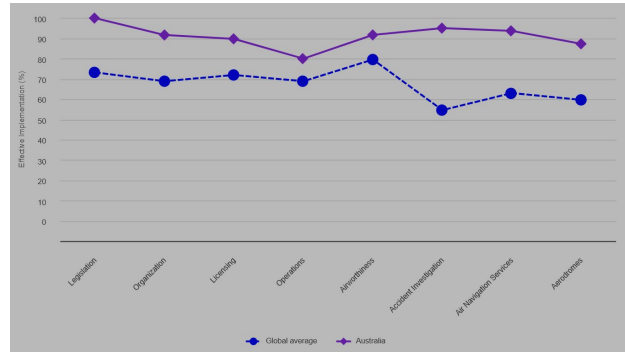# DRAFT

Australia has an above world "commitment' to implementing the ICAO Annexes Standards, but it is hard to fathom how we rate so high with so many differences.

To give effect to an ICAO Annex Standard, it would need to be in the Regulations or MoS.

If we don't have Legislation that requires government departments/agencies to give effect to the Annexes' Standards, then how is Legislation rated at 100%?

Why are *Accident Investigation*, *Air Navigation Services* & *Aerodromes* below world average?

Convention Annexes Lodged Differences			
Annex Standards	Total Diffs.	Not in Regs	In Regs
1 Personnel Licensing	151	53	98
2 Rules of the Air	39		
3 Meteorological Service for International Air Navigation			
4 Aeronautical Charts			
5 Units of Measurement to be Used in Air and Ground Operations			
6 Operation of Aircraft:			
Part 1 International Commercial Air Transport	176	41	135
Part 2 International General Aviation	284	79	205
Part 3 International Operations - Helicopters			
7 Aircraft Nationality and Registration Marks	22	2	20
8 Airworthiness of Aircraft	135	33	102
9 Facilitation			

10 Aeronautical Telecommunications
Volume I — Radio Navigation Aids
Volume II — Communications Procedures including those with PANS status.
Volume III — Communication Systems
    Part 1 — Digital Data Communication Systems
    Part 2 — Voice Communication Systems
Volume IV — Surveillance Radar and Collision Avoidance Systems
Volume V — Aeronautical Radio Frequency Spectrum Utilization			

11 Air Traffic Services			
12 Search and Rescue			
13 Aircraft Accident and Incident Investigation			
14 Aerodromes Volume I — Aerodromes Design and Operations	581	228	353
Volume II — Heliports (**Note**: in *GM mostly – not in regs*)	315	9	306
15 Aeronautical Information Services			
16 Environmental Protection			
17 Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference			
18 The Safe Transport of Dangerous Goods by Air			
19 Safety Management			

Note: *A few differences do exceed Annex Standards. Why?*