



International Civil Aviation Organization

WORKING PAPER

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**Arabic and
English only¹**

ASSEMBLY — 36TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 23: Increasing the effectiveness of ICAO

METHODOLOGY OF ADOPTING INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES (SARPS)

(Presented by the Kingdom of Saudi Arabia and the Member States of the Arab Civil Aviation Commission (ACAC)²)

EXECUTIVE SUMMARY

This paper proposes the review of the procedure for adopting International Standards and Recommended Practices (SARPs). The Kingdom of Saudi Arabia and ACAC Member States propose and call upon the Council to develop a mechanism that allows a wider participation of the Contracting States so that they can express views regarding amendments proposed to the Annexes of the Chicago Convention

Action: The Assembly is invited to:

- a) Take note of the information contained in the paper;
- b) Call upon the Council to adopt a general methodology stipulating the issuance of guidance materials and organizing regional symposiums and workshops before adopting any standards, especially those related to new concepts;
- c) Call upon the Council to review the existing procedure for adopting and developing SARPs by issuing a questionnaire explaining purposes and aspects of systems for which standards need to be developed to decide the extent of that need; and get views and proposals from Contracting States to ensure emphasis on technical study of unified standards;
- d) Call upon the Contracting States and International Specialized Agencies to participate in the examining and responding to proposals for the amendment of SARPs in the Annexes to the Chicago Convention;
- e) Authorize Regional Offices to follow-up on ICAO recommendations and guidelines about which Contracting States are requested to send their views and proposals and posting these on ICAO website;
- f) Promote usage of email in State Letters requiring the provision of views and proposals of Contracting States;

¹ Arabic version provided by ACAC.

² Presented by 15 Contracting States (Bahrain, Egypt, Iraq, Jordan, Lebanon, the Libyan Arab Jamahiriya, Morocco, Oman, Qatar, Saudi Arabia, Sudan, the Syrian Arab Republic, Tunisia, the United Arab Emirates and Yemen).

g) Include a clarification guide and contact information for the body or expert responsible for SARPs and guidelines; and h) Authorize Regional Offices to follow-up on ICAO recommendations and guidelines about which Contracting States are requested to send their views and proposals providing necessary guidelines and references.	
<i>Strategic Objectives:</i>	The working paper is related to the Strategic Objectives A and D and aims at allowing a wider participation of the Contracting States so that they can express views regarding amendments proposed to the Annexes of the Chicago Convention.
<i>Financial implications:</i>	Not Applicable
<i>References:</i>	

1. INTRODUCTION

1.1 Statistics presented to ICAO Council showed that the percentage of Contracting States that express their views on proposed amendments is estimated at 33% (60 States). Proposed amendments are adopted without determining the possible implementation repercussions and the necessary requirements. An example is the standard stipulating that pilots and air traffic controllers should achieve level 4 of the English proficiency as stated in Annex I of the Chicago Convention. In the last Conference on language qualifications held in Montreal, it was clear that Contracting States have difficulty in the implementation of these provisions by the deadline (8 March 2008). This is because the possible repercussions and the necessary requirements were not examined when this standard was adopted.

2. PROCEDURE AND METHODOLOGY FOR ADOPTING SARPS

2.1 To adopt SARPs, the following steps shall be followed:

- a) The Air Navigation Commission will examine the proposals on the amendment of one of the Chicago Convention Annexes, bearing in mind that these proposals could emanate from the Contracting States, International Specialized Agencies or any working group supervised by ICAO;
- b) Circulating these proposals to the Contracting States requesting their views and comments; and
- c) Presenting the amended version to the Council for adoption and determining a date for its entry into force.

3. **DISADVANTAGES OF THE PROCEDURES AND METHODOLOGY FOR ADOPTING SARPS**

- a) Reliance on letters to States via regular mail that arrives late and sometimes after deadline for reply;
- b) Letters lack references or address/email of body to be contacted on the issue upon which views are requested;
- c) Not seeking views of States on issues raised by certain states, users or manufacturers of Future Systems that need to develop new standards, before starting the process of developing those to know to what extent their adoption is required by States and Regions; and
- d) Adoption of Standards for various systems that serve one application, such as the case of ADS-B system, where three systems were adopted for it (UAT, VDL4, Extended Squitter).

4. **PROPOSALS FOR THE IMPROVEMENT OF PROCEDURES FOR ADOPTING SARPS**

- a) Promote usage of email in correspondences requiring the provision of views and proposals of Contracting States;
- b) Include a clarification guide and contact information for the body or expert responsible for SARPs and guidelines;
- c) Call upon the Council to adopt a general methodology stipulating the issuance of guidance materials and organizing regional symposiums and workshops before adopting any standards, especially those related to new concepts;
- d) Develop a questionnaire explaining purposes and aspects of systems for which standards need to be developed to know the extent of the need for these; and
- e) Authorize Regional Offices to follow-up on ICAO recommendations and guidelines about which Contracting States are requested to send their views and proposals providing necessary guidelines and references.