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ICAO SARPS (Standards and Recommended Practices) for each ICAO area of responsibility is contained in 19 applications. Each application touches a specific domain. All of them are subject to regular amendment, and details of many of them are contained in the publications contained in the ICAO's pro-world series of documents. ICAO Apps: Appendix 1 - Personnel Licensing App 2 - Air App Rules 3 - Meteorological Services Appendix 4 - Aeronautical Maps Appendix 5 - Units of Measurement Appendix 6 - Aircraft Exploitation Appendix 7 - Aircraft Nationality and Registration Signs Appendix 8 - Airworth Appendix 9 to Appendix 10 - Telecommunication Aeronautics App 11 - Appendix 12 Air Traffic Services - Search and Rescue App 13 - Application to Investigate Air Accidents and Incidents 14 - Appendix 15 - Aerodromes - Aeronautical Information App 16 - Environmental App 17 - App 18 to safety - Safe transportation of dangerous goods under Annex 19 - Security Management Applications 2, 5, 7 and 8 do not contain international standards and do not contain recommended practices (RP). The other 15 apps contain both. Contract States are required to report differences in standards and are asked to notify them of differences in recommended practices in applications. This information is then listed in the app additions. It should be noted that ICAO standards do not preclude the development of national standards that may be more stringent than those contained in the annex. For a summary of apps 1 to 18 click here. The Doc Series ICAO documents cover a range of issues, from regulation to guidance. Some are free, while others can only be obtained for a fee. To access the documents, visit the ICAO website. Some ICAO publications are free. Related articles Begin the Preamble by the Federal Aviation Administration (FAA). DOT. ACTION: The final rule. RELATED: This rule better aligns FAA's North Atlantic (NAT) Minimum Navigation Performance Performance (MNPS) with the International Civil Aviation Organization (ICAO) standards. The ICAO NAT region is moving from a multi-year MNPS navigation specification to a more modern performance-based navigation specification (PBN). This rule also includes a reference to the current version of Annex 2 (Air Traffic Rules) to the Convention on International Civil Aviation (Chicago Convention), called ICAO 2, in FAA regulations. DATAS: This ruling is in effect on October 23, 2017. Inclusion in the list of publications listed in the rule is approved by the Director of the Federal Registry by the number on October 23, 2017. NOTE: For information on where to get click on this final rule of law and other information related to this final rule. Technology Department. Flight Standards Service, 800 Independence Avenue SW., Washington, DC 20591; (202) 267-8854; e-Kevin.C.Kelley@faa.gov. For questions about ICAO's Appendix 2, please contact the FAA's Office of International Affairs at (202) 267-1000. End Of Further Info End Preamble Beginning additional information ADD INFORMATION: FAA is responsible for the safety of U.S. flights and for the safety of U.S. civilian operators, U.S.-registered civilian aircraft, and U.S. certified pilots worldwide. The FAA's authority to issue aviation safety regulations is in the headline 49 of the United States Code (U.S.C.). Subtitle I, Start of the printed page 39661Secs 106 (f) and (g), describe the authority of the FAA Administrator. The subtitle of Title VII of Title 49, Aviation Programs, describes in more detail the scope of the agency's authority. Section 40101 (j)(1) stipulates that the Administrator must consider, among other things, the appointment, maintenance and strengthening of security as the highest priorities in the air trade. Article 40105 (a) (A) requires the Administrator to exercise his authority in accordance with the obligations of the U.S. government in accordance with international agreements. This rule is proclaimed in accordance with the powers described in section 49, subtitle VII, Part A, Subcharge III, Section 44701, General Requirements. Under this section, the FAA is generally tasked with facilitating the safe flight of civilian aircraft in the air trade by assigning, among other things, rules and minimum standards of practice, methods and procedures that the Administrator deems necessary to ensure air trade security and national security. This rule is also made public under the heading 49 U.S.C. 40103 (b) (1) and (2), which charge the FAA with issuance rules; (1) to ensure aircraft safety and effective use of airspace; and (2) to manage the flight of aircraft for navigation, protection and identification of aircraft, as well as protection of individuals and property on the ground. This provision falls within the faa's authority under the above laws, as it amends 14 CFR 91.703, 91.705, 91.905 and 91.1027 and Annex C and G to Part 91 to better harmonize FAA rules with changes in international standards for open-sea operations. This rule also includes a reference to the current version of ICAO's 2 app in FAA rules. 1. The FAA published NPRM's Reference A. Summary on September 29, 2016, in which it proposed several amendments to Part 91 to improve compliance between FAA rules and ICAO standards relating to operations over the North Atlantic and other airspace over the open sea. As a result of the renaming of ICAO to NAT airspace to high-level airspace (NAT HLA) and the requirements for PBN specifications to operate in NAT HLA by January 2020, references to NAT MNPS in FAA rules are out of date. Accordingly, the FAA proposed remove all MNPS instances in 14 CFR part 91. The FAA also stated that prescribing references to navigation specifications in Part 91 were not necessary because operators were required to comply with ICAO's Annex 2 when working on the high seas. Article 12 of the Chicago Convention states, in the relevant part, Over the High Seas, the rules in effect (in respect of the flight and maneuvering of aircraft) must be established in accordance with this Convention. The forward to Annex 2 of ICAO further states that ICAO . . . When Annex 2 was adopted in April 1948 and Amendment 1 to this annex in November 1951, the Council decided that the annex represented issues such as the flight and maneuver of aircraft within the meaning of Article 12 of the Chicago Convention. The forward to Annex 2 by ICAO further states that these rules are therefore applied without exception. The international standard, in Annex 2 of ICAO, paragraph 5.1.1., states that: Aircraft must be equipped with suitable instruments and navigation equipment corresponding to the route on which to fly. The FAA also proposed to include the current version of ICAO's ICAO 2 app. The public's comments and the final A. Rules of Comments and the final FAA rule have not received any comment on NPRM. With this final rule, the FAA accepts the changes as proposed, except for the following. First, in paragraph 91.703, the name of the ICAO unit concerned, the name of the street on which the unit is located, the address of the unit's website and the address of the National Archives and Records Administration (NARA) website, where information on federal regulations can be found, has been updated in the final rule to reflect current information. Secondly, the FAA forgot to include in nprM the phone number and email address of the relevant ICAO unit, as well as the agency's phone number for public questions regarding ICAO's Annex 2 and include them in this final rule. Third, at NPRM, the FAA also proposed removing but inadvertently neglected to offer a reserve for future use, No. 91.705 and Annex C to Part 91. FAA Reserves for Future Use No. 91.705 and Appendix C for Part 91 in this final rule. These are minor technical changes that have no significant impact on regulated organizations. Except in this paragraph, NPRM explains the changes to Nos. 91.703, 91.705 and 91.1027, and applications C and G to Part 91. In addition, in preparing the final rule, the FAA also found that it had not proposed the removal of reference to 91.705 Operations within the North Atlantic Minimum Navigation Representative Space from the list of rules to be waived at 91.905 euros, although NPRM proposed to remove, and this final rule does remove 91.705 euros from the CFR. removal of reference to No 91.705 from the list of rules to be 91.905 has no significant impact on regulated organizations. The FAA removes the reference to 91.705 euros from 91.905 euros in this final rule. B. Incorporating Help As part of the changes proposed by NPRM, the FAA proposed to include, with reference to the current version of ICAO's 2, before and including Amendment 45, applicable on November 10, 2016. Appendix 2 ICAO contains ICAO standards that make up the rules of air flight and maneuvering of civilian aircraft operating over the open sea. Annex 2 of ICAO, including all amendments under Amendment 32, was included in 91.703 euros, in force on 9 April 1997 (62 FR 17480, 9 April 1997). Thirteen other amendments to ICAO's Annex 2 have since been published, creating ambiguity about the version of ICAO's Annex 2 applicable to operators of U.S.-registered civilian aircraft in high seas airspace. Amendments to ICAO 2 app from the previous inclusion in Table 1 in NPRM (81 FR at 66878). The FAA noted in the proposed rule that the inclusion in annex 2 of ICAO in No. 91.703 did not include the appropriate language giving consent to the Director of the Federal Register. The FAA proposed that the current version of ICAO 2 annex be included in the link, including language that reflected the approval of the Director of the Federal Register. This final rule includes a link to ICAO's Annex 2, before and including Amendment 45, applicable on November 10, 2016, at 91.703 euros. Appendix 2 ICAO is available through the International Civil Aviation Organization (ICAO), Marketing and Customer Relations Division, Robert Burassa Boulevard, Montreal, Quebec H3C 5H7, Canada. You can also obtain this document online by phone or contact ICAO's Customer Marketing and Communications Division by calling (514) Start Printed Page 39662954-8022 or by email at sales@icao.int. It is also available for inspection by the U.S. Department of Transportation, Docket Operations, West Ground Floor Building, W12-140, 1200 New Jersey Avenue SE., Washington, D.C. 20590. Regulatory notices and analysis of A. Changes in federal regulations must pass a number of economic analyses. First, Executive Order 12866 and Ordinance 13563 explicitly stating that each federal agency proposes or acts only when making a justification for determining that the benefits of the proposed regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 (Pub. L. 96-354) requires agencies to review the economic impact of regulatory changes on small education. Third, the Trade Agreements Act (Pub. L. 96-39) prohibits agencies from setting standards, creating unnecessary obstacles to United States foreign trade. In the development of U.S. standards, the Trade Agreements Act requires agencies to take into account international standards and, if necessary, Standards. Fourth, the Unsecured Mandate Reform Act 1995 (Pub. L. 104-4) requires agencies to prepare a written assessment of the costs, benefits and other effects of the proposed or final rules, which include a federal mandate that could result in expenditures of state, local or tribal governments in aggregate or by the private sector of \$100 million or more per year (adjusted for inflation in 1995). This part of the preamble summarizes the FAA's analysis of the economic implications of this final rule. The Department of Transportation's order, DOT 2100.5, mandates policies and procedures for simplifying, reviewing, and reviewing regulations. If the expected cost impact is so minimal that the proposed or final rule does not require a full assessment, the order does not allow for an application to be made and a basis for it to be included in the preamble unless a full regulatory cost-benefit assessment is prepared. This decision was taken with regard to this rule. The justification for this definition should be. This rule-making better aligns FAA rules on NATO airspace operations with appropriate ICAO standards. The NAT ICAO region is moving from the multi-year navigational specification of MNPS to the more modern PBN specification. The FAA also includes a link to the current version of the ICAO 2 app at No. 91.703. This action removes all references to MNPS from 14 CFR parts 91 and will not impose any new requirements. Under the Chicago Convention, flights operating in international airspace over the open sea must meet international standards set out in Annex 2 of ICAO. United States operators have historically complied with high seas airspace regulations in Annex 2 of ICAO. Since operators are already complying with ICAO's provisions regarding high seas operations, the FAA considers that this rule excludes references to MNPS from 14 CFR Part 91 and the inclusion of a reference to the current version of ICAO's Annex 2 will put the minimum cost. The FAA has requested comments on this definition and has not received any. Thus, the FAA argues that this final rule will impose only minimal costs, has determined that this rule is not a significant regulatory action as defined in Section 3 (f) of Executive Order 12866, and is not significant as defined in the DOT Regulation and Procedures. B. Definition of flexibility of regulation of the 1980 Act (Pub. L. 96-354 (RFA) establishes as a principle of regulatory issuance that agencies must strive, in accordance with the objectives of the rules and applicable laws, to meet the regulatory and information requirements for the scale of the businesses, organizations and state jurisdictions to be regulated. To achieve this principle, institutions are required to request and consider flexible regulatory proposals and to explain their actions to ensure that such proposals are The RFA covers a wide range of small entities, including small businesses, non-profit organizations and small government jurisdictions. Agencies should review to determine whether the norm would have a significant economic impact on a significant number of small entities. If the agency determines that this will happen, the agency should prepare an analysis of the flexibility of regulation, as described in the RFA. However, if an agency determines that the rule will not have a significant economic impact on a significant number of small entities, section 605 (b) of THE COAP provides that the head of the agency can certify it and an analysis of regulatory flexibility is not required. Certification should include a statement providing the factual basis for that definition, and the reasoning should be clear. The FAA recognizes that there are a significant number of small businesses flying over the open sea. However, this rule does not have a significant economic impact. Flights in international airspace over the high seas must meet international standards set out in Annex 2 of ICAO. Today, United States operators observe ICAO's Annex 2 when flying over the high seas. This rule updates United States rules to better comply with the current version of ICAO's Annex 2, which operates in high seas airspace, and does not make any new demands. Thus, all affected entities will incur only minimal costs. The FAA has requested and received no comment on the proposed minimum cost determination and therefore maintains the same minimum cost determination for the final rule. Therefore, as mentioned in section 605 (b), the head of the FAA confirms that such rule-making will not have a significant economic impact on a significant number of small entities. C. Act 1979 On Impact Assessment of International Trade Act 1979 (Pub. L. 96-39), which amended the Uruguay Round Agreements Act (Pub. L. 103-465) prohibits federal agencies from setting standards or related activities that create unnecessary obstacles to United States foreign trade. Under these acts, setting standards is not considered an unnecessary impediment to United States foreign trade as long as the standard has a legitimate domestic purpose, such as security protection, and does not act in such a way as to exclude imports that meet that objective. The Charter also requires consideration of international standards and, where appropriate, that they be the basis for U.S. standards. The FAA assessed the potential impact of the rule and determined that it improved compliance between FAA rules and ICAO's international safety standards. Consequently, this rule is in line with the Trade Agreements Act, amendments to the Uruguayan Round Agreements Act. D. Unfunded Mandates Assessment Title II of the Unfunded Mandate Reform Act of 1995 (Pub. L. 104-4) requires each federal agency to prepare to prepare Statement of assessment of the impact of any federal mandate in the proposed or final rule of the institution, which could result in spending \$100 million or more (in 1995) over one year by state, local and tribal governments, on Page 39663, or the private sector; such a mandate is considered a significant regulatory action. The FAA currently uses an inflation-adjusted cost of \$155 million instead of \$100 million. therefore, the requirements for Title II of the Act do not apply. The E. Paper Reduction Act of 1995 (44 U.S.C. 3507 (d)) requires the FAA to consider the impact of documents and other burdens of gathering information imposed on the public. The FAA has determined that there are no new requirements for the collection of information related to this final rule. F. International compatibility under U.S. obligations under the Chicago Convention is the FAA's policy to meet ICAO standards and recommended practices as much as possible. The FAA has published the differences with ICAO's Appendix 2 in the United States Aviation Information Publication (AIP), section GEN 1.7, Differences with ICAO standards recommended by practices and procedures. The differences listed in the U.S. AIP for ICAO's Annex 2 are insignificant in nature and have nothing to do with ICAO's application 2 requirement for aircraft operated with navigation equipment corresponding to the route it will fly on. This is consistent with FAA's support for international compatibility and its obligations under the Chicago Convention. G. FAA Environmental Analysis Order 1050.1F identifies FAA actions that are categorically excluded from the preparation of an environmental assessment or environmental impact statement under the National Environmental Policy Act in the absence of extraordinary circumstances. The FAA determined that this normative action was entitled to a categorical exception identified in paragraph 5-6.6 and was not related to any extraordinary circumstances. IV. Executive Decree Definition A. Executive Order 13132. Federalism FAA analyzed this final rule in accordance with the principles and criteria of Executive Order 13132. Federalism. The Office decided that these actions would not have a material direct impact on the States or the relationship between the federal government and the states, as well as on the distribution of power and responsibilities between different levels of government and therefore had no impact on federalism. B. Executive Order 13211. Regulations that significantly affect the energy supply, distribution or use of the FAA analyzed this rule under Executive Order 13211. Actions relating to rules that significantly affect energy supply, distribution or use (May 18, 2001). established that this rule is not a significant energy action under the executive order and is unlikely to have a significant negative impact on the supply, supply, or the use of energy. C. Executive Decree 13609. Executive Order on International Cooperation 13609, Promoting International Regulatory Cooperation (77 FR 26413, May 4, 2012) promotes international regulatory cooperation to address common regulatory problems related to health, safety, labor, security, environment and other issues, and to reduce, eliminate or prevent unnecessary regulatory differences. The FAA reviewed these actions in accordance with the policies and responsibilities of the agencies assigned to Executive Order 13609, promoting international regulatory cooperation, and determined that it would support international regulatory cooperation. This rule eliminates potential ambiguities regarding the ICAO version of Annex 2 applicable to the operation of U.S.-registered civilian aircraft over the high seas. Appendix 2 ICAO contains international standards applicable to the operation of civilian aircraft on the high seas. This rule also removes outdated references to MNPS, in accordance with ICAO's transition to PBN specifications for NAT HLA operations. D. Executive Order 13771 On Reducing Regulation and Control of Regulatory Costs Executive Order 13771 No. 13771. On regulatory cost reduction directs that, unless it is prohibited by law, whenever an executive department or agency publicly proposes for notice and comment or otherwise makes public a new regulation, it defines at least two existing regulations that must be repealed. In addition, any new additional costs associated with the new rules, to the extent permitted by law, are offset by eliminating existing costs. These requirements apply only to those rules deemed essential under Article 3 (f) of Regulation 12866 on regulatory planning and revision. As defined in Section IV.A., above, this is not a significant rule under Executive Order 12866. Accordingly, this rule does not comply with the requirements of Decree 13771. V. How to get additional information A. Rule-making documents Electronic copy of rule-making documentation can be obtained via the Internet-1. Search on the Federal portal eRulemaking ( ). 2. Visit the FAA's regulations. For 3 rules and policies. Access to the State Publishing House's web page fdsys/. Copies can also be obtained by sending a request (identified by notification, correction or number number of this rulemaking) to the Federal Aviation Administration, The Directorate of LawMaking, ARM-1, 800 Independence Avenue SW., Washington, D.C. 20591, or by calling (202) 267-9680. B. Comments submitted in the Although the FAA has not received any comment on the proposed rule, any comments submitted to the list for this rulemaking in the future may be reviewed by and following online instructions to search the dossier number for this action. Anyone can search the electronic form of all comments received in any of the on behalf of the person submitting the comment (or signing a comment if it is submitted on behalf of the association, business, union, etc.). C. The Small Business Fairness Act 1996 (SBREFA) requires the FAA to comply with requests from small organizations for information or advice on compliance with laws and regulations within its jurisdiction. A small organization with questions regarding this document can contact its local FAA employee, or the person listed in the for FURTHER INFORMATION CONTACT headline at the beginning of the preamble. To learn more about SBREFA online, visit . Starting List of Subjects List of Subjects in 14 CFR Part 91 End List subjects Start printed page 39664 In consideration of the foregoing, the Federal Aviation Administration amends Chapter I of Article 14, the Code of Federal Regulations as follows: Beginning Part 91-GENERAL OPERATING AND FLIGHT RULES End Part 1. The citation of authority under Part 91 continues to read as follows: End of The Amendment Part Beginning of Body 49 U.S.C. 106 (f), 106 (g), 1155, 40101, 40103, 40105, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506-46507, 47122, 47508, 4 7528-47531, 47534, pub. L. 114-190, 130 Stat. 615 (49 U.S.C. 44703 note); Articles 12 and 29 of the Convention on International Civil Aviation (61 Stat. 1180) (126 Stat. 11). End of Power Beginning Of The Amendment Part 2. Amendments 91.703 as follows: Amendment to the Amendment Part Beginning Part. amend paragraphs a) (1) and (3) by removing the word app and adding the word app to its place; End of The Amendment Part Beginning Of The Partb Amendment. Delete the first sentence of paragraph (4); and the end of the Amendment Partc Beginning Amendment. Review paragraph (b) as follows: Stop some of the operations of U.S. registry civilian aircraft outside the United States. Annex 2 to the Convention on International Civil Aviation, Air Rules, July 1005, amended 45, applicable on 10 November 2016, includes references to this section with the approval of the Director of the Federal Register under 5 U.S.C. 552 (a) and 1 CFR Part 51. To ensure compliance with any publication other than specified in this section, the FAA must publish the document in the Federal Register and the materials must be made available to the public. All approved materials are available for inspection by the U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, D.C. 20590 and is available from the International Civil Aviation Organization (ICAO), Marketing and Customer Relations Division, 999 Robert Burassa Blvd., Montreal, Quebec H3C 5H7, Canada; contacting ICAO on marketing and customer relationships by phone at 514-954-8022 or by email sales@icao.int. For questions about ICAO's Appendix 2, please contact the FAA's Office of International Affairs at (202) 267-1000. It is also available for review by the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to federal\_Register/code\_of\_federal\_Rules/libr\_locations.html. The beginning of the amendment to Part 3. Remove and reserve 91.705 euros. End of The Amendment Part Beginning Amendment Part4. Make changes to 91.905 by removing 91.705 Operations within the North Atlantic Minimum Navigation Space. End of The End of The Amendment Part Beginning Amendment Part5. Change No. 91.1027 (a) (2) by removing MNPS. End of Amendment Part C to Part 91 - Removed and Reserved Start Amendment Part 6. Remove and reserve Annex C to Part 91. End of The Amendment Part Beginning Of The Part7 Amendment. Amend Annex G to Part 91 by revising paragraph a)(2) section 8 to read as follows: Appendix to Part G to Part 91-Operation in reduced vertical division of the minimum (RVSM) Airspace (RVSM) HLA in nat is determined by the amount of airspace between FL 285 and FL 420 (inclusive), extending between latitude 27 degrees north and North Pole, determined by the volume of airspace between FL 285 and FL 420 (inclusive), extending between latitude 27 degrees north and North Pole, bordered to the east with the eastern borders of the control areas of Santa Maria Oceanic, Shanwick Oceanic, and Reykjavik Oceanic and west of the western border control areas of Reykjavik Oceanic, Gander Oceanic, and New York Oceanic, excluding areas west of 60 degrees to the west and south of 38 degrees 30 minutes to the north. Start a signature issued in accordance with the powers 49 U.S.C. 106 (f) and (g), 40101 (d) (1), 40103 (b) (1) and (2), 40105 (b) (1) (A) and 44701 (a) (5) in Washington, D.C., July 18, 2017. Michael Huerta, administrator. End Of Signature End Additional Information (FR Doc. 2017-17674 Filed 8-21-17; 8:45 a.m.) BILLING CODE 4910-13-P 4910-13-P icao 4444 annex 2. icao annex 20. icao annex 2 2019 pdf. icao annex 2 summary. icao annex 21. icao annex 2 free download. icao annex 2019. icao annex 2 2018

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