

**POLICY STATEMENT 2 | COMPLIANCE WITH ICAO SARPs****UNCONTROLLED DOCUMENT WHEN PRINTED****Effective date of Implementation:** 19 December 2008**Rationale:**

Contracting States to the Chicago Convention are obliged to comply with the Standards set out in the Annexes to the Convention, so far as they are able to do so, and are encouraged also to comply with Recommended Practices. The UK, as a Contracting State, is required to ensure that the OTs are compliant with ICAO Standards. It is also UK policy to comply with Recommended Practices as far as practicable. This is achieved by ASSI developing legislation and OTARs which aim to comply with ICAO Standards and Recommended Practices (SARPs).

Article 38 of the Chicago Convention requires states to notify ICAO where the state's promulgated requirements do not comply with, or are different from, Standards and ICAO urges states to notify it of any differences from Recommended Practices. A difference is defined as the difference between a State Requirement and the related SARP and occurs because the requirement sets a lower, higher or different standard to that required by the SARP or the SARP has not, or only partially, been implemented.

**Policy Statement:**

1. ASSI will develop and maintain legislation and OTARs that are compliant with ICAO Standards and Recommended Practices as far as reasonably practicable.
2. ASSI policy and procedures shall comply with ICAO SARPs as far as reasonably practicable.
3. Any differences from Standards shall be notified to ICAO as required by Article 38 of the Chicago Convention as will differences from Recommended Practices.
4. Differences shall be treated as temporary pending completion of endeavours by the UK or the OTs to comply with, or secure a change to, the SARPs.