



CHICAGO CONVENTION ANNEXES

Ever since Australia ratified the Chicago Convention in 1947, Australia's aviation regulations were written to “**carry out and give effect**” to the Convention:

“(b) for the purpose of carry out and giving effect to the Chicago Convention, as amended by the Protocols, any Annex to the Convention relating to international standards and recommended practices (being an Annex adopted in accordance with the Convention).” Air Navigation Act s26.

For those that were around before 1988, this was understood by all and it is why our pilots, maintainers, designers and manufacturing was accepted globally.

In 1988, Government separated CAA/CASA from the department and then made CASA responsible for the following [Annexes](#) 1, 2, 6, 7, 8, 14, 18, 19 and shared responsibility for [Annexes](#) 4, 10, 11 & 15.

CASA is responsible for developing the regulatory framework.

But CASA is not responsible to develop regulations to “*carry out and give effect*” to the Convention's Annexes Standards and Practices.

The department still has the same Convention statement in the Air Navigation Act **but** not in relation to the regulations developed by CASA.

To keep Australia harmonised, one would think that CASA developed regulations would “**carry out and give effect**” to the Annexes' **Standards and Practices**.

S98 of the Civil Aviation Act states:

(c) for the purpose of carrying out and giving effect to the provisions of the Chicago Convention relating to safety;

Restricted to safety. Doesn't government understand if Australia has regulations to “**carry out and give effect**” to the Annexes' Standards and Practices you have a safe and viable civil aviation industry that can trade globally.

No wonder our regulations no longer harmonise globally. The Annexes Standards and Practices are less restrictive than the red tape regulatory system of today.

We wonder how many CASA staff grew up under the pre 1988 approach to civil aviation regulation development that are employed by CASA today.

This is a government error not to require Australian civil aviation regulations, administered by CASA, to “carry out and give effect**” to the Annexes' Standards and Practices.**

No wonder we have unique regulations crippling general aviation and the engineering fields of design, maintenance, manufacturing and technical training.

Ever since the late 1990s JAA/FAA Harmonisation Meeting in Spain, any ICAO nation wanting to trade with another nation, requires those nations to implement an agreement to recognise and accept of each other's approved organisations and release documentation.

Only the Government can change the Act to develop regulation iaw the Convention Annexes that will also change the attitude and culture within CASA.