Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

What does a State have over the airspace above its territory?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Complete and exclusive sovereignty. Every State has this, not only the Contracting States.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Is the airspace over the high seas the territory of any State?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

No. Territory is the land and adjacent territorial waters under a State's sovereignty, suzerainty, protection or mandate.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Which aircraft does the Chicago Convention apply to?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Civil aircraft only. Aircraft used in military, customs and police services are State aircraft and fall outside it.

Art. 3(a), (b)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Can a non-scheduled aircraft of another Contracting State land without prior permission?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Yes, for non-traffic purposes, if it does not fly a scheduled international service. The State can still require a landing.

Art. 5, first paragraph

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Can a non-scheduled flight carrying passengers for hire take on or put down that traffic?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Yes, if it carries passengers, cargo or mail for hire. The State's conditions and limitations still apply.

Art. 5, second paragraph

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

What does a scheduled international service need to operate over or into a State?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

The State's special permission or other authorisation, on the terms the State sets.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Can a State refuse foreign aircraft permission to carry passengers, mail or cargo between two of its points?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Yes. This is cabotage. A State must not grant that privilege on an exclusive basis.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Why can a State restrict or prohibit flight over certain areas?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

For military necessity or public safety. The restriction applies to all aircraft alike, and the State notifies other States and ICAO.

Art. 9(a), (b), (c)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Where must an aircraft land if the State's regulations require a customs stop?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

At a designated customs airport, and it departs from one when leaving, unless it is allowed to cross without landing.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Do a State's admission and operation rules apply to aircraft of other Contracting States?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Yes. They apply without distinction as to nationality, on entry, departure and while within the State's territory.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Which rules of the air apply over the high seas?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

The rules established under the Convention. Over its territory, a State makes sure aircraft comply with its own rules.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

How many documents does an aircraft in international navigation carry, and which depend on its load?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

7 documents, (a) to (g). Documents (e) to (g) apply only if the aircraft is radio-equipped, carries passengers or carries cargo.

Art. 29; Art. 29(a)–(g)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Which State issues or validates the certificate of airworthiness of an aircraft in international navigation?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

The State of registry. Other States must recognise it if its requirements meet the minimum standards.

Art. 31; Art. 33

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Which State issues or validates the licences of the crew of an aircraft in international navigation?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

The certificates of competency and licences of the pilot and the other crew members of the aircraft.

Art. 32(a), (b)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

When must other States recognise certificates and licences from the State of registry?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

When they were issued under requirements equal to or above the minimum standards of the Convention.

Art. 33

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

What is the aim of the ICAO standards and recommended practices (SARPs)?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

The highest practicable degree of uniformity in regulations, standards, procedures and organisation.

Art. 37

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

On how many subject areas does ICAO adopt SARPs?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

11 subject areas, (a) to (k), and other matters of safety, regularity and efficiency.

Art. 37

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

What vote does the Council need to adopt an Annex?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Two-thirds of the Council, at a meeting called for that purpose.

Art. 90(a); Art. 54(l); Art. 90(a), (b)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

How many Annexes does ICAO currently have?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

19 Annexes, plus six PANS. This count is from the ICAO website, read on 10 Oct 2026.

icao.int "How ICAO develops standards"; —

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

When does an Annex become effective after it is sent to States?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

After 3 months, or a longer period the Council sets, unless a majority of Contracting States register disapproval.

Art. 90(a); Art. 54(l); Art. 90(a), (b)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

How long does a State have to notify the Council of a difference after an amendment?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

60 days after adoption of the amendment, if the State does not amend its own rules.

Art. 38

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

When must a State notify ICAO of a difference from an international standard?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Immediately. This applies when it cannot comply fully, or when its rules differ in any respect.

Art. 38

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

What must a certificate or licence carry if it does not fully meet an international standard?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

An endorsement listing every failure or shortfall, on or attached to the certificate or licence.

Art. 39(a), (b)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Can an endorsed aircraft fly in international navigation without other States' permission?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

No. It needs the permission of each State whose territory it enters. Registering it elsewhere is at the importing State's discretion.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Chapter VI does not apply to a prototype submitted for certification before how long after adoption of an airworthiness standard?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Chapter VI does not apply to a prototype submitted for national certification before 3 years after adoption of the standard.

Art. 41; Arts 41, 42

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Chapter VI does not apply to licences first issued before how long after a qualification standard?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

1 year after the qualification standard is adopted.

Art. 42; Arts 41, 42

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Chapter VI applies to all personnel whose licences are still valid at what point after a qualification standard is adopted?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

5 years after adoption of the qualification standard.

Art. 42; Arts 41, 42

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

How many chapters and articles does Part I, Air Navigation, of the Convention have?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Six chapters.

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

On what date was the Chicago Convention signed?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

7 December 1944.

Doc 7300 Foreword; final clause; Doc 7300 Foreword; preamble note 1; final clause

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

When did the Convention come into force?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

4 April 1947, the 30th day after the 26th ratification or adherence was deposited.

Doc 7300 preamble note 1; Doc 7300 Foreword; preamble note 1; final clause

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

How many ratifications or adherences are needed for entry into force?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

26, deposited with the United States Government.

Doc 7300 preamble note 1; Doc 7300 Foreword; preamble note 1; final clause

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

When was the Article 3 bis insertion adopted, and when did it come into force?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Adopted on 10 May 1984. In force on 1 October 1998.

Art. 3 bis footnote; Art. 3 bis (a)–(d)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Which edition of the Convention text does this course use?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

The current edition (2006), with every amendment in force on 1 January 2006. The syllabus cites an older edition.

Doc 7300 Foreword; Doc 7300 Foreword (a)–(j)

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

QUESTION

Who may use radio transmitting apparatus on an aircraft flying over other States?

© rpvfalmeida · CC BY-NC-ND 4.0

Chicago Convention, Part I: air navigation
010 Air Law and ATC Procedures › 01 Chicago Convention and ICAO

ANSWER

Only flight crew members holding a special licence issued by the State of registry. The State of registry must also licence the installation.

Art. 30(a), (b)

© rpvfalmeida · CC BY-NC-ND 4.0