

**AGREEMENT ON THE PROMOTION OF AVIATION SAFETY
BETWEEN THE GOVERNMENT OF AUSTRALIA AND
THE GOVERNMENT OF THE UNITED STATES OF AMERICA
(CANBERRA, 21 JUNE 2005)
[2005] ATNIF 8**

AND

**IMPLEMENTATION PROCEDURES FOR AIRWORTHINESS
COVERING DESIGN APPROVAL, PRODUCTION ACTIVITIES,
EXPORT AIRWORTHINESS APPROVAL,
POST DESIGN APPROVAL ACTIVITIES, AND TECHNICAL
ASSISTANCE BETWEEN AUTHORITIES UNDER THE
AGREEMENT ON THE PROMOTION OF AVIATION SAFETY
BETWEEN
THE GOVERNMENT OF AUSTRALIA AND
THE GOVERNMENT OF THE UNITED STATES OF AMERICA,
DONE AT CANBERRA ON 21 JUNE 2005
(GOLD COAST, 26 SEPTEMBER 2005)
[2005] ATNIF 17**

Documents tabled on 7 February 2006:

National Interest Analysis [2006] ATNIA 3

National Interest Analysis [2006] ATNIA 4

with attachment on consultation

Texts of the proposed treaty actions

Regulation Impact Statement

Background information:

Country political brief and fact sheet

List of other treaties with that country

Lists of treaties of the same types with other countries

NATIONAL INTEREST ANALYSIS: CATEGORY 1 TREATY SUMMARY PAGE

Agreement on the Promotion of Aviation Safety between the Government of Australia and the Government of the United States of America (Canberra, 20 June 2005) [2005] ATNIF 8

Nature and timing of proposed treaty action

1. It is proposed to bring into force the Agreement on the Promotion of Aviation Safety between Australia and the United States of America (USA) (the Agreement). The treaty was signed on 21 June 2005.
2. It is also proposed to bring into force a component of the Agreement, referred to as the Implementation Procedures for Airworthiness (IPA). The IPA defines the civil aeronautical products, parts and appliances eligible for import into the USA and Australia and the procedures for their import (see separate National Interest Analysis for the IPA – [2005] ATNIF Number 17). The IPA was signed on 26 September 2005. It is the first of a number of technical Implementation Procedures (IPs) to be developed under the agreement.
3. Article 6 of the Agreement states that the Agreement and IPs shall enter into force when both parties have notified each other through their diplomatic channels that they have completed their respective domestic and constitutional requirements necessary for giving effect to the Agreement. Article 6 also specifies that IPs shall enter into force on the date Australia advises the USA that Australia's necessary domestic requirements have been completed. This reflects Australia's treaty making requirements. It is proposed to exchange Notes as soon as practicable after the tabling period. It is intended that this action will bring into force both the Agreement and IPA.
4. Under Article 9, the Agreement supersedes an Agreement between the Government of Australia and the Government of the United States of America relating to Reciprocal Acceptance of Airworthiness Certificates effected by exchange of notes at Washington on 24 December 1974 and 11 June 1975 – [1975] ATS 21 (1975 Airworthiness Agreement).
5. The 1975 Agreement will remain in force until the IPA comes into force and notes are exchanged to terminate the 1975 Agreement. The IPA will be ratified at the same time as the Agreement. Any inconsistency between the 1975 Agreement and this Agreement shall be resolved by the Parties.

Overview and national interest summary

6. This new treaty will provide for bilateral cooperation in a variety of areas including: aircraft certification; maintenance; flight operations; and environmental certification.
7. The Agreement will provide new trade opportunities and provide greater access to overseas markets for Australian manufacturers and exporters of aeronautical products and services. It will reduce costs imposed on the aviation industry by duplicate technical inspections, evaluations and testing while at the same time promoting aviation safety.

Reasons for Australia to take the proposed treaty action

8. In 1996 the USA first canvassed the idea of a two part agreement to replace their Bilateral Airworthiness Agreement (BAA) for aircraft airworthiness certification. This particular agreement model is becoming common internationally, ensuring greater harmonisation of international aviation safety. It is proposed that this will be the first of a series of such Agreements between Australia and other countries.

9. The negotiation of the Agreement and its associated IPA is consistent with the Government's trade policy, which seeks to pursue new trade opportunities and provide greater access to overseas markets for Australian business. As Australia already recognises US certification, there is not anticipated to be any impact from US imports on Australian industry as a result of this Agreement.

10. This Agreement with the USA would have potential benefits for Australia by promoting aviation safety as well as the export of Australian aeronautical products and services.

Obligations

11. Article 1 of the Agreement describes the purpose of the Agreement as providing for cooperation to sustain an equivalent level of aviation safety between the parties and to facilitate acceptance of approvals for civil aeronautical products, personnel and facilities.

12. Article 2 designates the Civil Aviation Safety Authority (CASA) as Australia's implementing authority. Provision is also made for Australia to designate another authority where appropriate to implement a function that is not the responsibility of CASA. The Federal Aviation Administration (FAA) has been designated by the USA as its implementing authority. Each Party must advise the other of any changes to this.

13. Article 3 provides commonly agreed definitions for aviation-related activities for the purposes of this Agreement.

14. Article 4 provides that the Parties will be bound by the IPs, with respect to a technical area, once the IPs have entered into force in accordance with Article 6.

15. Article 5 provides provisions for consultations with regard to implementation, interpretation or application of the Agreement or any IPs. Such consultation may be requested at any time, can be conducted through discussion or correspondence, and shall start within 60 days of receipt of the request, unless otherwise agreed. Consultation will be undertaken by the implementing authorities. Any dispute not resolved by the implementing authorities shall be subject to consultation between the Parties.

Implementation

16. The Agreement will be implemented through existing legislation including the *Air Navigation Act 1920* and the *Civil Aviation Act 1988*. No amendments to current legislation are required as Australia already accepts US certification. There will be no change to the existing roles of the Commonwealth Government and the State and Territory Governments as a result of implementation action. The Government of the United States of America already has procedures in place to give effect to similar agreements with other countries.

17. Article 2 of the Agreement states the Government of Australia has designated the CASA as its implementing authority and the Government of the United States of America has designated the FAA as its implementing authority. For a particular technical area, the Government of Australia may designate another authority which is authorised under Australian law to perform that function as the relevant implementing authority for that technical area.

Costs

18. The Agreement imposes no costs on manufacturers, exporters or on the State/Territory or Commonwealth Governments. On the contrary, it will remove impediments to Australian aviation/aerospace manufacturers gaining access to the US market due to the automatic acceptance of CASA certification by the FAA upon the Agreement coming into force. Although CASA as the aviation safety regulator and implementing authority may vary its procedures to reflect the Agreement it is anticipated that any costs would be negligible.

Regulation Impact Statement

19. A Regulation Impact Statement is attached.

Future treaty action

20. Article 7 of the Agreement provides for amendment to the Agreement and/or IPs at any time by the written agreement of the Parties. Amendments will be subject to Australia's domestic treaty action procedures.

21. As outlined in Article 4 and subject to Australia's domestic treaty action procedures, the relevant implementing authorities of the Parties shall in the future execute written IPs describing the agreed standards, rules, practices of both Parties in one of the following technical areas:

- airworthiness approvals of civil aeronautical products;
- environmental approval and environmental testing;
- approval and monitoring of maintenance facilities and alteration or modification facilities;
- approval and monitoring of maintenance personnel;
- approval and monitoring of crews;
- evaluation of flight simulator qualification;
- approval and monitoring of aviation training establishments; and
- any other matters within the scope of this Agreement, or otherwise agreed between the Parties through an exchange of correspondence through their diplomatic channels.

Withdrawal or denunciation

22. Article 8 provides that:

- The Agreement shall remain in force until terminated. Either party may terminate the Agreement upon providing twelve months written notice of their intention to terminate to the other party through its diplomatic channels.

- In the event that the Agreement is terminated, all existing IPs executed in accordance with the Agreement shall also cease to have effect as of the date of termination.

23. Any notification of withdrawal from the treaty by Australia will be subject to Australia's domestic treaty action procedures.

Contact details

Aviation Operations Branch

Aviation and Airports Business Division

Department of Transport and Regional Services.

NATIONAL INTEREST ANALYSIS: CATEGORY 1 TREATY

SUMMARY PAGE

**Implementation Procedures for Airworthiness
Covering
Design Approval, Production Activities, Export Airworthiness Approval,
Post Design Approval Activities, and Technical Assistance between Authorities
under
the Agreement on the Promotion of Aviation Safety between the Government
of Australia and the Government of the United States of America,
done at Canberra on 20 June 2005
(Gold Coast, 26 September 2005)**

[2005] ATNIF Number 17

Nature and timing of proposed treaty action

1. In addition to the proposed Agreement (the Agreement) on the Promotion of Aviation Safety between the Government of Australia and the Government of the United States of America (USA) - (see separate National Interest Analysis [2005] ATNIF 8), it is also proposed to bring into force the Implementation Procedures for Airworthiness (IPA). The IPA defines the civil aeronautical products, parts and appliances eligible for import into the USA and Australia and the procedures for their import. The IPA was signed on 26 September 2005.
2. The IPA is the first of a number of technical Implementation Procedures (IPs) to be developed under Article 4 of the Agreement.
3. Article 6 of the Agreement also specifies that IPs shall enter into force on the date Australia advises the USA that the domestic requirements necessary have been completed. It is proposed to exchange Notes as soon as practicable after the tabling period. It is intended that this action will bring into force both the IPA and the Agreement.

Overview and national interest summary

4. The purpose of the IPA is to set out the civil aeronautical products, parts, and appliances eligible for import into the USA and to define the requirements and activities between the implementing authorities for the import and continued support of those civil aeronautical products.
5. The IPA will assist in providing new trade opportunities through greater access to US markets for Australian manufacturers and exporters of aeronautical products and services. It will reduce costs imposed on the aviation industry by duplicate technical inspections, evaluations and testing while at the same time promoting aviation safety.

Reasons for Australia to take the proposed treaty action

6. The IPA will provide for bilateral cooperation in a variety of areas including: design approval activities; export airworthiness approval activities; and technical assistance between authorities.

7. The negotiation of the IPA is consistent with the Government's trade policy, which seeks to pursue new trade opportunities and provide greater access to overseas markets for Australian business.

8. Under the Agreement with the USA, the IPA would have potential benefits for Australia by promoting aviation safety as well as the export of Australian aeronautical products and services.

Obligations

9. Section I of the IPA covers definitions, amendments, entry into force and termination.

10. Paragraph 1.0 of Section I details how Article 4 provides for the Government of Australia and the Government of the USA (the Parties) to be bound by the IPA, once the IPA has entered into force in accordance with Article 6 of the Agreement.

11. Under Paragraph 1.2 the Australian and US Governments agree that their respective implementing authority, as both the importing and exporting civil airworthiness authority, shall give the same validity to the certification made by the other Party's implementing authority.

12. Also, each Party agrees that when a finding is made by the other Party's implementing authority in accordance with the laws and regulations of the other Party and in accordance with this IPA, that finding is to be given the same validity as if it were made by their implementing authority.

13. Each Party agrees that findings by the other Party's implementing authority made pursuant to this IPA through aircraft certification systems are to be given the same validity as those made directly by the implementing authority.

14. Australia and the USA agree that their importing and exporting authorities shall keep each other informed in a timely manner of significant changes within similar aircraft systems, as outlined in Paragraph 1.3.0.

15. Accordingly, upon notice of changes by one implementing authority, the other implementing authority may request a meeting to review the need for amendment to and the continued validity of the IPA.

16. Section II of the IPA covers the scope of the Implementing Procedures for products, parts and appliances and other provisions.

17. Australia and the USA shall accept Export Certificates of Airworthiness for the import of products, parts and appliances made in the country of the exporting authority as detailed under Paragraphs 2.1.0 and 2.1.2 of Section II.

18. Australia and the USA shall also accept Authorized Release Certificates for the import of products, parts and appliances made in the country of the exporting authority as detailed under Paragraph 2.1.1 and Paragraph 2.1.3.
19. In accordance with Paragraph 2.1.4 Australia and the USA shall accept standard parts for all products, parts, and appliances when they conform to established specifications.
20. Australia shall accept under Paragraph 2.3.0 as the basis of Civil Aviation Safety Authority (CASA) Design Approval: type certificates and amended certificates for products for which the USA is the state of design; Technical Standard Order authorization; and other approved major design changes to CASA-approved designs for products and appliances for which the USA is also the State of Design. Paragraph 2.3.2 outlines equivalent obligations for the USA.
21. Paragraph 2.3.1 outlines Australia's obligation to accept (without further investigation) specific US Design Approvals. Paragraph 2.3.3 outlines equivalent obligations for the USA.
22. Under Section III of the IPA, agreed Australian and US working procedures for design approval, production and surveillance activities, export airworthiness approval and post design approval are as outlined in Paragraphs 3.0, 3.1, 3.2, and 3.3.
23. Section IV makes provision for each Party to provide technical assistance to the other. When technical assistance is provided each Party's implementing authority shall use its own policies and procedures. Types of assistance may include but are not limited to Determination of Compliance, and Surveillance and Oversight.
24. Under Paragraph 4.2.0 of Section IV, both Parties recognize that data supplied by an approval holder is likely to be protected by intellectual property laws and the implementing authorities of each Party will need to protect any propriety data.
25. Paragraph 4.2.1 of the IPA deals with US FOI requests relating to FAA approval holders in Australia and Paragraph 4.2.2 of the IPA deals with Australian FOI requests relating to CASA approval holders in the USA. As detailed under Paragraph 4.2.2, where there is a Freedom of Information (FOI) request that refers to a CASA approval holder located in the USA, CASA will ask the US Federal Aviation Administration (FAA) to contact the approval holder to obtain permission for release of information or justification for an objection to the release of information. Despite the objection, CASA may disclose information in accordance with the provisions of the FOI Act. The USA shall treat any FOI issues in a similar manner as detailed under Paragraph 4.2.1.
26. In accordance with Section V of the IPA, the Parties recognize that special arrangements may be necessary to respond to situations that fall under the scope of the Implementation Procedures but are not specifically addressed. The special arrangements will be developed by the Parties' implementing authorities in a separate working procedure and are to be listed in Appendix D of the IPA.

Implementation

27. Article 2 of the Agreement states the Government of Australia has designated the CASA as its implementing authority. For a particular technical area, the Government of

Australia may designate another authority which is authorised under Australia law to perform that function as the relevant implementing authority for that technical area.

28. The Agreement will be implemented through existing legislation including the *Air Navigation Act 1920* and the *Civil Aviation Act 1988*. No amendments to current legislation are required as Australia already accepts US certification. There will be no change to the existing roles of the Commonwealth Government and the State and Territory Governments as a result of implementation action.

Costs

29. IPA imposes no additional costs on manufacturers, exporters or on the State or Territory or Commonwealth Governments. On the contrary, it will remove impediments to Australian aviation/aerospace manufacturers gaining access to the USA market due to the automatic acceptance of CASA certification by the FAA upon the IPA coming into force. Although CASA as the aviation safety regulator and implementing authority may vary its procedures to reflect the Agreement it is anticipated that any costs would be negligible.

Regulation Impact Statement

30. A Regulation Impact Statement is attached.

Future treaty action

31. Article 7 of the Agreement provides for amendment to the IPA at any time by the written agreement of the Parties. Amendments will be subject to Australia's domestic treaty action procedures.

Withdrawal or denunciation

32. Article 8 of the Agreement provides that the IPA may be terminated in accordance with the termination provisions that are stipulated within the IPA.

33. Paragraph 1.8 of the IPA notes that either Party may terminate the IPA six months from the date of written notification to the other Party. Any activities conducted under the IPA prior to termination will remain valid.

34. In the event that the Agreement is terminated, the IPA executed in accordance with the Agreement shall also cease to have effect as of the date of its termination.

35. Any notification of withdrawal from the treaty by Australia will be subject to Australia's domestic treaty action procedures.

Contact details

Aviation Operations Branch
Aviation and Airports Business Division.
Department of Transport and Regional Services.

**Agreement on the Promotion of Aviation Safety between
the Government of Australia and
the Government of the United States of America**

(Canberra, 20 June 2005)

[2005] ATNIF 8

and

**Implementation Procedures for Airworthiness covering design approval,
production activities, export airworthiness approval,
post design approval activities, and technical assistance**

between authorities

(Gold Coast, 26 September 2005)

[2005] ATNIF 17

CONSULTATION

1. The Australian Government Department of Transport and Regional Services (DOTARS) consulted with aircraft and aviation component manufacturers, aviation maintenance and service industries, relevant associations, airlines, Commonwealth and State/Territory Departments and Agencies and a number of interested individuals as part of the consultative process for the Agreement and the Implementation Procedures for Airworthiness (IPA).
2. On 25 July 2002, DOTARS and CASA distributed sets of documents (Bilateral Aviation Safety Agreement Discussion Paper, Draft Agreement and the Synopsis of the Implementation Procedures) to the aviation sector and to some 22 interested individuals to solicit input into the content and value of the bilateral agreement. The private individuals concerned had previously expressed an interest in the matter in a private capacity through correspondence/representations. DOTARS allowed five (5) weeks for comment, with written submissions required by 16 August 2002.
3. In conjunction with this distribution an Invitation to Comment notice was published in *The Weekend Australian* on 3 August 2002 which directed interested parties to DOTARS and CASA web sites for further information.
4. All respondents expressed firm support for the Agreement, stressing the expectation of not only cost savings but also anticipated strong growth of industry in Australia.

Business and industry groups consultation included:

Aerial Agricultural Association of Australia Ltd
Aero Certification Services
Aero Design Group
Aero Support
Aerospace of Australia Ltd

Aerospace Technology Australia Ltd
Aerostaff Australia
Aerostructures Technologies Pty Ltd
Air Sapphire
AirAg Gippsland
Aircraft Equipment Overhauls & Sales Pty Ltd
Aircraft Manufacture and Export Group of Australia
Aircraft Owners and Pilots Association of Australia
Aircraft Propellers and Spares
Asia Pacific Aerospace Pty Ltd
Association of Australian Aerospace Industries
ATS Australia Pty Ltd
Australian and International Pilots Association
Australian Aerobatic Club
Australian Airline Flight Engineers' Association
Australian Airports Association
Australian Ballooning Federation Inc
Australian Defence Force
Australian Federation of Air Pilots
Australian Federation of Airline Pilots
Australian Federation of International Forwarders
Australian Flight Test Services Pty Ltd
Australian Industry Group
Australian Licensed Aircraft Engineers Association
Australian Maritime Safety Authority
Australian Sport Aviation Confederation
Australian Sport Rotorcraft Association Inc
Australian Ultralight Federation
Aviation Australia
Aviation Law Association of Aust & NZ Inc
Aviation Maintenance Concepts Pty Ltd
Aviation Services Division
Aviation Turbine Overhaul Pty Ltd
Avicon
Avionics and Calibration Services
BAe Systems Australia
Barwon Heads Airport
Board of Airline Representatives of Australia
Boeing Australia Ltd
Buchanan Advanced Composites
Civil Air
Coast Watch
Codarra Advanced Systems
Dakota National Air
EADS Australia Pacific Pty Ltd
Eagle Aircraft Pty Ltd
Eastern Airlines
Eastern Australia Airlines Pty Ltd
Ferra Engineering Pty Ltd
General Aviation Association
Gippsland Aeronautics

GKN Engage Pty Ltd
Guild of Air Pilots and Air Navigators
Gwydir Air Charter Pty Ltd
Hang Gliding Federation of Australia
Hart Aviation Services Pty Ltd
Hawker de Havilland
Hawker Pacific Pty Ltd
Helicopter Association of Australia
Helitech Industries
Hellitech
Honeywell Normalair-Garrett Australia
Hunter Aerospace Corp Pty Ltd
Jabiru Aircraft
Jetcraft Aviation
John Cameron Aviation
Jones Air
Kendell Engineering Base
Levett Engineering
Lockheed Martin Australia Pty Ltd
Longreach Air Charter
Lovitt Technologies Australia
MacDonald Technologies
MAF Aviation Services
Manning River Aero Club
Manufacturing, Engineering & Related Services Industry Training and Advisory Body Ltd
Marand Precision Engineering Pty Ltd
Marand Precision Engineering Pty Ltd
Nocliffe Consulting Pty Ltd
Northam Air Services Pty Ltd
O'Connor's Air Services Pty Ltd
Overnight Airfreight Operators Association
Pacific Composites Pty Ltd
Pacific Turbine Pty Ltd
Pastoral & Graziers Association
Pearl Aviation Australia
Pratt & Whitney Canada (A'Asia) Pty Ltd
Professional Helicopters
Qantas Airways Limited
Raytheon Australia Pty Ltd
RLM Systems Pty Ltd
Rockwell Collins Sales & Service Centre
Rosebank Engineering Pty Ltd
Royal Australian Airforce
Royal Flying Doctor Service
SAAB Systems
Scimitar Aviation
Seabird Aviation Australia Pty Ltd
Sir Lawrence Wackett Centre for Aerospace Design Technology
Skyways of Benalla Pty Ltd
Southdown Engineering Pty Ltd

Southern Australian Airlines Pty Ltd
Strategic Air Services
Systems Support Air Ambulance
Tamworth College of TAFE
Tasman Aviation Enterprises (Qld) Pty Ltd
The Tenix Group
Townsend Helicopter Training School
Virgin Blue Airlines Pty Ltd
Western Airports Corporation
Winrye Aviation Pty Ltd

Commonwealth and State/Territory Departments and Agencies consultation included:

Airservices Australia
Attorney-General's Department
Chief Minister's Department – Australian Capital Territory
Civil Aviation Safety Authority
Department of Industry, Tourism & Resources – Australian Capital Territory
Department of Infrastructure – Victoria
Department of Infrastructure, Energy & Resources – Tasmania
Department of State & Regional Development – Victoria
Department of State Development – Queensland
Department of Transport – New South Wales
Department of Transport – South Australia
Department of Transport – Western Australia
Department of Transport and Works – Northern Territory
Office of Regulation Review
Queensland Transport

Political Brief on the United States of America

Bilateral Relations Overview

1. Vital Australian national interests are advanced through our strong relations with the United States of America. We engage with the United States closely and advocate our views across a very broad range of international issues. While Australian and American interests converge on a majority of international policy issues, we do not agree on all issues. Where this is the case, Australia pursues its interests separately from the United States.

Defence and Security

2. At the heart of government relations between Australia and the United States is the ANZUS Treaty, signed in 1951. This treaty binds our two countries in mutual cooperation on military and security issues and contains a commitment that both Australia and the United States will act to meet common dangers.

3. The alliance is the foundation of defence and security cooperation between Australia and the United States. This cooperation increases Australia's ability to protect itself and its interests by providing access to world-leading defence hardware and technologies and to vital intelligence capabilities. Interoperability with US forces and the ability to contribute to multinational coalitions are central to Australia's defence policies, acquisition and training.

4. Such cooperation supports joint efforts against terrorism and the proliferation of weapons of mass destruction. Australia supports the continued commitment of the United States to the Asia-Pacific. The relationships the United States maintains with regional states, including Australia, are central to the stability of the Asia-Pacific.

Trade and Investment

5. Australia and the United States have a shared record of working together closely to promote global trade liberalisation for over 50 years. Australia has a vital interest in US policies on the international economy, trade and investment. We work effectively with the United States in the World Trade Organization (WTO) and pursue issues of common interest.

6. The United States is Australia's single most important economic partner. It is one of our top merchandise trading partners, our largest services trading partner and the major source of foreign direct investment. The Australia-United States Free Trade Agreement (AUSFTA) builds on our \$A40.6 billion two-way trading relationship and delivers significant gains across all sectors of the economy.

US Economy

7. The United States is by far the world's largest economy and US GDP represents more than one quarter of global GDP. The United States is a major driver of the global economy and is number one in the world in terms of international trade and investment, research and development expenditure, stock market capitalisation, and its share of large global corporations.

8. Annual US GDP growth has averaged more than 3 per cent over the past two decades. Following an economic slowdown early this decade, economic expansion has become firmly established. US GDP is expected to slow from 3.5 per cent in 2005 to 3.3 per cent in 2006. Core CPI Inflation rose by 2 per cent through the year to September. The headline CPI index rose 4.7 per cent through the year to September driven by energy price growth. Monetary policy tightening is expected to continue, as the Federal Reserve remains concerned about the risks of higher inflation.

US Politics

9. The United States is a liberal democracy with a federal political structure comprising 50 states and the District of Columbia. The federal government is characterised by a separation of the powers of the executive from the legislative and judicial functions. The constituent states have significant powers of self-government.

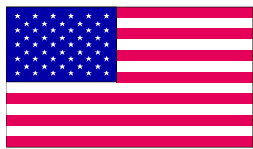
10. Heading the executive is a president elected every four years in a national contest by universal suffrage. Voting is state-based on a first-past-the-post basis. Each state is assigned seats equal to the sum of its electoral representatives in a 538-member electoral college. The president serves as head of state, commander in chief of the armed forces and head of the civil service.

11. The legislature, Congress, consists of the 100-member Senate and the 435-member House of Representatives. Senators are elected on a state basis and serve six year terms. Representatives are elected from single-member constituencies and serve two year terms. Congress has sole powers of making legislation and operates through a system of committees. Legislation must be approved by both chambers to become law. The president can veto legislation, but can be overridden by two-thirds majorities in both chambers.

12. The judiciary is headed by the Supreme Court, which has nine judges appointed by the President and approved by the Senate. The Supreme Court interprets the US constitution to ensure that an appropriate balance is maintained between the executive and legislature, as well as federal and state institutions.

13. The United States has two broad party coalitions, the Democrats and the Republicans. There is an absence of electorally viable third parties. Both parties embrace a wide variety of views and have supporters across the community.

14. Presidential and congressional elections took place on 2 November 2004. President George Bush prevailed over Senator John Kerry with 286 electoral college votes to 252 and also took the popular vote (51.1 per cent to 48 per cent). President Bush's second-term inauguration took place on 20 January 2005. In concurrent congressional elections, all House of Representatives seats and one third of Senate seats were contested. The Republicans captured a majority in both the Senate (55-44-1) and the House (233-201-1), but Democrats still retain blocking power in the Senate.



UNITED STATES

Fact Sheet

General information:

Fact sheets are updated biannually; May and September

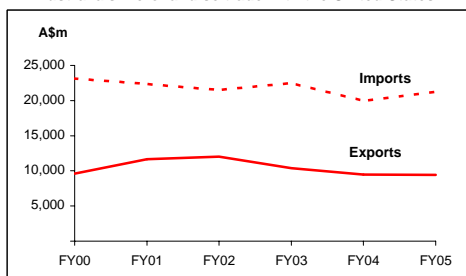
Capital	Washington D.C.
Surface area:	9,364 thousand sq km
Official language:	English
Population:	293.0 million (2004)
Exchange rate:	A\$1 = US\$0.7666 (Jun 2005)

Head of State and Head of Government:
President George W Bush

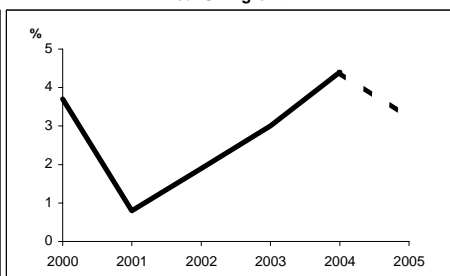
Recent economic indicators:

	2000	2001	2002	2003	2004(a)	2005(b)
GDP (US\$bn):	9,817.0	10,127.9	10,487.0	11,004.0	11,734.9	12,365.9
GDP per capita (US\$):	34,770	35,534	36,454	37,900	40,047	41,815
Real GDP growth (% change YOY):	3.7	0.8	1.9	3.0	4.4	3.2
Current account balance (US\$m):	-416,000	-389,500	-475,200	-519,700	-668,100	-857,000
Current account balance (% GDP):	-4.2	-3.8	-4.5	-4.7	-5.7	-6.9
Goods & services exports (% GDP):	8.9	8.2	7.7	7.5	7.6	10.6
Inflation (% change YOY):	3.4	2.8	1.6	2.3	2.7	3.2
Unemployment rate (%):	4.0	4.8	5.8	6.0	5.5	5.1

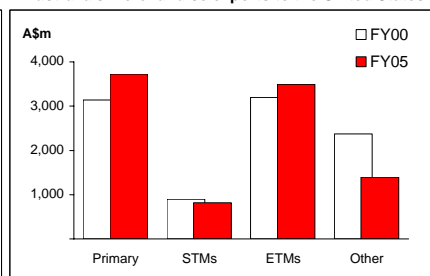
Australia's merchandise trade with the United States



Real GDP growth



Australia's merchandise exports to the United States



Australia's trade relationship with the United States:

Major Australian exports, 2004-05 (A\$m):

Bovine meat	1,449
Alcoholic beverages	868
Crude petroleum	462
Meat (excl. bovine)	389
Passenger motor vehicles	381

Major Australian imports, 2004-05 (A\$m):

Aircraft & parts	1,908
Medicaments (incl. veterinary)	834
Measuring and controlling instruments	821
Telecommunications equipment	708
Internal combustion piston engines	633

Australian merchandise trade with the United States, 2004-05:

		Total share:	Rank:	Growth (yoy):
Exports to the United States (A\$m):	9,433	7.4%	4th	-0.5%
Imports from the United States (A\$m):	21,273	14.2%	1st	6.7%
Total trade (exports + imports) (A\$m):	30,705	11.1%	3rd	4.4%
Merchandise trade deficit with the United States (A\$m):	11,840			

Australia's trade in services with the United States, 2004-05:

		Total share:
Exports of services to the United States (A\$m):	4,414	12.1%
Imports of services from the United States (A\$m):	6,366	16.7%
Services trade deficit with the United States (A\$m):	1,952	

United States' global merchandise trade relationships:

United States' principal export destinations, 2004:

1	Canada	23.1%
2	Mexico	13.5%
3	Japan	6.7%
4	United Kingdom	4.4%
5	China	4.2%
14	Australia	1.7%

United States' principal import sources, 2004:

1	Canada	17.4%
2	China	13.4%
3	Mexico	10.6%
4	Japan	8.8%
5	Germany	5.3%
30	Australia	0.5%

Compiled by the Market Information and Analysis Section, DFAT, using the latest data from the ABS, the IMF and various international sources.

(a) all recent data subject to revision; (b) EIU forecast.

List of other treaties with the United States of America

- Air Transport Agreement
[1946] ATS 8
- Exchange of Notes constituting an Agreement regarding the Extension of Time for Copyright
[1949] ATS 17
- Exchange of Notes constituting an Agreement regarding Reciprocal Waiver of Visa Fees
[1950] ATS 2
- Exchange of Notes constituting an Agreement relating to Mutual Defence Assistance
[1951] ATS 22
- Convention for the Avoidance of Double Taxation and the Prevention of Fiscal Evasion with respect to Taxes on Gifts
[1953] ATS 4
- Convention for the Avoidance of Double Taxation and the Prevention of Fiscal Evasion with respect to Taxes on the Estates of Deceased Persons
[1953] ATS 4
- Exchange of Notes constituting an Agreement relating to Non-Immigrant Passport Visas
[1955] ATS 18
- Agreement concerning Cooperation regarding Atomic Information for Mutual Defence Purposes
[1957] ATS 13
- Agreement to Facilitate the Interchange of Patent Rights and Technical Information for Defence Purposes, and Exchange of Notes
[1958] ATS 2
- Exchange of Notes constituting an Agreement relating to Non-Immigrant Visa Procedures
[1959] ATS 32
- Mutual Weapons Development Program Agreement
[1960] ATS 11

- Exchange of Notes constituting an Agreement concerning a Program of Cooperation to Facilitate Space Flight Operations contributing to the advancement of Mutual Scientific Knowledge of Man's Spatial Environment and Its Effects
[1961] ATS 9
- Exchange of Notes constituting an Agreement for Co-operation in a Transit Navigational Satellite Programme
[1961] ATS 10
- Exchange of Notes constituting an Agreement relating to Procedures for the Reciprocal Filing of Classified Patent Applications under the Agreement to Facilitate the Interchange of Patent Rights and Technical Information for Defence Purposes of 24 January 1958
[1961] ATS 25
- Agreement concerning the Status of United States Forces in Australia, and Protocol
[1963] ATS 10
- Agreement for the Funding of Certain Education and Cultural Programs [Fulbright Agreement]
and
Exchange of Notes amending the Agreement for the Financing of Certain Educational and Cultural Exchange Programmes of 28 August 1964 (Canberra, 27 May 2003)
[1964] ATS 15
- Exchange of Notes constituting an Agreement regarding the Reciprocal Granting of Authorisations to Permit Licensed Amateur Radio Operators of Either Country to Operate their Stations in the Other Country
[1965] ATS 8
- Agreement relating to the Establishment of a Joint Defence Space Research Facility [Pine Gap, NT]
[1966] ATS 17
- Exchange of Notes constituting an Agreement to amend the Agreement for the Funding of Certain Education and Cultural Programs of 28 August 1964 [Fulbright Agreement]
[1967] ATS 12
- Exchange of Notes constituting an Agreement relating to Reciprocal Acceptance of Airworthiness Certifications
[1975] ATS 21
- Treaty on Extradition
[1976] ATS 10

- Exchange of Notes extending the Agreement relating to the Establishment of a Joint Defence Space Research Facility [Pine Gap]
[1977] ATS 24
- Exchange of Notes constituting an Agreement concerning the Establishment, Maintenance and Operation of a Solar Observatory
[1977] ATS 25
- Exchange of Notes constituting an Agreement regarding the Management and Operation of the Joint Geological and Geophysical Research Station at Alice Springs
[1978] ATS 3
- Exchange of Notes constituting an Agreement concerning Space Vehicle Tracking and Communication Facilities, 1980
[1980] ATS 15
- Agreement concerning Peaceful Uses of Nuclear Energy
[1981] ATS 4
- Agreement relating to Cooperation on Antitrust Matters
[1982] ATS 13
- Convention for the Avoidance of Double Taxation and the Prevention of Fiscal Evasion with Respect to Taxes on Income
[1983] ATS 16
- Exchange of Notes constituting an Agreement to amend the Agreement regarding Management and Operation of the Joint Geological and Geophysical Research Station at Alice Springs of 28 February 1978
[1984] ATS 9
- Exchange of Notes constituting an Agreement on Employment Opportunities for Dependants of Officials Overseas
[1984] ATS 33
- Exchange of Notes constituting Agreements concerning the Application of the Agreement concerning Peaceful Uses of Nuclear Energy of 5 July 1979
[1985] ATS 22
- Exchange of Letters constituting an Agreement to amend the Air Transport Agreement of 3 December 1946
[1987] ATS 24

- Exchange of Notes constituting an Agreement Amending and Further Extending in force the Agreement on the Establishment of a Joint Space Research Facility of 9 December 1966 [Pine Gap]
[1988] ATS 36
- Exchange of Notes constituting an Agreement regarding access to the Australian Fishing Zone
[1988] ATS 44
- Exchange of Notes constituting an Agreement to amend the Air Transport Agreement of 3 December 1946
[1989] ATS 6
- Exchange of Notes constituting an Agreement concerning Airline Capacity
[1989] ATS 7
- Agreement concerning Cooperation in Defence Logistic Support
[1989] ATS 28
- Exchange of Notes constituting an Agreement concerning the Transfer of Australian Ores containing Uranium, Thorium, Monazite and Xenotime
[1989] ATS 31
- Exchange of Notes constituting an Agreement to further Amend and Extend the Agreement concerning Space Vehicle Tracking and Communications Facilities of 29 May 1980
[1990] ATS 15
- Agreement concerning NAVSTAR Global Positioning System
[1991] ATS 11
- Exchange of Notes constituting an Agreement to bring International Obligation Exchanges under the Coverage of the Agreement concerning Peaceful Uses of Nuclear Energy, and Agreed Minute, of 5 July 1979
[1991] ATS 48
- Exchange of Notes constituting an Agreement to amend the Agreement for the Funding of Certain Education and Cultural Programs of 28 August 1964 [Fulbright Agreement]
[1992] ATS 8
- Protocol amending the Treaty on Extradition of 14 May 1974
[1992] ATS 43
- Exchange of Notes constituting an Agreement to amend the Air Transport Agreement of 3 December 1946 and the Agreement concerning Capacity of 23 March 1989
[1994] ATS 8

- Agreement concerning Cooperative and Collaborative [Defence] Research, Development and Engineering
[1994] ATS 35
- Memorandum of Agreement concerning Reciprocal Defence Procurement
[1995] ATS 20
- Exchange of Notes constituting an Agreement concerning Certain Mutual Defence Commitments [Chapeau Defence Agreement]
[1995] ATS 35
- Agreement concerning [Defence] Acquisition and Cross-Servicing
[1999] ATS 18
- Treaty on Mutual Assistance in Criminal Matters
[1999] ATS 19
- [Supplementary] Agreement on Mutual Antitrust Enforcement Assistance
[1999] ATS 22
- Agreement for Cooperation concerning Technology for the Separation of Isotopes of Uranium by Laser Excitation (SILEX Agreement), Agreed Minutes and Exchange of Notes
[2000] ATS 19
- Exchange of Notes Constituting an Agreement to further extend in force the Agreement relating to the Establishment of a Joint Defence Facility at Pine Gap of 9 December 1996, as amended
[2000] ATS 27
- Exchange of Notes constituting an Agreement to further Amend and Extend the Agreement concerning Space Vehicle Tracking and Communications Facilities of 29 May 1980, as amended
[2000] ATS 32
- Agreement by Exchange of Notes to Amend and Extend the Agreement on Cooperation in Defence Logistics Support [CDLSA] of 4 November 1989
[2001] ATS 13
- Exchange of Notes constituting an Agreement concerning Cooperation in the Application of Non-Proliferation Assurances on Retransfer to Taiwan
[2002] ATS 9
- Agreement on Social Security
[2002] ATS 18

- Agreement for the Enforcement of Maintenance (Support) Obligations
[2002] ATS 24
- Agreement concerning Security Measures for the Protection of Classified Information
[2002] ATS 25
- Protocol Amending the Convention for the Avoidance of Double Taxation and the Prevention of Fiscal Evasion with respect to Taxes on Income of 6 August 1982
[2003] ATS 14
- Australia-USA Free Trade Agreement
[2005] ATS 1
- Agreement on Cooperation in Science and Technology for Homeland / Domestic Security Matters
[2005] ATNIF 34

There are not yet any similar treaties with other countries on Bilateral Aviation Safety or on Implementing Procedures.

February 2006