



ASSEMBLY — 37TH SESSION

REPORT OF THE TECHNICAL COMMISSION ON AGENDA ITEM 25

CORRIGENDUM NO 2

(Presented by the Chairman of the Technical Commission)

Pages 25-4 and 25-5, paragraphs 25.4.1 to 25.4.4.

Replace the paragraphs with the following:

25.4.1 The Commission reviewed A37-WP/114, presented by New Zealand, proposing that impact assessments be required in the development of new SARPs. This paper recalled the recommendation on this issue in the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (2006). WP/114 recommended, in the form of a draft Assembly resolution, that ICAO, following the HLSC recommendation on the subject, implement a regulatory impact assessment process to explain and document the context and justification related to proposals for new SARPs. All the delegations that took the floor on the subject supported A37-WP/114, although the resolution itself was not supported for adoption.

25.4.2 Some States suggested that a phased implementation approach might be preferable, for example:

- Phase 1 – SARPs to be accompanied by a problem statement and some relevant safety data and analysis;
- Phase 2 – SARPs to be issued with a simple regulatory impact assessment summarizing the problem analysis, the options considered, the safety impact and a qualitative comparison of options; and
- Phase 3 – SARPs to have a full regulatory impact assessment including problem analysis, the options available, the safety and cost impacts, and a qualitative and quantitative, as appropriate, comparison of the available options.

25.4.3 In view of the discussion, the recommendations made on the subject by the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (2006) and the High-level Conference (2010) as well as the action already taken by the Council on the subject, the Commission recommends:

- a) an impact assessment is required when new SARPs are proposed; and
- b) the Council should continue its work on the feasibility study and, based on the results of the study, decide how ICAO could allocate its resources to support an impact assessment process.

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