CHAPTER 1 GENERAL CONCEPTS, DIRECTION, GUIDANCE, AND DEFINITIONS

Section 2 International Civil Aviation Organization Regional Plans, Aeronautical Information Publications, and International Agreements

12-21 INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) REGIONAL PLANNING.

A. Regional Activities. Although ICAO is involved with civil aviation on a worldwide scale, it considers many subjects on a regional basis. Regional air navigation meetings are held periodically to consider the requirements of air operations in specified areas. Facilities, services, and the formulation of supplementary procedures necessary to support increases in traffic density, new air routes, and the introduction of new types of aircraft are considered.

B. Results. These meetings result in the identification of the numerous facilities and services to be provided by States in the regions of ICAO. After review of the meeting recommendations by the Air Navigation Commission and approval by the Council, they are presented in Air Navigation Plan (ANP) publications covering the nine regions.

12-22 ANPS. ANPs provide details of facilities, services, and procedures required for international air navigation within specified areas. Each ANP also contains recommendations for the provision of air navigation facilities and services within a specific area. Affected governments can be assured that if the recommended facilities and services are furnished in accordance with the plan, they will form, with those furnished by other States, an integrated air navigation system adequate for the foreseeable future. The plans are amended periodically to reflect changes in requirements and in the status of the implementation of the facilities and services.

12-23 AERONAUTICAL INFORMATION PUBLICATIONS (AIP). Each State is responsible for developing an AIP, which is intended to satisfy international requirements for the exchange of aeronautical information essential to air navigation. Each AIP contains information on air traffic, airports, Navigational Aids (NAVAID), Special Use Airspace (SUA), weather, and other data vital to flightcrews coming into or flying through the airspace of a particular State. Each AIP should provide information that is adequate, accurate, and timely, and when practical, designed for use in flight. AIPs contain lists of significant differences between the national regulations and practices of the State, and the standards, recommended practices, and procedures of ICAO. Notices to Airmen (NOTAM) are issued when information is temporary or cannot be made available quickly enough by an AIP amendment.

12-24 RELATIONSHIPS WITH FOREIGN NATIONALS. Inspectors should exercise particular tact and diplomacy during contact with representatives of various foreign government agencies they may deal with, as well as with representatives of foreign air carriers. Inspectors should provide any reasonable assistance requested but avoid giving the impression that the Federal Aviation Administration (FAA) is directing their activities. One of the best methods of accomplishing this is to explain what the FAA requires of U.S. flag air carriers and suggest that
they may wish to consider similar methods of operation. Before scheduling any official visit to a foreign country, all required documentation such as passports, visas, and proof of onward or return ticketing should be arranged. If the visit is for the purpose of working with a foreign air carrier, coordination is first accomplished directly with the air carrier. After a date, time, and place are established, the appropriate office of the civil aviation authority (CAA) of the State of the foreign air carrier should be notified. The notification should inform the State CAA of the purpose and other details of the planned visit, if appropriate. The notification should include an invitation for a representative of the CAA to participate, if appropriate. The FAA’s district office records on the foreign air carrier should contain the telephone number, Internet access, and mailing address of the State’s CAA. In some cases, it may be necessary to request the aid of the State’s CAA in scheduling a meeting with the air carrier.

12-25 COORDINATION AND COMMUNICATIONS. FAA inspectors should coordinate and communicate with representatives of each foreign air carrier and the State’s CAA per specific office policies. Normally, communications should be addressed directly to the foreign air carrier’s representative. If an issue or problem cannot be resolved with the foreign air carrier’s representative, the Flight Standards counterpart within the State’s CAA should be approached for assistance in resolving the problem. Finally, if the problem cannot be resolved at the working level through the State’s CAA, the responsible inspector shall inform the regional Flight Standards division (RFSD) of the problem along with the details of attempts to resolve the problem. The RFSD shall inform AFS-50 who will coordinate with the Office of International Aviation (API), Washington Headquarters (HQ) regarding the steps taken to resolve the problem, and request direction and assistance. API will coordinate the FAA’s actions with the Office of the Chief Counsel and the Department of State (DOS), as appropriate.

12-26 BILATERAL AGREEMENTS. Bilateral agreements are cooperative agreements between the U.S. Government and the government of a foreign country. They allow the FAA to leverage resources for its international work. The partnerships built and the knowledge transferred through these agreements also improves the safety of the international air transportation system.

NOTE: These agreements do not relieve the FAA of its statutory responsibilities to make findings of compliance with U.S. regulations. A bilateral agreement is not a delegation to another authority. Instead, bilateral agreements define the FAA’s cooperation with its counterpart in the other country, and enable it to give maximum credit to the other country’s regulatory system. Bilateral agreements also commit these authorities to assist the FAA in the timely resolution of safety issues, and vice versa.

NOTE: There are two major types of bilateral agreements that are used by the Aircraft Certification Service (AIR) and the Flight Standards Service (AFS): Bilateral Airworthiness Agreement (BAA); and Bilateral Aviation Safety Agreement (BASA) with implementation procedures (IP).
A. **BAA.** A BAA is an executive agreement to facilitate the import and export of aeronautical products between states. A BAA is not a trade agreement; rather, it is a technical agreement concerning the performance of airworthiness functions. BAAs are implemented through the exchange of diplomatic notes between the U.S. DOS and its foreign counterpart; they are based on FAA and CAA technical recommendations.

NOTE: The BAAs were limited to aircraft certification-related activities and were difficult to amend. In January 1996, the DOS stopped negotiating BAAs and moved to a new format, the BASA.

B. **BASA.** BASAs are comprised of two tiers: an Executive Agreement, and one or more IPs. The Executive Agreement is negotiated at the State Department level. The FAA and its partner CAA define the details of their cooperation in the IP; it is owned by the FAA and the CAA. The IP simplifies the amendment process if a change is needed. To date, IP have been developed for airworthiness certification, maintenance, flight simulators, and pilot licensing.

C. **Implementation Procedures for Airworthiness (IPA).** The procedural document authorized by the BASA Executive Agreement for design approval, production activities, export airworthiness approvals, post-design approval activities, and technical assistance between authorities. This document defines the civil aeronautical products and parts eligible for import into the United States and the counterpart BASA signatory country. It defines the interface requirements and activities between the authorities for the import and continued support of those civil aeronautical products. See the current edition of Advisory Circular (AC) 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported to the United States, for additional information.

D. **Maintenance Implementation Procedures (MIP).** The procedural document authorized by the BASA Executive Agreement related to the performance of maintenance, alterations, and modifications on civil aeronautical products. This document defines the process for reciprocal acceptance of each authority’s recommendations for the certification, renewal, and acceptance of eligible repair stations and maintenance organizations.

E. **Simulator Implementation Procedures (SIP).** The procedural document authorized by the BASA Executive Agreement related to the qualification evaluations of flight simulation training devices. This document defines the terms and conditions under which the FAA and the CAA can accept each other’s evaluations of these devices for findings of compliance.

F. **Implementation Procedures for Licensing (IPL).** The procedural document authorized by the BASA Executive Agreement related to the conversion of pilots licenses or certificates. This document defines the FAA and CAA procedures for issuing pilot licenses or certificates on the basis of a license or certificate issued by the other authority. AFS has only one IPL, and that is with Canada.
12-27 ABBREVIATIONS.

A. ACO. Aircraft Certification Office.
B. AEG. Aircraft Evaluation Group.
C. BAA. Bilateral Airworthiness Agreement.
D. BASA. Bilateral Aviation Safety Agreement.
E. CAA. Civil Aviation Authority.
G. FAA. Federal Aviation Administration.
H. ICAO. International Civil Aviation Organization.
I. ICA. Instructions for Continued Airworthiness.
J. IP. Implementation Procedures.
K. IPA. Implementation Procedures for Airworthiness.
L. JAA. Joint Aviation Authority.
M. MIP. Maintenance Implementation Procedures.
N. MMEL. Master Minimum Equipment List.
O. PC. Production Certificate.
P. SFAR. Special Federal Aviation Regulation.
Q. SIP. Simulator Implementation Procedures.
R. STC. Supplemental Type Certificate.
S. TC. Type Certificate.
T. TSO. Technical Standard Order.

RESERVED. Paragraphs 12-28 through 12-38.