



Australian Government

Department of Infrastructure, Regional Development and Cities

File Reference: EC18-000767

Senator Barry O'Sullivan

Chair

Standing Committee on Rural and Regional Affairs and Transport Legislation Committee

PO Box 6100, Parliament House

CANBERRA ACT 2600

Dear Senator O'Sullivan

Subject: Notification of Differences to ICAO Standards and Recommended Practices

Thank you for your correspondence to Dr Steven Kennedy on the notification of Australia's differences to the International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) dated 14 May 2018. Dr Kennedy has asked me to reply on his behalf.

As noted in your letter, Australia is ranked sixth in effective implementation of safety oversight arrangements. This score results from a comprehensive audit regime undertaken by ICAO and is the measure of a State's safety oversight and safety management capabilities.

As requested, please find attached a table of differences of the top 20 states measured by safety oversight (Attachment A). Note that Australia is one of the highest in this group in meeting its obligations under the Chicago Convention by assessing whether a difference is necessary for 97.85 per cent of total standards, compared to the United States who have only assessed 77 per cent.

Differences filed to ICAO are subjective as to how each State meets a particular standard. Australia has been diligent in outlining its response, including for example, raising differences where Australia recognises the common usage of a particular term and has not defined it in law. An example of this is the term 'accuracy' under Annex 14, Part 1, which has not been defined in law as the common Macquarie dictionary meaning is applied in practice. Other states have adopted different approaches, marking the standards and definitions as not applicable, or choosing not to lodge a difference. As such, the number of differences filed is not an appropriate indicator of Australia's commitment to international standards or the safety of our aviation system.

Australia's differences are published by Airservices Australia in the Aeronautical Information Publication available on their website.

Yours sincerely

Mr Brendan McRandle
Executive Director, Aviation and Airports
Department of Infrastructure, Regional Development and Cities

18 May 2018

The Differences of the Top 20 States for Safety Oversight

	State	Total Filed	More exact or exceeds	Compliance by other means	Partially implemented or not implemented	Not applicable	Complete
1	UAE	3,661	952	1,106	319	1,284	89.74%
2	Korea	922	20	26	216	660	97.10%
3	Singapore	3,635	112	7	59	3,457	94.76%
4	France	3,513	192	385	1,378	1,558	90.63%
5	Canada	4,385	135	381	275	3,594	97.84%
6	Australia	4,307	93	630	2,445	1,139	97.85%
7	Brazil	4,519	139	329	1,206	2,845	97.76%
8	Ireland	764	108	191	359	106	93.22%
9	Chile	2,199	254	451	306	1,188	75.75%
10	Nicaragua	1,115	32	18	53	1,012	99.17%
11	UK	1,884	132	205	573	974	92.20%
12	Finland	2,608	136	100	643	1,729	96.09%
13	Venezuela	3,262	85	144	319	2,714	87.17%
14	Austria	2,653	103	130	717	1,703	91.95%
15	Romania	2,073	353	886	532	302	90.52%
16	USA	2,615	174	522	329	1,590	77.22%
17	Switzerland	1,395	85	161	703	446	98.42%
18	Dominican Republic	2,719	32	28	57	2602	73.22%
19	Japan	2,821	46	179	184	2,412	88.58%
20	Sweden	914	108	154	375	277	83.22%