



International Civil Aviation Organization

ELECTRONIC BULLETIN

For information only

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SAFETY OBLIGATIONS OF ICAO CONTRACTING STATES

1. The *Convention on International Civil Aviation* (Doc 7300) and its Annexes provide the legal and operational framework for Contracting States to build a civil aviation safety system based on mutual trust and recognition, requiring that all Contracting States fulfil their obligations. Article 29 — *Documents carried in aircraft* of the Chicago Convention states that every aircraft of a Contracting State, engaged in international navigation, carries a Certificate of Registration and a Certificate of Airworthiness. Article 31 — *Certificates of airworthiness* of the Chicago Convention provides that the Certificate of Airworthiness is issued or rendered valid by the State in which the aircraft is registered. Furthermore, Article 33 — *Recognition of certificates and licenses* of the Chicago Convention requires that Contracting States recognize as valid the Certificate of Airworthiness issued or rendered valid by the State of Registry provided that the requirements under which the certificate was issued or rendered valid are equal to or above the minimum Standards established by ICAO.

2. Chapter III — *Nationality of aircraft* of the Chicago Convention deals with the issue of registration of aircraft. Article 17 — *Nationality of aircraft* stipulates that aircraft have the nationality of the State in which they are registered. Article 18 — *Dual registration* further states that the transfer of registration is allowed, but dual registration is strictly forbidden. Accordingly, an aircraft must be de-registered before being registered in another State. As regards to aircraft registered in Contracting States, Article 19 — *National laws governing, registration* stipulates that the registration and de-registration are covered by national legislation.

3. Finally, under Article 21 — *Report of registrations* of the Chicago Convention, each Contracting State undertakes to supply to any other Contracting State or to ICAO, on demand, information concerning the registration and ownership of any particular aircraft registered in that State.

4. Once a State has registered an aircraft, a number of safety-related obligations fall upon it by virtue of the Chicago Convention and its Annexes. Under certain circumstances, in accordance with Article 83 bis — *Transfer of certain functions and duties* of the Chicago Convention, the State of Registry may transfer all or part its (safety-related) functions to the State of the Operator, if different.

Issued under the authority of the Secretary General