comprehensive assistance programme that will help Member States to correct deficiencies identified through USOAP-CMA, with priority given to the resolution of SSCs;
2. *Directs* the Council to promote the concepts of regional cooperation, including the strengthening of RSOOs and RASGs, as well as the establishment of objectives, priorities and indicators and the setting of measurable targets to address SSCs and safety-related deficiencies;
3. *Directs* the Council to take the appropriate actions to ensure that the specificities of a regional aviation system established by a group of Member States are recognized and integrated in the ICAO framework;

4. *Directs* the Council to support the implementation and further development of the Global Aviation Safety Oversight System (GASOS) regarding the necessary measures to strengthen, assess and support RSOOs or RAIOS to assist their Member States in accomplishing certain safety oversight, accident and incident investigation and safety management functions and activities, while ensuring those States maintain their obligations and responsibilities under the Chicago Convention;
45. *Directs* the Council to continue to partner with Member States, industry and other aviation safety partners for coordinating and facilitating the provision of financial and technical assistance to States and subregional and regional safety and safety oversight bodies, including RSOOs and RASGs, in order to enhance safety and strengthen safety oversight capabilities;
56. *Directs* the Council to continue the analysis of relevant safety-critical information for determining effective means of providing assistance to States and subregional and regional safety and safety oversight bodies, including RSOOs and RASGs;
67. *Directs* the Secretary General to continue to foster coordination and cooperation between ICAO, RASGs, RSOOs and other organizations with aviation safety-related activities in order to reduce the burden on States caused by repetitive audits or inspections and to decrease the duplication of monitoring activities;
78. *Urges* Member States to give the highest priority to the resolution of SSCs in order to ensure that there are no immediate safety risks to international civil aviation and that the minimum requirements established by the Standards set forth in the ICAO Annexes are met;
89. *Urges* Member States to utilize the Flight Procedures Programme, where available, for PBN implementation and, additionally, to provide assistance (financial or otherwise) to ensure continuity and sustainability;
910. *Urges* Member States to develop and further strengthen regional and subregional cooperation in order to promote the highest degree of aviation safety;
1011. *Calls* upon all Member States and relevant aviation safety partners, wherever possible, to assist requesting States with financial and technical resources to ensure the immediate resolution of identified SSCs and the longer-term sustainability of the State safety oversight system;
1112. *Encourages* Member States to establish partnerships with other States, industry, financial institutions and other aviation safety partners to strengthen safety oversight capabilities, in order to better discharge State responsibilities and foster a safer international civil aviation system;
1213. *Encourages* Member States to foster the creation of regional or subregional partnerships to collaborate in the development of solutions to common problems to build State safety oversight capability, and to participate in, or provide tangible support for, the strengthening and furtherance of subregional and regional aviation safety and safety oversight bodies, including RSOOs;
1314. *Requests* the Secretary General to play a leading role in coordinating efforts to assist States to resolve SSCs through the development of ICAO Plans of Action and/or specific project proposals and to assist States to obtain the necessary financial resources to fund such assistance projects;

1415. *Requests* the Council to report to the next ordinary session of the Assembly on the overall implementation of the comprehensive assistance programme; and
1516. *Declares* that this resolution supersedes Resolution A38-5-A39-14.
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