

ICAO RESOLUTION STILL IN FORCE

ASSEMBLY 29th Session

Doc 9600, A29-RES Montreal, 22 September - 8 October 1992

Frank Baldwin was head of CASA in 1992 and attended this Assembly Session. He came back and directed that the regulatory reform program, started a couple of years earlier, had to harmonised with best system (e.g. FAR) iaw with the **Assembly Resolution A29-3**.

Australian Delegates to the Assembly:

FANNING, VANESSA HELEN Chief Delegate
(Department of Transport Civil Aviation Policy)
O'KEEFFE, H.B (AO). Alternative C.D.
(Australia's ICAO Representative)
BALDWIN, FRANK Delegates

(CASA DAS)
TSCHEPPER, JOHN HENRY D
WEBER, J.M. D
WEEDEN, B.C. D
WILKES, MATTHEW WILLIAM D

CASA recommendations and past changes have not yet met these criterion.

“A29-3: Global Rule Harmonization

Whereas the interdependence of international civil aviation makes aviation a prime candidate for benefits to be derived from the concept of globalization of which global harmonization of national rules for the application of ICAO standards is an important element;

Whereas international aviation now comprises: mega-air carriers, both national and multinational, and various alliances of airlines for global operation; transnational ownership of airlines; and multinational manufacture of aeronautical products;

Whereas States have agreed in the Aircraft Agreement of the [General Agreement on Tariffs and Trade](#) (GATT) to ensure that civil aircraft certification requirements and specifications on operating and maintenance procedures are not barriers to trade;

Whereas global harmonization of national rules in international civil aviation **is desirable for effective implementation** of the GATT obligation;

Whereas individual States interpret and **apply the ICAO safety standards differently resulting in dissimilar operations which can be costly**;

Whereas a relatively small number of States generally reply to the ICAO Secretariat's requests for comments or agreement on ICAO proposed standards, resulting in decisions being based on a relatively small number of responses with consequences **neither helpful to achieve rule harmonization nor in the best interest of the safe and orderly development of international civil aviation**;

Whereas global rule harmonization **could facilitate** the implementation of the Protocol Article 83 bis of the Convention on International Civil Aviation **that authorizes States to transfer to each other by agreement certain safety functions**; and

Whereas certain States have initiated bilateral and multilateral programmes in the interest of harmonizing national rules, **to correct costly incompatibility problems and to facilitate more effective competition in international civil aviation.**

The Assembly:

1. **Urges** States and Groups of States, which have not already done so, to take positive action to promote global harmonization of national rules for the application of ICAO standards;
2. **Urges** States to use in their own national regulations, as far as practicable, the precise language of ICAO regulatory standards in their application of ICAO standards and seek harmonization of national rules with other States in respect of higher standards they have in force or intend to introduce;
3. **Urges** all States to respond to the ICAO Council's requests for comments and agreement or disagreement on ICAO proposed standards to prevent decisions being taken on the basis of a small number of responses; and
4. **Requests** the ICAO Council to pursue the enhancement of ICAO Standards and to study the feasibility of establishing a multilateral monitoring mechanism.”