

ASA's 2024 FAR/AIM Update

Changes to the Federal Aviation Regulations occur via the *Federal Register*, which is published daily. The *Aeronautical Information Manual* is updated every 180 days, and Advisory Circulars are revised as the FAA deems necessary. ASA tracks all relevant changes to keep you current and informed: the ASA FAR/AIM Series is published annually, and all Updates are available at asa2fly.com/farupdate and through a free email subscription service that notifies you of changes affecting the information printed in your books.

ASA's 2024 FAR/AIM book is current through June 19, 2023. With this Update, information is current through **July 8, 2024**.

The AIM changes (*AIM Change 1* effective October 5, 2023, and *AIM Change 2* effective March 21, 2024, to *AIM Basic* effective April 20, 2023) begin on page 27.



TITLE 14: AERONAUTICS AND SPACE

- **Change Date:** April 26, 2024
- **Effective Date:** May 28, 2024
- **Source:** Amdt. 5–2, 89 FR 33104

Editorial Note: Part 5 is being added to ASA's 2025 FAR/AIM print book and ebooks; this part reads as follows:

PART 5 SAFETY MANAGEMENT SYSTEMS

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Authority: 49 U.S.C. 106(f), 106(g), 40101, 40113, 40119, 41706, 44101, 44701–44702, 44705, 44709–44711, 44713, 44716–44717, 44722, 46105; Sec. 102, Pub. L. 116-260, 134 Stat. 2309; Sec 215, Pub. L. 111-216, 124 Stat. 2366.

Source: Docket No. FAA–2009–0671, 80 FR 1326, Jan. 8, 2015, unless otherwise noted.

Subpart A—General

§5.1 Applicability.

This part applies to all of the following:

- (a) Any person that holds or applies for a certificate issued under part 119 of this chapter authorizing the person to conduct operations under part 121 of this chapter.
- (b) Any person that holds or applies for a certificate issued under part 119 of this chapter authorizing the person to conduct operations under part 135 of this chapter.
- (c) Any person that holds or applies for a Letter of Authorization issued under §91.147 of this chapter.
- (d) Any person that holds both a type certificate and a production certificate issued under part 21 of this chapter for the same product.

(e) Any person that holds a production certificate issued under part 21 of this chapter for a product for which the person is a licensee of the type certificate for the same product.

(f) Any person that applies for a production certificate under part 21 of this chapter for a product for which the person is the holder or licensee of the type certificate for the same product.

(g) Any person that holds a type certificate issued under part 21 of this chapter for a product, except for persons that hold only type certificates issued under §21.29 of this chapter, that allows another person to use the type certificate to manufacture the same product under a production certificate.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33104, April 26, 2024]

§5.3 Definitions.

Hazard means a condition or an object that could foreseeably cause or contribute to an incident or aircraft accident, as defined in 49 CFR 830.2.

Risk means the composite of predicted severity and likelihood of the potential effect of a hazard.

Risk control means a means to reduce or eliminate the effects of hazards.

Safety assurance means processes within the SMS that function systematically to ensure the performance and effectiveness of safety risk controls and that the organization meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Management System (SMS) means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls. It includes systematic procedures, practices, and policies for the management of safety risk.

Safety objective means a measurable goal or desirable outcome related to safety.

Safety performance means realized or actual safety accomplishment relative to the organization's safety objectives.

Safety policy means the person's documented commitment to safety, which defines its safety objectives and the accountabilities and responsibilities of its employees in regards to safety.

Safety promotion means a combination of training and communication of safety information to support the implementation and operation of an SMS in an organization.

Safety Risk Management means a process within the SMS composed of describing the system, identifying the hazards, and analyzing, assessing, and controlling risk.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33105, April 26, 2024]

§5.5 General requirements.

(a) **SMS components.** An SMS under this part must be appropriate to the size, scope, and complexity of the person's organization and include, at a minimum, all of the following components:

(1) Safety policy that meets the requirements of subpart B of this part.

(2) Safety risk management that meets the requirements of subpart C of this part.

(3) Safety assurance that meets the requirements of subpart D of this part.

(4) Safety promotion that meets the requirements of subpart E of this part.

(b) **Continuing requirements.** Any person required to develop and implement an SMS under this part must maintain the SMS in accordance with this part.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33105, April 26, 2024]

§5.7 Requirements for domestic, flag, and supplemental operations.

(a) Any person authorized to conduct operations under part 121 of this chapter that has an SMS acceptable to the FAA on or before May 28, 2024, must revise its SMS to meet the requirements of this part no later than May 28, 2025.

(b) Any person applying for authorization to conduct operations under part 121 of this chapter or with such application pending on or after May 28, 2024, must develop and implement an SMS that meets the requirements of this part.

(c) Any person required to develop and implement an SMS under this section must maintain the SMS as long as the person is authorized to conduct operations under part 121 of this chapter.

(d) Any person required to develop and implement an SMS under this section must make available to the Administrator, upon request, all necessary information and data that demonstrates that the person has an SMS that meets the requirements set forth in this part.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33105, April 26, 2024]

§5.9 Requirements for commuter and on-demand operations or passenger-carrying flights for compensation or hire.

(a) Any person authorized to conduct operations under part 135 of this chapter or that holds a Letter of Authorization issued under §91.147 of this chapter before May 28, 2024, must:

(1) Develop and implement an SMS that meets the requirements of this part no later than May 28, 2027.

(2) Submit to the FAA, a declaration of compliance with this part in a form and manner acceptable to the Administrator no later than May 28, 2027.

(b) Any person applying for authorization to conduct operations under part 135 of this chapter or a Letter of Authorization under §91.147 of this chapter, or with such application pending on or after May 28, 2024, must develop and implement an SMS that meets the requirements of this part.

(c) Any person required to develop and implement an SMS under this section must maintain the SMS as long as the person is authorized to conduct operations under either part 135 or §91.147 of this chapter.

(d) Any person required to develop and implement an SMS under this section must make available to the Administrator, upon request, all necessary information and data that demonstrates that the person has an SMS that meets the requirements set forth in this part.

(e) The following requirements do not apply to those organizations with a single pilot who is the sole individual performing all necessary functions in the conduct and execution related to, or in direct support of, the safe operation of the aircraft: §§5.21(a)(4), 5.21(a)(5), 5.21(c), 5.23(a)(2), 5.23(a)(3), 5.23(b), 5.25(b)(3), 5.25(c), 5.27(a), 5.27(b), 5.71(a)(7), 5.93, and 5.97(d) of this part.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33105, April 26, 2024]

§5.11 Requirements for production certificate holders that are holders or licensees of a type certificate for the same product.

Any person that holds a production certificate issued under part 21 of this chapter for a product for which the person is the holder or licensee of the type certificate for the same product on or before May 28, 2024, must:

(a) Develop and maintain an organizational system description in accordance with §5.17 of this subpart.

(b) Submit an implementation plan in accordance with §5.19 of this subpart for FAA approval in a form and manner acceptable to the Administrator no later than November 28, 2024.

(c) Develop an SMS that meets the requirements of this part.

(d) Implement the SMS in accordance with this part no later than May 28, 2027.

(e) Make available to the Administrator, upon request, all necessary information and data that demonstrates that the person has an SMS that meets the requirements set forth in this part.

(f) Maintain the SMS as long as the person is both a holder of a production certificate and a holder or licensee of a type certificate for the same product.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33105, April 26, 2024]

§5.13 Requirements for type certificate holders or licensees applying for a production certificate for the same product.

(a) This section applies to any holder or licensee of a type certificate for a product who either:

(1) Applies for a production certificate for that same product under part 21 of this chapter on or after May 28, 2024, or

(2) Has an application for a production certificate for that same product under part 21 of this chapter pending on May 28, 2024.

(b) Any person that meets paragraph (a) of this section must:

(1) Develop and maintain an organizational system description in accordance with §5.17 of this subpart.

(2) Submit an implementation plan in accordance with §5.19 of this subpart for FAA approval in a form and manner acceptable to the Administrator during the certification process.

(3) Develop an SMS that meets the requirements of this part.

(4) Implement the SMS in accordance with this part no later than 36 months after submission of the implementation plan.

(5) Make available to the Administrator, upon request, all necessary information and data that demonstrates that the person has an SMS that meets the requirements set forth in this part.

(6) Maintain the SMS as long as the person is both a holder of a production certificate and a holder or licensee of a type certificate for the same product.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33106, April 26, 2024]

§5.15 Requirements for type certificate holders that allow another person to use the type certificate to obtain a production certificate for the same product.

(a) This section applies to any person that holds a type certificate issued under part 21 of this chapter for a product, except for persons that hold only type certificates issued under §21.29 of this chapter, that allows another person to use the type certificate to manufacture the same product under a production certificate.

(b) Any person that meets paragraph (a) of this section and has a licensing agreement in accordance with §21.55 of this chapter on May 28, 2024, must:

(1) Develop and maintain an organizational system description in accordance with §5.17 of this subpart.

(2) Submit an implementation plan in accordance with §5.19 of this subpart for FAA approval in a form and manner acceptable to the Administrator no later than November 28, 2024.

(3) Develop an SMS that meets the requirements of this part.

(4) Implement the SMS in accordance with this part no later than May 28, 2027.

(5) Make available to the Administrator, upon request, all necessary information and data that demonstrates that the person has an SMS that meets the requirements set forth in this part.

(6) Maintain the SMS as long as the person continues to meet paragraph (a) of this section.

(c) Any person that meets paragraph (a) of this section and enters into a licensing agreement in accordance with §21.55 of this chapter after May 28, 2024, must:

(1) Develop and maintain an organizational system description in accordance with §5.17 of this subpart.

(2) Submit an implementation plan in accordance with §5.19 of this subpart for FAA approval in a form and manner acceptable to the Administrator when providing written licensing agreements in accordance with §21.55 of this chapter.

(3) Develop an SMS that meets the requirements of this part.

(4) Implement the SMS in accordance with this part no later than 36 months after submission of the person's implementation plan.

(5) Make available to the Administrator, upon request, all necessary information and data that demonstrates that the person has an SMS that meets the requirements set forth in this part.

(6) Maintain the SMS as long as the person continues to meet paragraph (a) of this section.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33106, April 26, 2024]

§5.17 Organizational system description.

An organizational system description developed and maintained under this part must include a summary of the following information about the safety of the aviation products or services provided by the person:

(a) The person's aviation-related processes, procedures, and activities.

(b) The function and purpose of the aviation products or services.

(c) The operating environment.

(d) The personnel, equipment, and facilities necessary for operation.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33106, April 26, 2024]

§5.19 Implementation plan.

(a) An implementation plan filed under this part must be based on the organizational system description as defined in §5.17 and describe the means of compliance (including, but not limited to, new or existing policies, processes, or procedures) used to meet the requirements of this part.

(b) A person required to submit an implementation plan under this part must make available to the Administrator, upon request, all necessary information and data that demonstrates that the SMS has been or will be implemented in accordance with the implementation plan.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33106, April 26, 2024]

Subpart B—Safety Policy

§5.21 Safety policy.

(a) Any person required to have an SMS under this part must have a safety policy that includes at least the following:

(1) The person's safety objectives.

(2) The person's commitment to fulfill the safety objectives.

(3) A clear statement about the provision of the necessary resources for the implementation of the SMS.

(4) A safety reporting policy that defines requirements for employee reporting of safety hazards or issues.

(5) A policy that defines unacceptable behavior and conditions for disciplinary action.

(6) An emergency response plan that provides for the safe transition from normal to emergency operations in accordance with the requirements of §5.27.

(7) A code of ethics that is applicable to all employees, including management personnel and officers, which clarifies that safety is the organization's highest priority.

(b) The safety policy must be signed by the accountable executive described in §5.25.

(c) The safety policy must be documented and communicated throughout the person's organization.

(d) The safety policy must be regularly reviewed by the accountable executive to ensure it remains relevant and appropriate to the person.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33106, April 26, 2024]

§5.23 Safety accountability and authority.

(a) Any person required to have an SMS under this part must define in its safety policy the accountability for safety of the following individuals:

(1) Accountable executive, as described in §5.25.

(2) All members of management in regard to developing, implementing, and maintaining SMS processes within their area of responsibility, including, but not limited to:

(i) Hazard identification and safety risk assessment.

(ii) Assuring the effectiveness of safety risk controls.

(iii) Promoting safety as required in subpart E of this part.

(iv) Advising the accountable executive on the performance of the SMS and on any need for improvement.

(3) Employees relative to the person's safety performance.

(b) The person must identify the levels of management with the authority to make decisions regarding safety risk acceptance.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33106, April 26, 2024]

§5.25 Designation and responsibilities of required safety management personnel.

(a) **Designation of the accountable executive.** Any person required to have an SMS under this part must identify an accountable executive who, irrespective of other functions, satisfies the following:

(1) Is the final authority over operations authorized to be conducted under the person's certificate(s) or Letter(s) of Authorization.

(2) Controls the financial resources required for the operations to be conducted under the person's certificate(s) or Letter(s) of Authorization.

(3) Controls the human resources required for the operations authorized to be conducted under the person's certificate(s) or Letter(s) of Authorization.

(4) Retains ultimate responsibility for the safety performance of the operations conducted under the person's certificate(s) or Letter(s) of Authorization.

(b) **Responsibilities of the accountable executive.** The accountable executive must accomplish the following:

(1) Ensure that the SMS is properly implemented and is performing across all pertinent areas.

(2) Develop and sign the safety policy.

(3) Communicate the safety policy throughout the person's organization.

(4) Regularly review the safety policy to ensure it remains relevant and appropriate to the person.

(5) Regularly review the safety performance and direct actions necessary to address substandard safety performance in accordance with §5.75.

(c) **Designation of management personnel.** The accountable executive must designate sufficient management personnel who, on behalf of the accountable executive, are responsible for the following:

(1) Coordinate implementation, maintenance, and integration of the SMS throughout the person's organization.

(2) Facilitate hazard identification and safety risk analysis.

(3) Monitor the effectiveness of safety risk controls.

(4) Ensure safety promotion throughout the person's organization as required in subpart E of this part.

(5) Regularly report to the accountable executive on the performance of the SMS and on any need for improvement.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33106, April 26, 2024]

§5.27 Coordination of emergency response planning.

Where emergency response procedures are necessary, any person required to have an SMS under this part must develop, and the accountable executive must approve as part of the safety policy, an emergency response plan that addresses at least the following:

(a) Delegation of emergency authority throughout the person's organization.

(b) Assignment of employee responsibilities during the emergency.

(c) Coordination of the emergency response plans with the emergency response plans of other organizations it must interface with during the provision of its services.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33107, April 26, 2024]

Subpart C—Safety Risk Management

§5.51 Applicability.

Any person required to have an SMS under this part must apply safety risk management to the following:

(a) Implementation of new systems.

(b) Revision of existing systems.

(c) Development of operational procedures.

(d) Identification of hazards or ineffective risk controls through the safety assurance processes in subpart D of this part.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33107, April 26, 2024]

§5.53 System analysis and hazard identification.

(a) When applying safety risk management, any person required to have an SMS under this part must analyze the systems identified in §5.51. Those system analyses must be used to identify hazards under paragraph (c) of this section and in developing and implementing risk controls related to the system under §5.55(c).

(b) In conducting the system analysis, the following information must be considered:

(1) Function and purpose of the system.

(2) The system's operating environment.

(3) An outline of the system's processes and procedures.

(4) The personnel, equipment, and facilities necessary for operation of the system.

(5) The interfaces of the system.

(c) Any person required to have an SMS under this part must develop and maintain processes to identify hazards within the context of the system analysis.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33107, April 26, 2024]

§5.55 Safety risk assessment and control.

Any person required to have an SMS under this part must:

(a) Develop and maintain processes to analyze safety risk associated with the hazards identified in §5.53(c).

(b) Define a process for conducting risk assessment that allows for the determination of acceptable safety risk.

(c) Develop and maintain processes to develop safety risk controls that are necessary as a result of the safety risk assessment process under paragraph (b) of this section.

(d) Evaluate whether the risk will be acceptable with the proposed safety risk control applied before the safety risk control is implemented.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33107, April 26, 2024]

§5.57 Notification of hazards to interfacing persons.

If a person required to have an SMS under this part identifies a hazard in the operating environment, the person must provide notice of the hazard to any interfacing person that, to the best of the person's knowledge, could address the hazard or mitigate the risk. For the purpose of this section, interfacing persons are those that contribute to the safety of the certificate or Letter of Authorization holder's aviation-related products and services.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33107, April 26, 2024]

Subpart D—Safety Assurance

§5.71 Safety performance monitoring and measurement.

(a) Any person required to have an SMS under this part must develop and maintain processes and systems to acquire data with respect to its operations, products, and services to monitor the safety performance of the organization. These processes and systems must include, at a minimum, the following:

(1) Monitoring of operational processes.

(2) Monitoring of the operational environment to detect changes.

(3) Auditing of operational processes and systems.

(4) Evaluations of the SMS and operational processes and systems.

(5) Investigations of incidents and accidents.

(6) Investigations of reports regarding potential non-compliance with regulatory standards or other safety risk controls established by the person through the safety risk management process established in subpart C of this part.

(7) A confidential employee reporting system in which employees can report hazards, issues, concerns, occurrences, incidents, as well as propose solutions and safety improvements, without concern of reprisal for reporting.

(8) Investigations of hazard notifications that have been received from external sources.

(b) Any person required to have an SMS under this part must develop and maintain processes that analyze the data acquired through the processes and systems identified under paragraph (a) of this section and any other relevant data with respect to its operations, products, and services.

(c) Any person that holds both a type certificate and a production certificate issued under part 21 of this chapter for the same product must submit a summary of the confidential employee reports received under paragraph (a)(7) of this section to the Administrator once every 6 months.

[80 FR 1326, Jan. 8, 2015, as amended at 82 FR 24010, May 25, 2017; Amdt. 5–2, 89 FR 33107, April 26, 2024]

§5.73 Safety performance assessment.

(a) Any person required to have an SMS under this part must conduct assessments of its safety performance against its safety objectives, which include reviews by the accountable executive, to:

(1) Ensure compliance with the safety risk controls established by the person.

(2) Evaluate the performance of the SMS.

(3) Evaluate the effectiveness of the safety risk controls established under §5.55(c) and identify any ineffective controls.

(4) Identify changes in the operational environment that may introduce new hazards.

(5) Identify new hazards.

(b) Upon completion of the assessment, if ineffective controls or new hazards are identified under paragraphs (a)(2) through (5) of this section, the person must use the safety risk management process described in subpart C of this part.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33108, April 26, 2024]

§5.75 Continuous improvement.

Any person required to have an SMS under this part must establish and implement processes to correct safety performance deficiencies identified in the assessments conducted under §5.73.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33108, April 26, 2024]

Subpart E—Safety Promotion

§5.91 Competencies and training.

Any person required to have an SMS under this part must provide training to each individual identified in §5.23 of this part to ensure the individuals attain and maintain the competencies necessary to perform their duties relevant to the operation and performance of the SMS.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33108, April 26, 2024]

§5.93 Safety communication.

Any person required to have an SMS under this part must develop and maintain means for communicating safety information that, at a minimum:

(a) Ensures that employees are aware of the SMS policies, processes, and tools that are relevant to their responsibilities.

(b) Conveys hazard information relevant to the employee's responsibilities.

(c) Explains why safety actions have been taken.

(d) Explains why safety procedures are introduced or changed.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33108, April 26, 2024]

Subpart F—SMS Documentation and Recordkeeping

§5.95 SMS documentation.

Any person required to have an SMS under this part must develop and maintain the following SMS documentation:

(a) Safety policy.

(b) SMS processes and procedures.

[Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33108, April 26, 2024]

§5.97 SMS records.

- Any person required to have an SMS under this part must:
- (a) Maintain records of outputs of safety risk management processes as described in subpart C of this part. Such records must be retained for as long as the control remains relevant to the operation.
 - (b) Maintain records of outputs of safety assurance processes as described in subpart D of this part. Such records must be retained for a minimum of 5 years.
 - (c) Maintain a record of all training provided under §5.91 for each individual. Such records must be retained for as long as the individual is employed by the person.
 - (d) Retain records of all communications provided under §5.93 or §5.57 for a minimum of 24 consecutive calendar months.
- [Docket No. FAA–2021–0419, Amdt. 5–2, 89 FR 33108, April 26, 2024]

PART 43
MAINTENANCE, PREVENTIVE MAINTENANCE,
REBUILDING, AND ALTERATION

- Change Date: October 17, 2023
 - Effective Date: December 18, 2023
 - Source: Amdt. 43–53, 88 FR 71476
- Amend Appendix F to Part 43 by revising paragraphs (h) and (j) to read as follows:

APPENDIX F TO PART 43
ATC Transponder Tests and Inspections

- *****
- (h) Mode S All-Call Interrogations: Interrogate the Mode S transponder with the Mode S-only all-call format UF = 11 and verify that the correct address and capability are reported in the replies (downlink format DF = 11).
- *****
- (j) Squitter: Verify that the Mode S transponder generates a correct acquisition squitter approximately once per second.
- *****

PART 61
CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS,
AND GROUND INSTRUCTORS

- Editorial Correction: §61.23(d)(1)(iii) and §61.23 (d)(2)(i) should be changed in ASA's 2024 FAR/AIM print book to read as follows, effective May 22, 2023:*
- §61.23 Medical certificates: Requirement and duration.**
- *****
- (d) ***

Medical Certificates: Requirement and Duration			
If you hold	And on the date of examination for your most recent medical certificate you were	And you are conducting an operation requiring	Then your medical certificate expires, for that operation, at the end of the last day of the
(1) A first-class medical certificate	(i) Under age 40	an airline transport pilot certificate for pilot-in-command privileges, or for second-in-command privileges in a flag or supplemental operation in part 121 requiring three or more pilots	12th month after the month of the date of examination shown on the medical certificate.
	(ii) Age 40 or older	an airline transport pilot certificate for pilot-in-command privileges, for second-in-command privileges in a flag or supplemental operation in part 121 requiring three or more pilots, or for a pilot flightcrew member in part 121 operations who has reached his or her 60th birthday.	6th month after the month of the date of examination shown on the medical certificate.
	(iii) Any age	a commercial pilot certificate (other than a commercial pilot certificate with a balloon rating when conducting flight training), a flight engineer certificate, or an air traffic control tower operator certificate.	12th month after the month of the date of examination shown on the medical certificate.
	(iv) Under age 40	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	60th month after the month of the date of examination shown on the medical certificate
	(v) Age 40 or older	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	24th month after the month of the date of examination shown on the medical certificate

(continued)

Medical Certificates: Requirement and Duration			
If you hold	And on the date of examination for your most recent medical certificate you were	And you are conducting an operation requiring	Then your medical certificate expires, for that operation, at the end of the last day of the
(2) A second-class medical certificate	(i) Any age	an airline transport pilot certificate for second-in-command privileges (other than the operations specified in paragraph (d)(1) of this section), a commercial pilot certificate (other than a commercial pilot certificate with a balloon rating when conducting flight training), a flight engineer certificate, or an air traffic control tower operator certificate.	12th month after the month of the date of examination shown on the medical certificate.
	(ii) Under age 40	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	60th month after the month of the date of examination shown on the medical certificate
	(iii) Age 40 or older	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	24th month after the month of the date of examination shown on the medical certificate
(3) A third-class medical certificate	(i) Under age 40	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	60th month after the month of the date of examination shown on the medical certificate
	(ii) Age 40 or older	a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)	24th month after the month of the date of examination shown on the medical certificate

■ **Change Date:** April 1, 2024

■ **Effective Date:** May 31, 2024

■ **Source:** Amdt. 61–153, 89 FR 22516

The authority citation for Part 61 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701–44703, 44707, 44709–44711, 44729, 44903, 45102–45103, 45301–45302; Sec. 2307 Pub. L. 114–190, 130 Stat. 615 (49 U.S.C. 44703 note); and sec. 318, Pub. L. 115–254, 132 Stat. 3186 (49 U.S.C. 44703 note).

Add §61.14 to read as follows:

§61.14 Incorporation by Reference.

Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR Part 51. All approved incorporation by reference (IBR) material is available for inspection at the Federal Aviation Administration (FAA) and at the National Archives and Records Administration (NARA). Contact FAA, Training and Certification Group, 202-267-1100, ACSPTSinquiries@faa.gov. For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov. The material may be obtained from the Federal Aviation Administration, 800 Independence Avenue SW, Washington DC 20591, 866-835-5322, www.faa.gov/training_testing.

(a) Practical Test Standards.

(1) FAA-S-8081-3B, Recreational Pilot Practical Test Standards for Airplane Category and Rotorcraft Category, November 2023; IBR approved for §61.43 and appendix A to this part.

(2) FAA-S-8081-7C, Flight Instructor Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023; IBR approved for §61.43 and appendix A to this part.

(3) FAA-S-8081-8C, Flight Instructor Practical Test Standards for Glider Category, November 2023; IBR approved for §61.43 and appendix A to this part.

(4) FAA-S-8081-9E, Flight Instructor Instrument Practical Test Standards for Airplane Rating and Helicopter Rating, November 2023; IBR approved for §61.43 and appendix A to this part.

(5) FAA-S-8081-15B, Private Pilot Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023; IBR approved for §61.43 and appendix A to this part.

(6) FAA-S-8081-16C, Commercial Pilot Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023; IBR approved for §61.43 and appendix A to this part.

(7) FAA-S-8081-17A, Private Pilot Practical Test Standards for Lighter-Than-Air Category, November 2023; IBR approved for §61.43 and appendix A to this part.

(8) FAA-S-8081-18A, Commercial Pilot Practical Test Standards for Lighter-Than-Air Category, November 2023; IBR approved for §61.43 and appendix A to this part.

(9) FAA-S-8081-20A, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Rotorcraft Category Helicopter Rating, November 2023; IBR approved for §§61.43 and 61.58, and appendix A to this part.

(10) FAA-S-8081-22A, Private Pilot Practical Test Standards for Glider Category, November 2023; IBR approved for §61.43 and appendix A to this part.

(11) FAA-S-8081-23B, Commercial Pilot Practical Test Standards for Glider Category, November 2023; IBR approved for §61.43 and appendix A to this part.

(12) FAA-S-8081-29A, Sport Pilot and Sport Pilot Flight Instructor Rating Practical Test Standards for Airplane Category, Rotorcraft Category, and Glider Category, November 2023; IBR approved for §§61.43, 61.321, and 61.419, and appendix A to this part.

(13) FAA-S-8081-30A, Sport Pilot and Sport Pilot Flight Instructor Rating Practical Test Standards for Lighter-Than-Air Category, November 2023; IBR approved for §§61.43, 61.321, and 61.419, and appendix A to this part.

(14) FAA-S-8081-31A, Sport Pilot and Sport Pilot Flight Instructor Practical Test Standards for Powered Parachute Category and Weight-Shift-Control Aircraft Category, November 2023; IBR approved for §§61.43, 61.321, and 61.419, and appendix A to this part.

(15) FAA-S-8081-32A Private Pilot Practical Test Standards for Powered Parachute Category and Weight-Shift-Control Aircraft Category, November 2023; IBR approved for §61.43 and appendix A to this part.

(b) Airman Certification Standards.

(1) FAA-S-ACS-2, Commercial Pilot for Powered-Lift Category Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(2) FAA-S-ACS-3, Instrument Rating—Powered-Lift Airman Certification Standards, November 2023; IBR approved for §§61.43 and 61.57, and appendix A to this part.

(3) FAA-S-ACS-6C, Private Pilot for Airplane Category Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(4) FAA-S-ACS-7B, Commercial Pilot for Airplane Category Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(5) FAA-S-ACS-8C, Instrument Rating—Airplane Airman Certification Standards, November 2023; IBR approved for §§61.43 and 61.57, and appendix A to this part.

(6) FAA-S-ACS-11A, Airline Transport Pilot and Type Rating for Airplane Category Airman Certification Standards, November 2023; IBR approved for §§61.43 and 61.58, and appendix A to this part.

(7) FAA-S-ACS-13, Private Pilot for Powered-Lift Category Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(8) FAA-S-ACS-14, Instrument Rating—Helicopter Airman Certification Standards, November 2023; IBR approved for §§61.43 and 61.57, and appendix A to this part.

(9) FAA-S-ACS-15, Private Pilot for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(10) FAA-S-ACS-16, Commercial Pilot for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(11) FAA-S-ACS-17, Airline Transport Pilot and Type Rating for Powered-Lift Category Airman Certification Standards, November 2023; IBR approved for §§61.43 and 61.58, and appendix A to this part.

(12) FAA-S-ACS-25, Flight Instructor for Airplane Category Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(13) FAA-S-ACS-27, Flight Instructor for Powered-Lift Category Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(14) FAA-S-ACS-28, Flight Instructor—Instrument Rating Powered-Lift Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

(15) FAA-S-ACS-29, Flight Instructor for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023; IBR approved for §61.43 and appendix A to this part.

Amend §61.43 by revising paragraphs (a)(1) through (3) to read as follows:

§61.43 Practical tests: General procedures.

(a) * * *

(1) Performing the tasks specified in the areas of operation contained in the applicable Airman Certification Standards or Practical Test Standards (incorporated by reference, see §61.14) as listed in appendix A of this part for the airman certificate or rating sought;

(2) Demonstrating mastery of the aircraft by performing each task required by paragraph (a)(1) of this section successfully;

(3) Demonstrating proficiency and competency of the tasks required by paragraph (a)(1) of this section within the approved standards; and

* * * * *

Amend §61.57 by revising paragraph (d)(1) introductory text to read as follows:

§61.57 Recent Flight Experience: Pilot in Command.

* * * * *

(d) * * *

(1) Except as provided in paragraph (e) of this section, a person who has failed to meet the instrument experience requirements of paragraph (c) of this section for more than six calendar months may reestablish instrument currency only by completing an instrument proficiency check. The instrument proficiency check must include the areas of operation contained in the applicable Airman Certification Standards (incorporated by reference, see §61.14) as listed in appendix A of this part as appropriate to the rating held.

* * * * *

Amend §61.58 by revising paragraph (d)(1) to read as follows:

§61.58 Pilot in command proficiency check: Operation of an aircraft that requires more than one pilot flight crewmember or is turbojet-powered.

* * * * *

(d) * * *

(1) A pilot-in-command proficiency check conducted by a person authorized by the Administrator, consisting of the areas of operation contained in the applicable Airman Certification Standards or Practical Test Standards (incorporated by reference, see §61.14); as listed in appendix A of this part appropriate to the rating held, in an aircraft that is type certificated for more than one pilot flight crewmember or is turbojet powered;

* * * * *

Amend §61.157 by revising paragraphs (e) introductory text, and (e)(1) through (3) to read as follows:

§61.157 Flight proficiency.

* * * * *

(e) Areas of Operation. A practical test will include normal and abnormal procedures, as applicable, within the areas of operation for practical tests for an airplane category and powered-lift category rating.

(1) For an airplane category—single engine class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Takeoffs and Landings;

(iv) In-flight maneuvers;

- (v) Stall Prevention;
 - (vi) Instrument procedures;
 - (vii) Emergency operations; and
 - (viii) Postflight procedures.
 - (2) For an airplane category—multiengine class rating:
 - (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Takeoffs and Landings;
 - (iv) In-flight maneuvers;
 - (v) Stall Prevention.
 - (vi) Instrument procedures;
 - (vii) Emergency operations; and
 - (viii) Postflight procedures.
 - (3) For a powered-lift category rating:
 - (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Takeoffs and Departure phase;
 - (iv) In-flight maneuvers;
 - (v) Instrument procedures;
 - (vi) Landings and approaches to landings;
 - (vii) Emergency operations; and
 - (viii) Postflight procedures.
- *****

Amend §61.321 by revising paragraph (b) to read as follows:

§61.321 How do I obtain privileges to operate an additional category or class of light-sport aircraft?

(b) Successfully complete a proficiency check from an authorized instructor, other than the instructor who trained you, consisting of the tasks in the appropriate areas of operation contained in the applicable Practical Test Standards (incorporated by reference, see §61.14) as listed in appendix A of this part for the additional light-sport aircraft privilege you seek;

Amend §61.419 by revising paragraph (b) to read as follows:

§61.419 How do I obtain privileges to provide training in an additional category or class of light-sport aircraft?

(b) Successfully complete a proficiency check from an authorized instructor, other than the instructor who trained you, consisting of the tasks in the appropriate areas of operation contained in the applicable Practical Test Standards (incorporated by reference, see §61.14) as listed in appendix A of this part for the additional category and class flight instructor privilege you seek;

Add Appendix A to Part 61 to read as follows:

**Appendix A to Part 61—
Airman Certification Standards and Practical Test Standards**

If you are seeking this certificate, rating, and/or privilege...	Then this ACS/PTS (incorporated by reference, see §61.14) is applicable:
Airline Transport Pilot Certificate; Airplane Category—Single-Engine Land Rating, Airplane Category—Single-Engine Sea Rating, Airplane Category—Multiengine Land Rating, Airplane Category—Multiengine Sea Rating.	FAA-S-ACS-11A, Airline Transport Pilot and Type Rating for Airplane Category Airman Certification Standards, November 2023.
Airline Transport Pilot Certificate; Rotorcraft Category—Helicopter Rating.	FAA-S-8081-20A, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Rotorcraft Category Helicopter Rating, November 2023.
Airline Transport Pilot Certificate; Powered-Lift Category	FAA-S-ACS-17, Airline Transport Pilot and Type Rating for Powered-Lift Category Airman Certification Standards, November 2023.
Commercial Pilot Certificate; Airplane Category—Single-Engine Land Rating, Airplane Category—Single-Engine Sea Rating, Airplane Category—Multiengine Land Rating, Airplane Category—Multiengine Sea Rating.	FAA-S-ACS-7B, Commercial Pilot for Airplane Category Airman Certification Standards, November 2023.
Commercial Pilot Certificate; Rotorcraft Category—Helicopter Rating	FAA-S-ACS-16, Commercial Pilot for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023.
Commercial Pilot Certificate; Rotorcraft Category—Gyroplane Rating	FAA-S-8081-16C, Commercial Pilot Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023.
Commercial Pilot Certificate; Powered-Lift Category	FAA-S-ACS-2, Commercial Pilot for Powered-Lift Category Airman Certification Standards, November 2023.
Commercial Pilot Certificate; Glider Category	FAA-S-8081-23B, Commercial Pilot Practical Test Standards for Glider Category, November 2023.
Commercial Pilot Certificate; Lighter-Than-Air Category—Airship Rating, Lighter-Than-Air Category—Balloon Rating.	FAA-S-8081-18A, Commercial Pilot Practical Test Standards for Lighter-Than-Air Category, November 2023.
Private Pilot Certificate; Airplane Category—Single-Engine Land Rating, Airplane Category—Single-Engine Sea Rating, Airplane Category—Multiengine Land Rating, Airplane Category—Multiengine Sea Rating.	FAA-S-ACS-6C, Private Pilot for Airplane Category Airman Certification Standards, November 2023.
Private Pilot Certificate; Rotorcraft Category—Helicopter Rating	FAA-S-ACS-15, Private Pilot for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023.
Private Pilot Certificate; Rotorcraft Category—Gyroplane Rating	FAA-S-8081-15B, Private Pilot Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023.
Private Pilot Certificate; Powered-Lift Category	FAA-S-ACS-13, Private Pilot for Powered-Lift Category Airman Certification Standards, November 2023.
Private Pilot Certificate; Glider Category	FAA-S-8081-22A, Private Pilot Practical Test Standards for Glider Category, November 2023.

(continued)

If you are seeking this certificate, rating, and/or privilege...	Then this ACS/PTS (incorporated by reference, see §61.14) is applicable:
Private Pilot Certificate; Lighter-Than-Air Category—Airship Rating, Lighter-Than-Air Category—Balloon Rating.	FAA-S-8081-17A, Private Pilot Practical Test Standards for Lighter-Than-Air Category, November 2023.
Private Pilot Certificate; Powered Parachute Category—Land Rating, Powered Parachute Category—Sea Rating, Weight-Shift-Control Aircraft Category—Land Rating, Weight-Shift-Control Aircraft Category—Sea Rating.	FAA-S-8081-32A, Private Pilot Practical Test Standards for Powered Parachute Category and Weight-Shift-Control Category, November 2023.
Recreational Pilot Certificate; Airplane Category—Single-Engine Land Rating, Airplane Category—Single-Engine Sea Rating, Rotorcraft Category—Helicopter Rating, Rotorcraft Category—Gyroplane Rating.	FAA-S-8081-3B, Recreational Pilot Practical Test Standards for Airplane Category and Rotorcraft Category, November 2023.
Sport Pilot Certificate; Airplane Category—Single-Engine Land Privileges, Airplane Category—Single-Engine Sea Privileges, Rotorcraft Category—Gyroplane Privileges, Glider Category.	FAA-S-8081-29A, Sport Pilot and Sport Pilot Flight Instructor Rating Practical Test Standards for Airplane Category, Rotorcraft Category, and Glider Category, November 2023.
Flight Instructor Certificate with a Sport Pilot Rating; Airplane Category—Single-Engine Privileges, Rotorcraft Category—Gyroplane Privileges, Glider Category.	
Sport Pilot Certificate; Lighter-Than-Air Category—Airship Privileges, Lighter-Than-Air Category—Balloon Privileges.	FAA-S-8081-30A, Sport Pilot and Sport Pilot Flight Instructor Rating Practical Test Standards for Lighter-Than-Air Category, November 2023.
Flight Instructor Certificate with a Sport Pilot Rating; Lighter-Than-Air Category—Airship Privileges, Lighter-Than-Air Category—Balloon Privileges.	
Sport Pilot Certificate; Powered Parachute Category—Land Privileges, Powered Parachute Category—Sea Privileges, Weight-Shift-Control Aircraft Category—Land Privileges, Weight-Shift-Control Aircraft Category—Sea Privileges.	FAA-S-8081-31A, Sport Pilot and Sport Pilot Flight Instructor Rating Practical Test Standards for Powered Parachute Category and Weight-Shift-Control Category, November 2023.
Flight Instructor Certificate with a Sport Pilot Rating; Powered Parachute Category Privileges, Weight-Shift-Control Aircraft Category Privileges.	
Instrument Rating—Airplane Instrument Proficiency Check—Airplane	FAA-S-ACS-8C, Instrument Rating—Airplane Airman Certification Standards, November 2023.
Instrument Rating—Helicopter Instrument Proficiency Check—Helicopter.	FAA-S-ACS-14, Instrument Rating—Helicopter Airman Certification Standards, November 2023.
Instrument Rating—Powered-Lift Instrument Proficiency Check—Powered-Lift.	FAA-S-ACS-3, Instrument Rating—Powered-Lift Airman Certification Standards, November 2023.
Flight Instructor Certificate; Airplane Category—Single Engine Rating Airplane Category—Multiengine Rating.	FAA-S-ACS-25, Flight Instructor for Airplane Category Airman Certification Standards, November 2023.
Flight Instructor Certificate; Rotorcraft Category—Helicopter Rating	FAA-S-ACS-29, Flight Instructor for Rotorcraft Category Helicopter Rating Airman Certification Standards, November 2023.
Flight Instructor Certificate; Rotorcraft Category—Gyroplane Rating	FAA-S-8081-7C, Flight Instructor Practical Test Standards for Rotorcraft Category Gyroplane Rating, November 2023.
Flight Instructor Certificate; Powered-lift Category	FAA-S-ACS-27, Flight Instructor for Powered-Lift Category Airman Certification Standards, November 2023.
Flight Instructor Certificate; Glider Category	FAA-S-8081-8C, Flight Instructor Practical Test Standards for Glider Category, November 2023.
Flight Instructor Certificate; Instrument—Airplane Rating, Instrument—Helicopter Rating.	FAA-S-8081-9E, Flight Instructor Instrument Practical Test Standards for Airplane Rating and Helicopter Rating, November 2023.
Flight Instructor Certificate; Instrument—Powered-Lift Rating	FAA-S-ACS-28, Flight Instructor—Instrument Rating Powered-Lift Airman Certification Standards, November 2023.
Aircraft Type Rating—Airplane	FAA-S-ACS-11A, Airline Transport Pilot and Type Rating for Airplane Category Airman Certification Standards, November 2023.
Aircraft Type Rating—Helicopter	FAA-S-8081-20A, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Rotorcraft Category Helicopter Rating, November 2023.
Aircraft Type Rating—Powered-Lift	FAA-S-ACS-17, Airline Transport Pilot and Type Rating for Powered-Lift Category Airman Certification Standards, November 2023.
Pilot-in-Command Proficiency Check—Airplane	FAA-S-ACS-11A, Airline Transport Pilot and Type Rating for Airplane Category Airman Certification Standards; November 2023
Pilot-in-Command Proficiency Check—Helicopter	FAA-S-8081-20A, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Rotorcraft Category Helicopter Rating, November 2023.
Pilot-in-Command Proficiency Check—Powered-Lift	FAA-S-ACS-17, Airline Transport Pilot and Type Rating for Powered-Lift Category Airman Certification Standards, November 2023.

PART 71

DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

- **Change Date:** August 25, 2023
- **Effective Date:** September 15, 2023, through September 15, 2024
- **Source:** Amdt. 71–55, 88 FR 58072

§71.1 is revised to read as follows:

§ 71.1 Applicability.

A listing for Class A, B, C, D, and E airspace areas; air traffic service routes; and reporting points can be found in FAA Order JO 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The approval to incorporate by reference FAA Order JO 7400.11H is effective September 15, 2023, through September 15, 2024. During the incorporation by reference period, proposed changes to the listings of Class A, B, C, D, and E airspace areas; air traffic service routes; and reporting points will be published in full text as proposed rule documents in the **Federal Register**, unless there is good cause to forego notice and comment. Amendments to the listings of Class A, B, C, D, and E airspace areas; air traffic service routes; and reporting points will be published in full text as final rules in the **Federal Register**. Periodically, the final rule amendments will be integrated into a revised edition of the Order and submitted to the Director of the Federal Register for approval for incorporation by reference in this section. This incorporation by reference (IBR) material is available for inspection at the Federal Aviation Administration (FAA) and at the National Archives and Records Administration (NARA). Contact the FAA at: Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, (202) 267-8783. An electronic version of FAA Order JO 7400.11H is available on the FAA website at www.faa.gov/air_traffic/publications. Copies of FAA Order JO 7400.11H may be inspected in Docket No. FAA-2023-1785; Amendment No. 71-55, on www.regulations.gov. For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations.html or email fr.inspection@nara.gov.

§§71.5; 71.15; 71.31; 71.33(c); 71.41; 71.51; 71.61; 71.71(b), (c), (d), (e), and (f); and 71.901(a) are amended by removing the words “FAA Order 7400.11G” and adding, in their place, the words “FAA Order JO 7400.11H.”

PART 91

GENERAL OPERATING AND FLIGHT RULES

- **Change Date:** July 26, 2023
- **Effective Date:** July 26, 2023
- **Source:** Amdt. 91–370, 88 FR 48087

Amend §91.146 by revising paragraphs (b) introductory text and (b)(2), (3), (5), and (7) to read as follows:

§91.146 Passenger-carrying flights for the benefit of a charitable, nonprofit, or community event.

* * * * *

(b) Passenger-carrying flights in airplanes, powered-lift, or rotorcraft for the benefit of a charitable, nonprofit, or community event identified in paragraph (c) of this section are not subject to the certification requirements of part 119 of this chapter or the drug and alcohol testing requirements in part 120 of this chapter, provided the following conditions are satisfied and the limitations in paragraphs (c) and (d) of this section are not exceeded:

* * * * *

(2) The flight is conducted from a public airport that is adequate for the aircraft used, or from another location the FAA approves for the operation;

(3) The aircraft has a maximum of 30 seats, excluding each crewmember seat, and a maximum payload capacity of 7,500 pounds;

* * * * *

(5) Each aircraft holds a standard airworthiness certificate, is airworthy, and is operated in compliance with the applicable requirements of subpart E of this part;

* * * * *

(7) Reimbursement of the operator of the aircraft is limited to that portion of the passenger payment for the flight that does not exceed the pro rata cost of owning, operating, and maintaining the aircraft for that flight, which may include fuel, oil, airport expenditures, and rental fees;

* * * * *

- **Change Date:** July 26, 2023; April 26, 2024
- **Effective Date:** July 26, 2023; May 28, 2024
- **Source:** Amdt. 91–370, 88 FR 48087; Amdt. 91–374, 89 FR 33108

Revise §91.147 to read as follows:

§91.147 Passenger-carrying flights for compensation or hire.

(a) **Definitions.** For the purposes of this section, *Operator* means any person conducting nonstop passenger-carrying flights in an airplane, powered-lift, or rotorcraft for compensation or hire in accordance with §§119.1(e)(2), 135.1(a)(5), or 121.1(d) of this chapter that begin and end at the same airport and are conducted within a 25-statute mile radius of that airport.

(b) **General requirements.** An Operator conducting passenger-carrying flights for compensation or hire must meet the following requirements unless all flights are conducted under §91.146. The Operator must:

(1) Comply with the safety provisions of part 136, subpart A of this chapter.

(2) Register and implement its drug and alcohol testing programs in accordance with part 120 of this chapter.

(3) Comply with the applicable requirements of part 5 of this chapter.

(4) Apply for and receive a Letter of Authorization from the responsible Flight Standards office.

(c) Letter of Authorization. Each application for a Letter of Authorization must include the following information:

(1) Name of Operator, agent, and any d/b/a (doing-business-as) under which that Operator does business.

(2) Principal business address and mailing address.

(3) Principal place of business (if different from business address).

(4) Name of person responsible for management of the business.

(5) Name of person responsible for aircraft maintenance.

(6) Type of aircraft, registration number(s), and make/model/series.

(7) Antidrug and Alcohol Misuse Prevention Program registration.

(d) Compliance. The Operator must comply with the provisions of the Letter of Authorization received.

■ **Change Date:** October 17, 2023

■ **Effective Date:** December 18, 2023

■ **Source:** Amdt. 91–371, 88 FR 71476

Amend §91.215 by revising the introductory text of paragraph (b) to read as follows:

§91.215 ATC transponder and altitude reporting equipment and use.

(b) All airspace. Unless otherwise authorized or directed by ATC, and except as provided in paragraph (e)(1) of this section, no person may operate an aircraft in the airspace described in paragraphs (b)(1) through (5) of this section, unless that aircraft is equipped with an operable coded radar beacon transponder having either Mode A 4096 code capability, replying to Mode A interrogations with the code specified by ATC, or a Mode S capability, replying to Mode A interrogations with the code specified by ATC and Mode S interrogations in accordance with the applicable provisions specified in TSO-C112, and that aircraft is equipped with automatic pressure altitude reporting equipment having a Mode C capability that automatically replies to Mode C interrogations by transmitting pressure altitude information in 100-foot increments. The requirements of this paragraph (b) apply to—

■ **Change Date:** October 17, 2023; April 29, 2024

■ **Effective Date:** December 18, 2023; April 29, 2024

■ **Source:** Amdt. 91–371, 88 FR 71476; Amdt. 91–371B, 89 FR 33224

Amend §91.225 by:

a. Revising paragraphs (a)(1), (b), and (e) introductory text.

b. Redesignating paragraphs (h) and (i), as (i) and (h), respectively.

c. Revising newly redesignated paragraphs (h)(1)(i) and (i).

d. Revising the introductory text of paragraphs (d) and (f).

The revisions read as follows:

§91.225 Automatic Dependent Surveillance–Broadcast (ADS-B) Out equipment and use.

(a) * * *

(1) Meets the performance requirements in—

(i) TSO-C166b and Section 2 of RTCA DO-260B (as referenced in TSO-C166b); or

(ii) TSO-C166c and Section 2 of RTCA DO-260C as modified by DO-260C—Change 1 (as referenced in TSO-C166c); and

* * * * *

(b) After January 1, 2020, except as prohibited in paragraph (h) (2) of this section or unless otherwise authorized by ATC, no person may operate an aircraft below 18,000 feet MSL and in airspace described in paragraph (d) of this section unless the aircraft has equipment installed that—

(1) Meets the performance requirements in—

(i) TSO-C166b and Section 2 of RTCA DO-260B (as referenced in TSO-C166b);

(ii) TSO-C166c and Section 2 of RTCA DO-260C as modified by DO-260C—Change 1 (as referenced in TSO-C166c);

(iii) TSO-C154c and Section 2 of RTCA DO-282B (as referenced in TSO-C154c); or

(iv) TSO-C154d and Section 2 of RTCA DO-282C (as referenced in TSO-C154d);

(2) Meets the requirements of §91.227.

* * * * *

(d) After January 1, 2020, except as prohibited in paragraph (h) (2) of this section or unless otherwise authorized by ATC, no person may operate an aircraft in the following airspace unless the aircraft has equipment installed that meets the requirements in paragraph (b) of this section:

* * * * *

(e) The requirements of paragraph (b) of this section do not apply to any aircraft that was not originally certificated with an engine-driven electrical system, or that has not subsequently been certified with such a system installed, including balloons and gliders. These aircraft may conduct operations without ADS-B Out in the airspace specified in paragraph (d)(4) of this section. These aircraft may also conduct operations in the airspace specified in paragraph (d)(2) of this section if those operations are conducted—

* * * * *

(f) Except as prohibited in paragraph (h)(2) of this section, each person operating an aircraft equipped with ADS-B Out must operate this equipment in the transmit mode at all times unless—

* * * * *

(h) * * *

(1) * * *

(i) That aircraft has equipment installed that meets the performance requirements in TSO-C166b (including Section 2 of RTCA DO-260B, as referenced in TSO-C166b), TSO-C166c (including Section 2 of RTCA DO-260C as modified by DO-260C—Change 1,

as referenced in TSO-C166c), TSO-C154c (including Section 2 of RTCA DO-282B, as referenced in TSO-C154c), or TSO-C154d (including Section 2 of RTCA DO-282C, as referenced in TSO-C154d); and

(i) The standards required in this section are incorporated by reference with the approval of the Director of the Office of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. This incorporation by reference (IBR) material is available for inspection at the FAA and the National Archives and Records Administration (NARA). Contact the FAA at: Office of Rulemaking (ARM-1), 800 Independence Avenue SW, Washington, DC 20590 (telephone 202-267-9677). For information on the availability of this material at NARA, visit <https://www.archives.gov/federal-register/cfr/ibr-locations.html> or email fr.inspection@nara.gov. This material is also available from the following sources in this paragraph (i).

(1) U.S. Department of Transportation, Subsequent Distribution Office, DOT Warehouse M30, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785; telephone (301) 322-5377; website: www.faa.gov/aircraft/air_cert/design_approvals/tso/ (select the link "Search Technical Standard Orders").

(i) TSO-C166b, Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Service–Broadcast (TIS-B) Equipment Operating on the Radio Frequency of 1090 Megahertz (MHz), December 2, 2009.

(ii) TSO-C166c, Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Service–Broadcast (TIS-B) Equipment Operating on the Radio Frequency of 1090 Megahertz (MHz), March 10, 2023.

(iii) TSO-C154c, Universal Access Transceiver (UAT) Automatic Dependent Surveillance–Broadcast (ADS-B) Equipment Operating on the Frequency of 978 MHz, December 2, 2009.

(iv) TSO-C154d, Universal Access Transceiver (UAT) Automatic Dependent Surveillance–Broadcast (ADS-B) Equipment Operating on the Radio Frequency of 978 Megahertz (MHz), March 10, 2023.

(2) RTCA, Inc., 1150 18th St. NW, Suite 910, Washington, DC 20036; telephone (202) 833-9339; website: www.rtca.org/products.

(i) RTCA DO-260B, Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Services–Broadcast (TIS-B), Section 2, Equipment Performance Requirements and Test Procedures, December 2, 2009.

(ii) RTCA DO-260C, Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Services–Broadcast (TIS-B), Section 2, Equipment Performance Requirements and Test Procedures, December 17, 2020.

(iii) RTCA DO-260C, Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Services–Broadcast (TIS-B), Change 1, January 25, 2022.

(iv) RTCA DO-282B, Minimum Operational Performance Standards for Universal Access Transceiver (UAT) Automatic Dependent Surveillance–Broadcast (ADS-B), Section 2, Equipment Performance Requirements and Test Procedures, December 2, 2009.

(v) RTCA DO-282C, Minimum Operational Performance Standards (MOPS) for Universal Access Transceiver (UAT) Automatic Dependent Surveillance–Broadcast (ADS-B), Section 2, Equipment Performance Requirements and Test Procedures, June 23, 2022.

Amend §91.227 by:

- a. In paragraph (a), revising definitions for "Navigation Accuracy Category for Position (NAC_P)", "Navigation Accuracy Category for Velocity (NAC_V)", "Navigation Integrity Category (NIC)", "Source Integrity Level (SIL)", and "System Design Assurance (SDA)"; and
- b. Revising paragraphs (b)(1), (b)(2)(i) and (ii), (c)(1)(iv) and (v), (d) introductory text, (d)(5) through (8), (11), and (13), and (g).

The revisions read as follows:

§91.227 Automatic Dependent Surveillance–Broadcast (ADS-B) Out equipment performance requirements.

(a) ***

Navigation Accuracy Category for Position (NAC_P) specifies the accuracy of a reported aircraft's position.

Navigation Accuracy Category for Velocity (NAC_V) specifies the accuracy of a reported aircraft's velocity.

Navigation Integrity Category (NIC) specifies an integrity containment radius around an aircraft's reported position.

Source Integrity Level (SIL) indicates the probability of the reported horizontal position exceeding the containment radius defined by the NIC on a per sample or per hour basis.

System Design Assurance (SDA) indicates the probability of an aircraft malfunction causing false or misleading information to be transmitted.

(b) ***

(1) Aircraft operating in Class A airspace must have equipment installed that meets the antenna and power output requirements of Class A1S, A1, A2, A3, B1S, or B1 equipment as defined in TSO-C166b and Section 2 of RTCA DO-260B (as referenced in TSO-C166b), or TSO-C166c and Section 2 of RTCA DO-260C as modified by DO-260C—Change 1 (as referenced in TSO-C166c).

(2) ***

(i) Class A1S, A1, A2, A3, B1S, or B1 as defined in TSO-C166b and Section 2 of RTCA DO-260B (as referenced in TSO-C166b) or TSO-C166c and Section 2 of RTCA DO-260C as modified by DO-260C—Change 1 (as referenced in TSO-C166c); or

(ii) Class A1S, A1H, A2, A3, B1S, or B1 equipment as defined in TSO-C154c and Section 2 of RTCA DO-282B (as referenced in TSO-C154c), or TSO-C154d and Section 2 of RTCA DO-282C (as referenced in TSO-C154d).

(c) ***

(1) ***

(iv) The aircraft's SDA must be less than or equal to 10⁻⁵ per flight hour; and

(v) The aircraft's SIL must be less than or equal to 10⁻⁷ per flight hour or per sample.

(d) Minimum Broadcast Message Element Set for ADS-B Out. Each aircraft must broadcast the following information, as defined in TSO-C166b (including Section 2 of RTCA DO-260B, as referenced in TSO-C166b), TSO-C166c (including Section 2 of RTCA DO-260C as modified by DO-260C—Change 1, as referenced in TSO-C166c), TSO-C154c (including Section 2 of RTCA DO-282B, as referenced in TSO-C154c), or TSO-C154d (including Section 2 of RTCA DO-282C, as referenced in TSO-C154d). The pilot must enter information for message elements listed in paragraphs (d)(7) through (10) of this section during the appropriate phase of flight.

(5) An indication if a collision avoidance system is installed and operating in a mode that can generate resolution advisory alerts;

(6) If an operable collision avoidance system is installed, an indication if a resolution advisory is in effect;

(7) An indication of the Mode A transponder code specified by ATC;

(8) An indication of the aircraft identification that is submitted on the flight plan or used for communicating with ATC, except when the pilot has not filed a flight plan, has not requested ATC services, and is using a TSO-C154c or TSO-C154d self-assigned temporary 24-bit address;

(11) An indication of the aircraft assigned ICAO 24-bit address, except when the pilot has not filed a flight plan, has not requested ATC services, and is using a TSO-C154c or TSO-C154d self-assigned temporary 24-bit address;

(13) An indication of whether an ADS-B In capability is available;

(g) Incorporation by reference. The standards required in this section are incorporated by reference with the approval of the Director of the Office of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. This incorporation by reference (IBR) material is available for inspection at the FAA and the National Archives and Records Administration (NARA). Contact the FAA at: Office of Rulemaking (ARM-1), 800 Independence Avenue SW, Washington, DC 20590 (telephone 202-267-9677). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations.html or email fr.inspection@nara.gov. This material is also available from the following sources indicated in this paragraph (g).

(1) U.S. Department of Transportation, Subsequent Distribution Office, DOT Warehouse M30, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785; telephone (301) 322-5377; website: www.faa.gov/aircraft/air_cert/design_approvals/tso/ (select the link "Search Technical Standard Orders").

(i) TSO-C166b, Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Service–Broadcast (TIS-B) Equipment Operating on the Radio Frequency of 1090 Megahertz (MHz), December 2, 2009.

(ii) TSO-C166c, Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Service–Broadcast (TIS-B) Equipment Operating on the Radio Frequency of 1090 Megahertz (MHz), March 10, 2023.

(iii) TSO-C154c, Universal Access Transceiver (UAT) Automatic Dependent Surveillance–Broadcast (ADS-B) Equipment Operating on the Frequency of 978 MHz, December 2, 2009.

(iv) TSO-C154d, Universal Access Transceiver (UAT) Automatic Dependent Surveillance–Broadcast (ADS-B) Equipment Operating on the Radio Frequency of 978 Megahertz (MHz), March 10, 2023.

(2) RTCA, Inc., 1150 18th St. NW, Suite 910, Washington, DC 20036; telephone (202) 833-9339; website: www.rtca.org/products.

(i) RTCA DO-260B, Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Services–Broadcast (TIS-B), Section 2, Equipment Performance Requirements and Test Procedures, December 2, 2009.

(ii) RTCA DO-260C, Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Services–Broadcast (TIS-B), Section 2, Equipment Performance Requirements and Test Procedures, December 17, 2020.

(iii) RTCA DO-260C, Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance–Broadcast (ADS-B) and Traffic Information Services–Broadcast (TIS-B), Change 1, January 25, 2022.

(iv) RTCA DO-282B, Minimum Operational Performance Standards for Universal Access Transceiver (UAT) Automatic Dependent Surveillance–Broadcast (ADS-B), Section 2, Equipment Performance Requirements and Test Procedures, December 2, 2009.

(v) RTCA DO-282C, Minimum Operational Performance Standards (MOPS) for Universal Access Transceiver (UAT) Automatic Dependent Surveillance–Broadcast (ADS-B), Section 2, Equipment Performance Requirements and Test Procedures, June 23, 2022.

► **Change Date:** July 26, 2023

► **Effective Date:** July 26, 2023

► **Source:** Amdt. 91–370, 88 FR 48087

Amend §91.1015 by revising paragraph (a)(9) to read as follows:

§91.1015 Management specifications.

(a) ***

(9) Any authorized deviation and exemption that applies to the person conducting operations under this subpart; and

► **Change Date:** June 18, 2024

► **Effective Date:** July 18, 2024

► **Source:** Amdt. 91–375, 89 FR 51424

Amend §91.1063 by revising paragraphs (b)(2)(i) and (ii) to read as follows:

§91.1063 Testing and training: Applicability and terms used.

(b) ***

(2) ***

(i) Each program manager must include in upgrade ground training for pilots, instruction in at least the subjects identified in §121.419(a) of this chapter, as applicable to their assigned duties; and, for pilots serving in crews of two or more pilots, instruction and facilitated discussion in the subjects identified in §121.419(c) of this chapter.

(ii) Each program manager must include in upgrade flight training for pilots, flight training for the maneuvers and procedures required in §121.424(a), (c), (e), and (f) of this chapter; and, for pilots serving in crews of two or more pilots, the flight training required in §121.424(b) of this chapter.

► **Change Date:** October 26, 2023

► **Effective Date:** October 27, 2023

► **Source:** Amdt. 91–331H, 88 FR 73532

Remove and reserve §91.1607.

§91.1607 [Reserved]

► **Change Date:** December 27, 2023
► **Effective Date:** December 27, 2023
► **Source:** Amdt. 91-348D, 88 FR 89300

Amend §91.1609 by revising paragraph (e) to read as follows:

**§91.1609 Special Federal Aviation Regulation No. 114—
Prohibition Against Certain Flights in the Damascus
Flight Information Region (FIR) (OSTT).**

* * * * *

(e) **Expiration.** This SFAR will remain in effect until December 30, 2028. The FAA may amend, rescind, or extend this SFAR, as necessary.

► **Change Date:** September 22, 2023
► **Effective Date:** September 22, 2023
► **Source:** Amdt. 91-340D, 88 FR 65320

Amend §91.1611 by revising paragraphs (b) and (c) to read as follows:

**§91.1611 Special Federal Aviation Regulation No. 115—
Prohibition Against Certain Flights in Specified Areas of
the Sanaa Flight Information Region (FIR) (OYSC).**

* * * * *

(b) **Flight prohibition.** Except as provided in paragraphs (c) and (d) of this section, no person described in paragraph (a) of this section may conduct flight operations in the portion of the Sanaa Flight Information Region (FIR) (OYSC) that is west of a line drawn direct from KAPET (163322N 0530614E) to NODMA (152603N 0533359E), northwest of a line drawn direct from NODMA to IMPAG (140638N 0503924E) then from IMPAG to TIMAD (115500N 0463500E), north of a line drawn direct from TIMAD to PARIM (123200N 0432720E), and east of a line drawn direct from PARIM to RIBOK (154700N 0415230E). Use of jet route UN303 is not authorized.

(c) **Permitted operations.** This section does not prohibit persons described in paragraph (a) of this section from conducting flight operations in the Sanaa FIR (OYSC) under the following circumstances:

(1) *Permitted operations that do not require an approval or exemption from the FAA.* Flight operations may be conducted in the Sanaa FIR (OYSC) in that airspace east of a line drawn direct from KAPET (163322N 0530614E) to NODMA (152603N 0533359E), southeast of a line drawn direct from NODMA to IMPAG (140638N 0503924E) then from IMPAG to TIMAD (115500N 0463500E), south of a line drawn direct from TIMAD to PARIM (123200N 0432720E), and west of a line drawn direct from PARIM to RIBOK (154700N 0415230E). Use of jet routes UT702 and M999 are authorized. All flight operations conducted under this subparagraph must be conducted subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Yemen.

(2) *Operations permitted under an approval or exemption issued by the FAA.* Flight operations may be conducted in the Sanaa FIR (OYSC) in that airspace west of a line drawn direct from KAPET (163322N 0530614E) to NODMA (152603N 0533359E), northwest of a line drawn direct from NODMA to IMPAG (140638N 0503924E) then from IMPAG to TIMAD (115500N 0463500E), north of a line drawn direct from TIMAD to PARIM (123200N 0432720E), and east of a line drawn direct from PARIM to RIBOK (154700N 0415230E) if such flight operations are conducted under a contract, grant, or cooperative agreement with a department, agency, or instrumentality of the U.S. Government (or under a subcontract between the

prime contractor of the U.S. Government department, agency, or instrumentality and the person subject to paragraph (a)), with the approval of the FAA, or under an exemption issued by the FAA. The FAA will consider requests for approval or exemption in a timely manner, with the order of preference being: First, for those operations in support of U.S. Government-sponsored activities; second, for those operations in support of government-sponsored activities of a foreign country with the support of a U.S. government department, agency, or instrumentality; and third, for all other operations.

* * * * *

Issued in Washington, DC, under the authority of 49 U.S.C. 106(f) and (g), 40101(d)(1), 40105(b)(1)(A), and 44701(a)(5), on September 15, 2023.

► **Change Date:** September 15, 2023
► **Effective Date:** September 15, 2023
► **Source:** Amdt. 91-352B, 88 FR 63525

Amend §91.1615 by revising paragraph (e) to read as follows:

**§91.1615 Special Federal Aviation Regulation No. 79—
Prohibition Against Certain Flights in the Pyongyang
Flight Information Region (FIR) (ZKKP).**

* * * * *

(e) **Expiration.** This SFAR will remain in effect until September 18, 2028. The FAA may amend, rescind, or extend this SFAR, as necessary.

Issued in Washington, DC, under the authority of 49 U.S.C. 106(f) and (g), 40101(d)(1), 40105(b)(1)(A), and 44701(a)(5).

► **Change Date:** July 25, 2023
► **Effective Date:** July 25, 2023
► **Source:** Amdt. 91-369, 88 FR 47771

Add §91.1619 to read as follows:

**§91.1619 Special Federal Aviation Regulation No. 119—
Prohibition Against Certain Flights in the Kabul Flight
Information Region (FIR) (OAKX).**

(a) **Applicability.** This Special Federal Aviation Regulation (SFAR) applies to the following persons:

- (1) All U.S. air carriers and U.S. commercial operators;
- (2) All persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and
- (3) All operators of U.S.-registered civil aircraft, except when the operator of such aircraft is a foreign air carrier.

(b) **Flight prohibition.** Except as provided in paragraphs (c) and (d) of this section, no person described in paragraph (a) of this section may conduct flight operations in the Kabul Flight Information Region (FIR) (OAKX).

(c) **Permitted operations.** This section does not prohibit persons described in paragraph (a) of this section from conducting flight operations in the Kabul Flight Information Region (FIR) (OAKX) under the following circumstances:

(1) Overflights of the Kabul Flight Information Region (FIR) (OAKX) may be conducted at altitudes at and above Flight Level (FL) 320, subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Afghanistan.

(2) Flight operations may be conducted in the Kabul Flight Information Region (FIR) (OAKX) at altitudes below FL320, provided

that such flight operations occur under a contract, grant, or cooperative agreement with a department, agency, or instrumentality of the U.S. Government (or under a subcontract between the prime contractor of the U.S. Government department, agency, or instrumentality and the person described in paragraph (a) of this section) with the approval of the FAA or under an exemption issued by the FAA. The FAA will consider requests for approval or exemption in a timely manner, with the order of preference being: first, for those operations in support of U.S. Government-sponsored activities; second, for those operations in support of government-sponsored activities of a foreign country with the support of a U.S. Government department, agency, or instrumentality; and third, for all other operations.

(d) Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this section to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR part 119, 121, 125, or 135, each person who deviates from this section must, within 10 days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the responsible Flight Standards Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons for it.

(e) Expiration. This SFAR will remain in effect until July 25, 2025. The FAA may amend, rescind, or extend this SFAR as necessary.

► **Change Date:** July 5, 2024
► **Effective Date:** July 5, 2024
► **Source:** Amdt. 91-369A, 89 FR 55507

Amend §91.1619 by revising paragraph (c) to read as follows:

**§91.1619 Special Federal Aviation Regulation No. 119—
Prohibition Against Certain Flights in the Kabul Flight
Information Region (FIR) (OAKX).**

* * * * *

(c) Permitted operations. This section does not prohibit persons described in paragraph (a) of this section from conducting flight operations in the Kabul Flight Information Region (FIR) (OAKX) under the following circumstances:

(1) *Permitted operations that do not require an approval or exemption from the FAA.*

(i) Overflights of the Kabul Flight Information Region (FIR) (OAKX) may be conducted at altitudes at and above Flight Level (FL) 320, subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Afghanistan.

(ii) Transiting overflights of the Kabul Flight Information Region (FIR) (OAKX) may be conducted on jet routes P500–G500 at altitudes at and above FL300, subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Afghanistan.

(2) *Operations permitted under an approval or exemption issued by the FAA.* Flight operations may be conducted in the Kabul Flight Information Region (FIR) (OAKX) at altitudes below FL320, provided that such flight operations occur under a contract, grant, or cooperative agreement with a department, agency, or instrumentality of the U.S. Government (or under a subcontract between the prime contractor of the U.S. Government department, agency, or instrumentality and the person described in paragraph (a) of this section) with the approval of the FAA or under an exemption issued

by the FAA. The FAA will consider requests for approval or exemption in a timely manner, with the order of preference being: first, for those operations in support of U.S. Government-sponsored activities; second, for those operations in support of government-sponsored activities of a foreign country with the support of a U.S. Government department, agency, or instrumentality; and third, for all other operations.

* * * * *

PART 110 GENERAL REQUIREMENTS

► **Change Date:** July 26, 2023
► **Effective Date:** July 26, 2023
► **Source:** Amdt. 110–3, 88 FR 48087

The authority citation for Part 110 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40101, 40102, 40103, 40113, 44105, 44106, 44111, 44701–44717, 44722, 44901, 44903, 44904, 44906, 44912, 44914, 44936, 44938, 46103, 46105.

Amend §110.2 by revising the introductory text of the definition of “Commercial air tour” and by revising the definitions of “Commuter operation”, “Domestic operation”, “Flag operation”, “On-demand operation”, and “Supplemental operation” to read as follows:

§110.2 Definitions.

* * * * *

Commercial air tour means a flight conducted for compensation or hire in an airplane, powered-lift, or rotorcraft where a purpose of the flight is sightseeing. The FAA may consider the following factors in determining whether a flight is a commercial air tour:

* * * * *

Commuter operation means any scheduled operation conducted by any person operating one of the following types of aircraft with a frequency of operations of at least five round trips per week on at least one route between two or more points according to the published flight schedules:

(1) Rotorcraft; or

(2) Airplanes or powered-lift that:

(i) Are not turbojet-powered;

(ii) Have a maximum passenger-seat configuration of 9 seats or less, excluding each crewmember seat; and

(iii) Have a maximum payload capacity of 7,500 pounds or less.

* * * * *

Domestic operation means any scheduled operation conducted by any person operating any aircraft described in paragraph (1) of this definition at locations described in paragraph (2) of this definition:

(1) Airplanes or powered-lift that:

(i) Are turbojet-powered;

(ii) Have a passenger-seat configuration of more than 9 passenger seats, excluding each crewmember seat; or

(iii) Have a payload capacity of more than 7,500 pounds.

(2) Locations:

(i) Between any points within the 48 contiguous States of the United States or the District of Columbia; or

(ii) Operations solely within the 48 contiguous States of the United States or the District of Columbia; or

(iii) Operations entirely within any State, territory, or possession of the United States; or

(iv) When specifically authorized by the Administrator, operations between any point within the 48 contiguous States of the United States or the District of Columbia and any specifically authorized point located outside the 48 contiguous States of the United States or the District of Columbia.

* * * * *

Flag operation means any scheduled operation conducted by any person operating any aircraft described in paragraph (1) of this definition at locations described in paragraph (2) of this definition:

(1) Airplanes or powered-lift that:

- (i) Are turbojet-powered;
- (ii) Have a passenger-seat configuration of more than 9 passenger seats, excluding each crewmember seat; or
- (iii) Have a payload capacity of more than 7,500 pounds.

(2) Locations:

(i) Between any point within the State of Alaska or the State of Hawaii or any territory or possession of the United States and any point outside the State of Alaska or the State of Hawaii or any territory or possession of the United States, respectively; or

(ii) Between any point within the 48 contiguous States of the United States or the District of Columbia and any point outside the 48 contiguous States of the United States and the District of Columbia; or

(iii) Between any point outside the U.S. and another point outside the U.S.

* * * * *

On-demand operation means any operation for compensation or hire that is one of the following:

(1) Passenger-carrying operations conducted as a public charter under part 380 of this chapter or any operations in which the departure time, departure location, and arrival location are specifically negotiated with the customer or the customer's representative that are any of the following types of operations:

(i) Common carriage operations conducted with airplanes or powered-lift, including any that are turbojet-powered, having a passenger-seat configuration of 30 seats or fewer, excluding each crewmember seat, and a payload capacity of 7,500 pounds or less. The operations described in this paragraph do not include operations using a specific airplane or powered-lift that is also used in domestic or flag operations and that is so listed in the operations specifications as required by §119.49(a)(4) of this chapter for those operations are considered supplemental operations;

(ii) Noncommon or private carriage operations conducted with airplanes or powered-lift having a passenger-seat configuration of less than 20 seats, excluding each crewmember seat, and a payload capacity of less than 6,000 pounds; or

(iii) Any rotorcraft operation.

(2) Scheduled passenger-carrying operations conducted with one of the following types of aircraft, other than turbojet-powered aircraft, with a frequency of operations of less than five round trips per week on at least one route between two or more points according to the published flight schedules:

(i) Airplanes or powered-lift having a maximum passenger-seat configuration of 9 seats or less, excluding each crewmember seat, and a maximum payload capacity of 7,500 pounds or less; or

(ii) Rotorcraft.

(3) All-cargo operations conducted with airplanes or powered-lift having a payload capacity of 7,500 pounds or less, or with rotorcraft.

* * * * *

Supplemental operation means any common carriage operation for compensation or hire conducted with any aircraft described in paragraph (1) of this definition that is a type of operation described in paragraph (2) of this definition:

(1) Airplanes or powered-lift that:

(i) Have a passenger-seat configuration of more than 30 seats, excluding each crewmember seat.

(ii) Have a payload capacity of more than 7,500 pounds.

(iii) Are propeller-powered and:

(A) Have a passenger-seat configuration of more than 9 seats and less than 31 seats, excluding each crewmember seat; and

(B) Are used in domestic or flag operations but are so listed in the operations specifications as required by §119.49(a)(4) of this chapter for such operations.

(iv) Are turbojet-powered and:

(A) Have a passenger seat configuration of 1 or more but less than 31 seats, excluding each crewmember seat; and

(B) Are used in domestic or flag operations and are so listed in the operations specifications as required by §119.49(a)(4) of this chapter for such operations.

(2) Types of operation:

(i) Operations for which the departure time, departure location, and arrival location are specifically negotiated with the customer or the customer's representative.

(ii) All-cargo operations.

(iii) Passenger-carrying public charter operations conducted under part 380 of this chapter.

* * * * *

PART 119

CERTIFICATION: AIR CARRIERS AND COMMERCIAL OPERATORS

► **Change Date:** July 26, 2023

► **Effective Date:** July 26, 2023

► **Source:** Amdt. 119–20, 88 FR 48088

The authority citation for Part 119 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40101, 40102, 40103, 40113, 44105, 44106, 44111, 44701–44717, 44722, 44901, 44903, 44904, 44906, 44912, 44914, 44936, 44938, 46103, 46105; sec. 215, Pub. L. 111–216, 124 Stat. 2348.

Amend §119.1 by:

- a. Revising paragraph (a)(2);
- b. Adding paragraph (a)(3); and
- c. Revising paragraphs (e) introductory text, (e)(2), (e)(4)(v), (e)(5), (e)(7) introductory text, and (e)(7)(i), (iii), and (vii).

The revisions and addition read as follows:

§119.1 Applicability.

(a) * * *

(2) When common carriage is not involved, in operations of any U.S.-registered civil airplane or powered-lift with a seat configuration of 20 or more passengers, or a maximum payload capacity of 6,000 pounds or more; or

(3) When noncommon carriage is involved, except as provided in §91.501(b) of this chapter, or in private carriage for compensation or hire, in operations of any U.S.-registered civil airplane or powered-lift with a passenger-seat configuration of less than 20 seats and a payload capacity of less than 6,000 pounds.

* * * * *

(e) Except for operations when common carriage is not involved conducted with any airplane or powered-lift having a passenger-seat configuration of 20 seats or more, excluding any required crewmember seat, or a payload capacity of 6,000 pounds or more, this part does not apply to—

* * * * *

(2) Nonstop Commercial Air Tours that occur in an airplane, powered-lift, or rotorcraft having a standard airworthiness certificate and passenger-seat configuration of 30 seats or fewer and a maximum payload capacity of 7,500 pounds or less that begin and end at the same airport, and are conducted within a 25-statute mile radius of that airport, in compliance with the Letter of Authorization issued under §91.147 of this chapter. For nonstop Commercial Air Tours conducted in accordance with part 136, subpart B, of this chapter, National Parks Air Tour Management, the requirements of this part apply unless excepted in §136.37(g)(2). For Nonstop Commercial Air Tours conducted in the vicinity of the Grand Canyon National Park, Arizona, the requirements of SFAR 50-2, part 93, subpart U, of the chapter and this part, as applicable, apply.

(4) ***

(v) Powered-lift or rotorcraft operations in construction or repair work (but part 119 of this chapter does apply to transportation to and from the site of operations); and

(5) Sightseeing flights conducted in hot air balloons or gliders;

(7) Powered-lift or rotorcraft flights conducted within a 25 statute mile radius of the airport of takeoff if—

(i) Not more than two passengers are carried in the aircraft in addition to the required flightcrew;

(iii) The aircraft used is certificated in the standard category and complies with the 100-hour inspection requirements of part 91 of this chapter;

(vii) Cargo is not carried in or on the aircraft;

Amend §119.5 by revising paragraphs (b) and (c) to read as follows:

§119.5 Certifications, authorizations, and prohibitions.

(b) A person not authorized to conduct direct air carrier operations, but authorized by the Administrator to conduct operations as a U.S. commercial operator, will be issued an Operating Certificate.

(c) A person not authorized to conduct direct air carrier operations, but authorized by the Administrator to conduct operations when common carriage is not involved as an operator of any U.S.-registered civil airplane or powered-lift with a seat configuration of 20 or more passengers, or a maximum payload capacity of 6,000 pounds or more, will be issued an Operating Certificate.

► **Change Date:** April 26, 2024

► **Effective Date:** May 28, 2024

► **Source:** Amdt. 119–21, 89 FR 33109

Revise §119.8 to read as follows:

§119.8 Safety Management Systems.

Certificate holders authorized to conduct operations under part 121 or 135 of this chapter must have a safety management system that meets the requirements of part 5 of this chapter.

► **Change Date:** July 26, 2023

► **Effective Date:** July 26, 2023

► **Source:** Amdt. 119–20, 88 FR 48089

Amend §119.21 by revising paragraph (a) introductory text to read as follows:

§119.21 Commercial operators engaged in intrastate common carriage and direct air carriers.

(a) Each person who conducts airplane or powered-lift operations as a commercial operator engaged in intrastate common carriage of persons or property for compensation or hire in air commerce, or as a direct air carrier, shall comply with the certification and operations specifications requirements in subpart C of this part, and shall conduct its:

Amend §119.23 by revising the section heading, paragraphs (a) introductory text, (a)(2), and (b) introductory text to read as follows:

§119.23 Operators engaged in passenger-carrying operations, cargo operations, or both with airplanes or powered-lift when common carriage is not involved.

(a) Each person who conducts operations when common carriage is not involved with any airplane or powered-lift having a passenger-seat configuration of 20 seats or more, excluding each crewmember seat, or a payload capacity of 6,000 pounds or more, must, unless deviation authority is issued—

(2) Conduct its operations in accordance with the requirements of part 125 of this chapter; and

(b) Each person who conducts noncommon carriage (except as provided in §91.501(b) of this chapter) or private carriage operations for compensation or hire with any airplane or powered-lift having a passenger-seat configuration of less than 20 seats, excluding each crewmember seat, and a payload capacity of less than 6,000 pounds, must—

Amend §119.49 by revising paragraphs (a)(12), (b)(12), and (c)(11) to read as follows:

§119.49 Contents of operations specifications.

(a) ***

(12) Any authorized deviation or exemption from any requirement of this chapter that applies to the certificate holder.

(b) ***

(12) Any authorized deviation or exemption from any requirement of this chapter that applies to the certificate holder.

(c) ***

(11) Any authorized deviation or exemption from any requirement of this chapter that applies to the certificate holder.

Amend §119.65 by revising paragraphs (a)(3) and (b)(2) to read as follows:

§119.65 Management personnel required for operations conducted under part 121 of this chapter.

(a) * * *

(3) Chief Pilot for each category of aircraft the certificate holder uses, as listed in §61.5(b)(1) of this chapter.

* * * * *

(b) * * *

(2) The number and type of aircraft used; and

* * * * *

Revise §119.67 to read as follows:

§119.67 Management personnel: Qualifications for operations conducted under part 121 of this chapter.

(a) **Director of Operations.** To serve as Director of Operations under §119.65(a), a person must hold an airline transport pilot certificate and—

(1) If the certificate holder uses large aircraft, at least 3 years of supervisory or managerial experience within the last 6 years in large aircraft, in a position that exercised operational control over any operations conducted under part 121 or 135 of this chapter.

(2) If the certificate holder uses large aircraft, at least 3 years of experience as pilot in command under part 121 or 135 of this chapter in large aircraft in at least one of the categories of aircraft the certificate holder uses, as listed in §61.5(b)(1) of this chapter. In the case of a person becoming Director of Operations for the first time, he or she must have accumulated this experience as pilot in command within the past 6 years.

(3) If the certificate holder uses only small aircraft in its operations, the experience required in paragraphs (a)(1) and (2) of this section may be obtained in either large or small aircraft.

(b) **Chief Pilot.** To serve as Chief Pilot under §119.65(a), a person must:

(1) Hold an airline transport pilot certificate with appropriate ratings in the category of aircraft that the certificate holder uses in its operations under part 121 of this chapter and over which the Chief Pilot exercises responsibility; and

(2) Have at least 3 years of experience as pilot in command in the same category of aircraft that the certificate holder uses, as listed in §61.5(b) of this chapter. The experience as pilot in command described in this paragraph (b)(2) must:

(i) Have occurred within the past 6 years, in the case of a person becoming a Chief Pilot for the first time.

(ii) Have occurred in large aircraft operated under part 121 or 135 of this chapter. If the certificate holder uses only small aircraft in its operation, this experience may be obtained in either large or small aircraft.

(iii) Be in the same category of aircraft over which the Chief Pilot exercises responsibility.

(c) **Director of Maintenance.** To serve as Director of Maintenance under §119.65(a), a person must:

(1) Hold a mechanic certificate with airframe and powerplant ratings;

(2) Have 1 year of experience in a position responsible for returning aircraft to service;

(3) Have at least 1 year of experience in a supervisory capacity under either paragraph (c)(4)(i) or (ii) of this section maintaining the same category and class of aircraft as the certificate holder uses; and

(4) Have 3 years of experience within the past 6 years in one or a combination of the following—

(i) Maintaining large aircraft with 10 or more passenger seats, including, at the time of appointment as Director of Maintenance, experience in maintaining the same category and class of aircraft as the certificate holder uses; or

(ii) Repairing aircraft in a certificated airframe repair station that is rated to maintain aircraft in the same category and class of aircraft as the certificate holder uses.

(d) **Chief Inspector.** To serve as Chief Inspector under §119.65(a), a person must:

(1) Hold a mechanic certificate with both airframe and powerplant ratings, and have held these ratings for at least 3 years;

(2) Have at least 3 years of maintenance experience on different types of large aircraft with 10 or more passenger seats with an air carrier or certificated repair station, 1 year of which must have been as maintenance inspector; and

(3) Have at least 1 year of experience in a supervisory capacity maintaining the same category and class of aircraft as the certificate holder uses.

(e) **Deviation.** A certificate holder may request a deviation to employ a person who does not meet the appropriate airman experience, managerial experience, or supervisory experience requirements of this section if the Manager of the Air Transportation Division or the Manager of the Aircraft Maintenance Division, as appropriate, finds that the person has comparable experience and can effectively perform the functions associated with the position in accordance with the requirements of this chapter and the procedures outlined in the certificate holder's manual. Deviations under this paragraph (e) may be issued after consideration of the size and scope of the operation and the qualifications of the intended personnel. The Administrator may, at any time, terminate any grant of deviation authority issued under this paragraph (e).

PART 136

COMMERCIAL AIR TOURS AND NATIONAL PARKS AIR TOUR MANAGEMENT

■ **Change Date:** July 26, 2023

■ **Effective Date:** July 26, 2023

■ **Source:** Amdt. 136–2, 88 FR 48091

The authority citation for part 136 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 40119, 44101, 44701–44702, 44705, 44709–44711, 44713, 44716–44717, 44722, 44901, 44903–44904, 44912, 46105.

Amend §136.1:

- a. By revising paragraphs (a), (b) introductory text, and (c); and
- b. In paragraph (d):
 - i. In the definition of “Commercial Air Tour”:
 - A. By removing “Commercial Air Tour” and adding “Commercial air tour” in its place;
 - B. By revising the introductory text; and
 - C. By redesignating paragraphs (1) through (8) as paragraphs (i) through (viii);
 - ii. By removing the definition of “Suitable landing area for helicopters”; and
 - iii. By adding a definition for “Suitable landing area for rotorcraft” in alphabetical order.

The revisions and addition read as follows:

§136.1 Applicability and definitions.

(a) This subpart applies to each person operating or intending to operate a commercial air tour in an airplane, powered-lift, or rotorcraft and, when applicable, to all occupants of those aircraft engaged in a commercial air tour. When any requirement of this subpart is more stringent than any other requirement of this chapter, the person operating the commercial air tour must comply with the requirement in this subpart.

(b) This subpart applies to:

(c) This subpart does not apply to operations conducted in balloons, gliders (powered and un-powered), parachutes (powered and un-powered), gyroplanes, or airships.

(d) ***

Commercial air tour means a flight conducted for compensation or hire in an airplane, powered-lift, or rotorcraft where a purpose of the flight is sightseeing. The FAA may consider the following factors in determining whether a flight is a commercial air tour for purposes of this subpart:

Suitable landing area for rotorcraft means an area that provides the operator reasonable capability to land in an emergency without causing serious injury to persons. These suitable landing areas must be site specific, designated by the operator, and accepted by the FAA.

Revise §136.3 to read as follows:

§136.3 Letters of Authorization.

Operators subject to this subpart who have Letters of Authorization may use the procedures described in §119.51 of this chapter to amend or have the FAA reconsider those Letters of Authorization.

Revise §136.5 to read as follows:

§136.5 Additional requirements for Hawaii.

Any operator subject to this subpart who meets the criteria of §136.71 must comply with the additional requirements and restrictions in subpart D of this part.

Amend §136.9 by revising the section heading and paragraphs (b)(1) through (3) to read as follows:

§136.9 Life preservers for operations over water.

(b) ***

- (1) The aircraft is equipped with floats;
- (2) The airplane is within power-off gliding distance to the shoreline for the duration of the time that the flight is over water; or
- (3) The aircraft is a multiengine that can be operated with the critical engine inoperative at a weight that will allow it to climb, at least 50 feet a minute, at an altitude of 1,000 feet above the surface, as provided in the approved aircraft flight manual for that aircraft.

Revise §136.11 to read as follows:

§136.11 Rotorcraft floats for over water.

(a) A rotorcraft used in commercial air tours over water beyond the shoreline must be equipped with fixed floats or an inflatable flotation system adequate to accomplish a safe emergency ditching, if—

- (1) It is a single-engine rotorcraft; or
- (2) It is a multi-engine rotorcraft that cannot be operated with the critical engine inoperative at a weight that will allow it to climb, at least 50 feet a minute, at an altitude of 1,000 feet above the surface, as provided in the approved aircraft flight manual for that aircraft.

(b) Each rotorcraft that is required to be equipped with an inflatable flotation system under this section must have:

- (1) The activation switch for the flotation system on one of the primary flight controls; and
- (2) The flotation system armed when the rotorcraft is over water beyond the shoreline and is flying at a speed that does not exceed the maximum speed prescribed in the approved aircraft flight manual for flying with the flotation system armed.

(c) Neither fixed floats nor an inflatable flotation system is required for a rotorcraft under this section when that rotorcraft is:

- (1) Over water only during the takeoff or landing portion of the flight; or
- (2) Operated within power-off gliding distance to the shoreline for the duration of the flight and each occupant is wearing a life preserver from before takeoff until the aircraft is no longer over water.

Revise §136.13 to read as follows:

§136.13 Performance plan.

(a) Each operator that uses a rotorcraft must complete a performance plan before each commercial air tour or flight operated under §91.146 or §91.147 of this chapter. The pilot in command must review for accuracy and comply with the performance plan on the day the flight occurs. The performance plan must be based on information in the approved aircraft flight manual for that aircraft taking into consideration the maximum density altitude for which the operation is planned, in order to determine:

- (1) Maximum gross weight and center of gravity (CG) limitations for hovering in ground effect;
- (2) Maximum gross weight and CG limitations for hovering out of ground effect; and
- (3) Maximum combination of weight, altitude, and temperature for which height/velocity information in the approved aircraft flight manual is valid.

(b) Except for the approach to and transition from a hover for the purpose of takeoff and landing, or during takeoff and landing, the pilot in command must make a reasonable plan to operate the rotorcraft outside of the caution/warning/avoid area of the limiting height/velocity diagram.

(c) Except for the approach to and transition from a hover for the purpose of takeoff and landing, during takeoff and landing, or when necessary for safety of flight, the pilot in command must operate the rotorcraft in compliance with the plan described in paragraph (b) of this section.

Remove appendix A to part 136.

APPENDIX A TO PART 136—[REMOVED]

Add subpart D to part 136 to read as follows:

Subpart D—Special Operating Rules for Air Tour Operators in the State of Hawaii

Sec.

136.71 Applicability.

136.73 Definitions.

136.75 Equipment and requirements.

Subpart D—Special Operating Rules for Air Tour Operators in the State of Hawaii

§136.71 Applicability.

(a) Except as provided in paragraph (b) of this section, this subpart prescribes operating rules for air tour flights conducted in airplanes, powered-lift, or rotorcraft under visual flight rules in the State of Hawaii pursuant to parts 91, 121, and 135 of this chapter.

(b) This subpart does not apply to:

(1) Operations conducted under part 121 of this chapter in airplanes with a passenger seating configuration of more than 30 seats or a payload capacity of more than 7,500 pounds.

(2) Flights conducted in gliders or hot air balloons.

§136.73 Definitions.

For the purposes of this subpart:

Air tour means any sightseeing flight conducted under visual flight rules in an airplane, powered-lift, or rotorcraft for compensation or hire.

Air tour operator means any person who conducts an air tour.

§136.75 Equipment and requirements.

(a) **Flotation equipment.** No person may conduct an air tour in Hawaii in a rotorcraft beyond the shore of any island, regardless of whether the rotorcraft is within gliding distance of the shore, unless:

(1) The rotorcraft is amphibious or is equipped with floats adequate to accomplish a safe emergency ditching and approved flotation gear is easily accessible for each occupant; or

(2) Each person on board the rotorcraft is wearing approved flotation gear.

(b) **Performance plan.** Each operator must complete a performance plan that meets the requirements of this paragraph (b) before each air tour flight conducted in a rotorcraft.

(1) The performance plan must be based on information from the current approved aircraft flight manual for that aircraft, considering the maximum density altitude for which the operation is planned to determine the following:

(i) Maximum gross weight and center of gravity (CG) limitations for hovering in ground effect;

(ii) Maximum gross weight and CG limitations for hovering out of ground effect; and

(iii) Maximum combination of weight, altitude, and temperature for which height-velocity information from the performance data is valid.

(2) The pilot in command (PIC) must comply with the performance plan.

(c) **Operating limitations.** Except for approach to and transition from a hover, and except for the purpose of takeoff and landing, the PIC of a rotorcraft may only operate such aircraft at a combination of height and forward speed (including hover) that would permit a safe landing in event of engine power loss, in accordance with the height-speed envelope for that rotorcraft under current weight and aircraft altitude.

(d) **Minimum flight altitudes.** Except when necessary for takeoff and landing, or operating in compliance with an air traffic control clearance, or as otherwise authorized by the Administrator, no person may conduct an air tour in Hawaii:

(1) Below an altitude of 1,500 feet above the surface over all areas of the State of Hawaii;

(2) Closer than 1,500 feet to any person or property; or

(3) Below any altitude prescribed by Federal statute or regulation.

(e) **Passenger briefing.** Before takeoff, each PIC of an air tour flight of Hawaii with a flight segment beyond the ocean shore of any island shall ensure that each passenger has been briefed on the following, in addition to requirements set forth in §91.107, §121.571, or §135.117 of this chapter:

(1) Water ditching procedures;

(2) Use of required flotation equipment; and

(3) Emergency egress from the aircraft in event of a water landing.

Issued in Washington, DC, under the authority of 49 U.S.C. 106(f) and (g), 40101(d)(1), 40105(b)(1)(A), and 44701(a)(5).

TITLE 49: TRANSPORTATION

PART 1552

FLIGHT TRAINING SECURITY PROGRAM

- **Change Date:** May 1, 2024
- **Effective Date:** July 30, 2024
- **Source:** Amdt. 1552–1, 89 FR 35626

Revise Part 1552 to read as follows:

Subpart A—Definitions and General Requirements

Sec.

- 1552.1 Scope.
- 1552.3 Terms used in this part.
- 1552.5 Applicability.
- 1552.7 Verification of eligibility.
- 1552.9 Security Coordinator.
- 1552.11 [Reserved]
- 1552.13 Security awareness training.
- 1552.15 Recordkeeping.
- 1552.17 FTSP Portal.
- 1552.19 Fraud, falsification, misrepresentation, or omission.

Subpart B—Security Threat Assessments

- 1552.31 Security threat assessment required for flight training candidates.
- 1552.33 [Reserved]
- 1552.35 Presence in the United States.
- 1552.37 Comparable security threat assessments.
- 1552.39 Fees.

Subpart C—Flight Training Event Management

- 1552.51 Notification and processing of flight training events.

Authority: 49 U.S.C. 114, 44939, and 6 U.S.C. 469.

Source: Docket No. TSA–2004–19147; 69 FR 56340, Sept. 20, 2004, unless otherwise noted.

Subpart A—Definitions and General Requirements

§1552.1 Scope.

This part includes requirements for the following persons:

- (a) Persons who provide flight training or flight training equipment governed by 49 U.S.C. subtitle VII, part A, to any individual.
- (b) Persons who lease flight training equipment.
- (c) Non-U.S. citizens who apply for or participate in flight training.
- (d) U.S. citizens and U.S. nationals who participate in flight training.

§1552.3 Terms used in this part.

In addition to the terms in §§1500.3 and 1540.5 of this chapter, the following terms apply to this part:

Aircraft simulator means a flight simulator or flight training device, as those terms are defined under 14 CFR part 61. Simulated flights for entertainment purposes or personal computer, video game, or mobile device software programs involving aircraft flight are not aircraft simulators for purposes of the requirements in this part.

Candidate means a non-U.S. citizen who applies for flight training or recurrent training from a flight training provider. The term does not include foreign military personnel who are endorsed for flight training by the U.S. Department of Defense (DoD), as described in §1552.7(a)(2); and does not include a non-U.S. citizen providing in-aircraft or in-simulator services or support to another candidate's training event (commonly referred to as "side-seat support") if the individual providing this support holds a type rating or other set of pilot certificates required to operate the aircraft or simulator in which the supported individual is receiving instruction.

Demonstration flight for marketing purposes means a flight for the purpose of demonstrating aircraft capabilities or characteristics to a potential purchaser; an orientation, familiarization, discovery flight for the purpose of demonstrating a flight training provider's training program to a potential candidate; or an acceptance flight after an aircraft manufacturer delivers an aircraft to a purchaser.

DoD means the Department of Defense.

DoD endorsee means a non-U.S. citizen who is or will be employed as a pilot by a foreign military, endorsed by the DoD or one of its component services, and validated by a DoD attaché for flight training as required by §1552.7(a)(2).

Determination of Eligibility means a finding by TSA, upon completion of a security threat assessment, that an individual meets the standards of a security threat assessment, and is eligible for a program, benefit, or credential administered by TSA.

Determination of Ineligibility means a finding by TSA, upon completion of a security threat assessment, that an individual does not meet the standards of a security threat assessment, and is not eligible for a program, benefit, or credential administered by TSA.

Flight training means instruction in a fixed-wing or rotary-wing aircraft or aircraft simulator that is consistent with the requirements to obtain a new skill, certificate, or type rating, or to maintain a pilot certificate or rating. For the purposes of this rule, flight training does not include instruction in a balloon, glider, ultralight, or unmanned aircraft; ground training; demonstration flights for marketing purposes; simulated flights for entertainment purposes; or any flight training provided by the DoD, the U.S. Coast Guard, or any entity providing flight training under a contract with the DoD or the Coast Guard.

Flight training provider means—

(1) Any person that provides instruction under 49 U.S.C. subtitle VII, part A, in the operation of any aircraft or aircraft simulator in the United States or outside the United States, including any pilot school, flight training center, air carrier flight training facility, or individual flight instructor certificated under 14 CFR parts 61, 121, 135, 141, or 142;

(2) Similar persons certificated by foreign aviation authorities recognized by the Federal Aviation Administration (FAA), who provide flight training services in the United States; and

(3) Any lessor of an aircraft or aircraft simulator for flight training, if the person leasing their equipment is not covered by paragraph (1) or (2) of this definition.

Flight training provider employee means an individual who provides services to a flight training provider in return for financial or other compensation, or a volunteer, and who has direct contact with flight training students and candidates. A flight training provider employee may be an instructor, other authorized representative, or independent contractor.

Flight Training Security Program (FTSP) means the TSA program that provides regulatory oversight of the requirements in this part and provides related resources for individuals within the scope of this part.

FTSP Portal means a website that must be used to submit and receive certain information and notices as required by this part.

FTSP Portal account means an account created to access the FTSP Portal.

Recurrent training means

(1) Periodic flight training—

(i) Required for certificated pilots under 14 CFR parts 61, 121, 125, 135, or subpart K of part 91 to maintain a certificate or type rating; or

(ii) Similar training required by a civil aviation authority recognized by the FAA and conducted within the United States and its territories.

(2) Recurrent training does not include—

(i) Training that may be credited toward a new certificate or a new type rating; or

(ii) Checks or tests that do not affect the validity of the certificate(s) or the qualifications of a type rating.

Security threat means an individual determined by TSA to pose or to be suspected of posing a threat to national security, to transportation security, or of terrorism.

Security threat assessment means both a product and process of evaluating information regarding an individual seeking or holding approval for a program administered by TSA, including criminal, immigration, intelligence, law enforcement, and other security-related records, to verify the individual's identity and to determine whether the individual meets the eligibility criteria for the program. An individual who TSA determines is a security threat, or who does not otherwise meet the eligibility criteria for the program, is ineligible for that program.

Simulated flight for entertainment purposes means a ground-based aviation experience offered exclusively for the purpose of entertainment by a person that is not a flight training provider. Any simulated aviation experience that could be applied or credited toward an airman certification is not a simulated flight for entertainment purposes.

Type rating means an endorsement on a pilot certificate that the holder of the certificate has completed the appropriate training and testing required by a civil or military aviation authority to operate a certain make and type of aircraft.

§1552.5 Applicability.

Each of the following persons must comply with the requirements in this part:

(a) Any individual applying for flight training or recurrent flight training from a flight training provider;

(b) Flight training providers;

(c) Flight training provider employees; and

(d) Persons using a leased aircraft simulator to provide flight training as follows:

(1) If one or more persons using the leased aircraft simulator to provide flight training is certificated by the FAA as a flight instructor, then at least one of those certificated persons must register with TSA as a flight training provider and comply with the requirements of this part; or

(2) If one or more persons using a leased aircraft simulator to provide flight training are neither registered with TSA as a flight training provider nor certificated by the FAA as an instructor, then the lessor of the aircraft simulator must register with TSA as a flight training provider and comply with the requirements of this part.

§1552.7 Verification of eligibility.

(a) No flight training provider may provide flight training or access to flight training equipment to any individual before establishing that the individual is a U.S. citizen, U.S. national, DoD endorsee, or candidate with a valid Determination of Eligibility resulting from a TSA-accepted security threat assessment completed in accordance with subpart B of this part.

(1) To establish that an individual is a U.S. citizen or a U.S. national, each flight training provider must examine the individual's government-issued documentation as proof of U.S. citizenship or U.S. nationality. A student who claims to be a U.S. citizen or a U.S. national and who fails to provide valid, acceptable identification documents must be denied flight training. A list of acceptable identification documents may be found on the FTSP Portal.

(2) To establish that an individual has been endorsed by the DoD to receive U.S. Government-sponsored flight training in the United States, each flight training provider must use the FTSP Portal to confirm that the endorsee's government-issued photo identification matches the information provided in the U.S. DoD endorsement available on the FTSP Portal. A DoD endorsee is exempt from the requirement to undergo the security threat assessment required by this part if the DoD attaché with jurisdiction for the foreign military pilot's country of citizenship has notified TSA through the FTSP Portal that the pilot may participate in U.S. Government-sponsored flight training.

(3) To establish that a candidate has undergone a TSA-accepted security threat assessment, each flight training provider must use the FTSP Portal to confirm that TSA has issued a Determination of Eligibility to that candidate and that the determination is valid.

(b) Each flight training provider must immediately terminate a candidate's participation in all ongoing or planned flight training events when TSA either sends a Determination of Ineligibility for that candidate or notifies the flight training provider that the candidate presents a security threat.

(c) Each flight training provider must acknowledge through the FTSP Portal receipt of any of the following TSA notifications: Determination of Ineligibility; Candidate Security Threat; and Deny Candidate Flight Training.

(d) Each flight training provider must notify TSA if the provider becomes aware that a candidate is involved in any alleged criminal disqualifying offenses, as described under §1544.229(d) of this subchapter; is no longer permitted to remain in the United States, as described in §1552.35; or has reason to believe the individual otherwise poses a security threat.

§1552.9 Security Coordinator.

(a) **Designation of a Security Coordinator.** Each flight training provider must designate and use a primary Security Coordinator. The Security Coordinator must be designated at the corporate level.

(b) **Notification to TSA.** Each flight training provider must provide to TSA the names, title(s), phone number(s), and email address(es) of the Security Coordinator and the alternate Security Coordinator(s), as applicable, no later than November 1, 2024. Once a flight training provider has notified TSA of the contact information for the designated Security Coordinator and the alternate Security Coordinator(s), as applicable, the provider must notify TSA within 5 days of any changes in any of the information required by this section. This information must be provided through the FTSP Portal.

(c) **Role of Security Coordinator.** Each flight training provider must ensure that at least one Security Coordinator—

(1) Serves as the primary contact for intelligence information and security-related activities and communications with TSA. Any individual designated as a Security Coordinator may perform other duties in addition to those described in this section.

(2) Is accessible to TSA on a 24-hours a day, 7 days a week basis.

(3) Coordinates security practices and procedures internally, and with appropriate law enforcement and emergency response agencies.

(d) Training for Security Coordinator. Security Coordinator must satisfactorily complete the security awareness training required by §1552.13, and have the resources and knowledge necessary to quickly contact the following, as applicable:

- (1) Their local TSA office;
- (2) The local Federal Bureau of Investigation (FBI) office; and
- (3) Local law enforcement, if a situation or an individual's behavior could pose an immediate threat.

§1552.11 [Reserved]

§1552.13 Security awareness training.

(a) Each flight training provider must ensure that each flight training provider employee who has direct contact with flight students completes a security awareness training program that meets the requirements of this section.

(b) Each flight training provider must ensure that each flight training provider employee who has direct contact with flight students receives initial security awareness training within 60 days of hiring. At a minimum, initial security awareness training must—

(1) Require direct participation by the flight training provider employee receiving the training, either in person or through an online training module;

(2) Provide situational scenarios requiring the flight training provider employee receiving the training to assess specific situations and determine appropriate courses of action; and

(3) Contain information that enables a flight training provider employee to identify the following:

(i) Any restricted areas of the flight training provider or airport where the flight training provider operates and individuals authorized to be in these areas or in or on equipment, including designations such as uniforms or badges unique to the flight training provider and required to be worn by employees or other authorized persons.

(ii) Behavior that may be considered suspicious, including, but not limited to—

(A) Excessive or unusual interest in restricted airspace or restricted ground structures by unauthorized individuals;

(B) Unusual questions or interest regarding aircraft capabilities;

(C) Aeronautical knowledge inconsistent with the individual's existing airman credentialing; and

(D) Sudden termination of instruction by a candidate or other student.

(iii) Indications that candidates are being trained without a Determination of Eligibility or validation of exempt status.

(iv) Behavior by other persons on site that may be considered suspicious, including, but not limited to—

(A) Loitering on or around the operations of a flight training provider for extended periods of time; and

(B) Entering "authorized access only" areas without permission.

(v) Circumstances regarding aircraft that may be considered suspicious, including, but not limited to—

(A) Unusual modifications to aircraft, such as the strengthening of landing gear, changes to the tail number, or stripping of the aircraft of seating or equipment;

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(B) Damage to propeller locks or other parts of an aircraft that is inconsistent with the pilot training or aircraft flight log; and

(C) Dangerous or hazardous cargo loaded into an aircraft.

(vi) Appropriate flight training provider employee responses to specific situations and scenarios, including—

(A) Identifying suspicious behavior requiring action, such as identifying anomalies within the operational environment considering the totality of the circumstances, and appropriate actions to take;

(B) When and how to safely question an individual if the individual's behavior is suspicious; and

(C) Informing a supervisor and the flight training provider's Security Coordinator, if a situation or an individual's behavior warrants further investigation.

(vii) Any other information relevant to security measures or procedures unique to the flight training provider's business, such as threats, past security incidents, or a site-specific TSA requirement.

(c) All flight training providers must ensure that each employee receives refresher security awareness training at least every 2 years. At a minimum, a refresher security awareness training program must—

(1) Include all the elements from the initial security awareness training;

(2) Provide instruction on any new security measures or procedures implemented by the flight training provider since the last security awareness training program;

(3) Relay information about recent security incidents at the flight training provider's business, if any, and any lessons learned as a result of such incidents;

(4) Cover any new threats posed by, or incidents involving, general or commercial aviation aircraft; and

(5) Provide instruction on any new TSA requirements concerning the security of general or commercial aviation aircraft, airports, or flight training operations.

(d) Flight training providers who must conduct security awareness training under part 1544 or 1546 of this subchapter may deliver that training in lieu of compliance with paragraphs (a) through (c) of this section.

§1552.15 Recordkeeping.

(a) Retention. Except as provided in paragraph (e) of this section, each flight training provider subject to the requirements in this part must, at a minimum, retain the records described in this section to demonstrate compliance with TSA's requirements and make these records available to TSA upon request for inspection and copying.

(b) Employee records. Each flight training provider required to provide security awareness training under §1552.13 must—

(1) Retain security awareness training records for each employee required to receive training that includes, at a minimum—

(i) The employee's name;

(ii) The dates the employee received security awareness training;

(iii) The name of the instructor or manager for training; and

(iv) The curricula or syllabus used for the most recently provided training that establishes the training meets the criteria specified in §1552.13.

(2) Retain records of security training for no less than 1 year after the individual is no longer an employee.

(3) Provide records to current and former employees upon request and at no charge as necessary to provide proof of training. At a minimum, the information provided must include—

(i) The information in paragraph (b)(1) of this section, except that, in lieu of providing the curriculum or syllabus, the flight training provider may provide a statement certifying that the training program used by the flight training provider met the criteria specified in §1552.13; and

(ii) The signature or e-signature of an authorized official of the provider.

(4) A flight training provider that conducts security awareness training under parts 1544 or 1546 of this subchapter may retain that documentation in lieu of compliance with this section.

(c) Records demonstrating eligibility for flight training for U.S. citizens and U.S. nationals.

(1) Each flight training provider must maintain records that document the provider's verification of U.S. citizenship or U.S. nationality as described in §1552.7(a)(1).

(2) Each flight training provider may certify that verification of U.S. citizenship or U.S. nationality occurred by making the following endorsement in both the instructor's and the student's logbooks: "I certify that [insert student's full name] has presented to me a [insert type of document presented, such as U.S. birth certificate or U.S. passport, and the relevant control or sequential number on the document, if any] establishing that [the student] is a U.S. citizen or U.S. national in accordance with 49 CFR 1552.7(a). [Insert date and the instructor's signature and certificate number.]"

(3) In lieu of paragraph (c)(1) or (2) of this section, the flight training provider may make and retain copies of the documentation establishing an individual as a U.S. citizen or U.S. national.

(d) Leasing agreements. Each flight training provider must retain all lease agreement records for aircraft simulators leased from another person, as identified under this section, as necessary to demonstrate compliance with the requirements of this part.

(e) Records maintenance.

(1) With the exception of the retention schedule for training records required under paragraph (b)(2) of this section, all records required by this part must be maintained electronically using methods approved by TSA or as paper records for at least 5 years after expiration or discontinuance of use.

(2) A flight training provider that uses its FTSP Portal account to confirm or manage the following records is not required to maintain separate electronic or paper copies of the following records:

- (i) Security awareness training records;
- (ii) Security Coordinator training records;
- (iii) Verification of U.S. citizenship or U.S. nationality;
- (iv) Verification of DoD Endorsee identity; or
- (v) Aircraft or aircraft simulator lease agreements.

§1552.17 FTSP Portal.

(a) Candidates must obtain an FTSP Portal account and use the FTSP Portal to submit the information and fees necessary to initiate a security threat assessment under subpart B of this part.

(b) Flight training providers who provide flight training to candidates must obtain an FTSP Portal account and use the FTSP Portal to notify TSA of all candidate flight training events and confirm that a candidate is eligible for flight training. The flight training provider also may use the FTSP Portal for other recordkeeping purposes related to the requirements in §1552.15.

(c) The FTSP Portal account administrator for flight training providers who operate under 14 CFR part 61, either as an individual certified flight instructor, or for a group of certified flight instructors, must be an FAA certificate holder. The FTSP Portal account administrator for flight training providers who operate under 14 CFR parts 121, 135, 141, and 142 is not required to be an FAA certificate holder.

(d) TSA may suspend a flight training provider's access to the FTSP Portal at any time, without advance notice.

§1552.19 Fraud, falsification, misrepresentation, or omission.

If an individual covered by this part commits fraud, makes a false statement or misrepresentation, or omits a material fact when submitting any information required under this part, the individual may be—

(a) Subject to fine or imprisonment or both under Federal law, including, but not limited to, 18 U.S.C. 1001 and 49 U.S.C. 46301;

(b) Denied a security threat assessment under this chapter; and/or

(c) Subject to other enforcement or administrative action, as appropriate, including, but not limited to, proceedings under §1540.103 of this subchapter.

Subpart B—Security Threat Assessments

§1552.31 Security threat assessment required for flight training candidates.

(a) Scope of security threat assessment. Each candidate must complete a security threat assessment and receive a Determination of Eligibility from TSA prior to initiating flight training.

(b) Information required. To apply for a security threat assessment, each candidate must submit the following, in a form and manner acceptable to TSA—

(1) Biographic and biometric information determined by TSA to be necessary for conducting a security threat assessment;

(2) Identity verification documents; and

(3) The applicable security threat assessment fee identified in §1552.39.

(c) TSA Determination of Eligibility. TSA may issue a Determination of Eligibility to the flight training provider after conducting a security threat assessment of the candidate that includes, at a minimum—

(1) Confirmation of the candidate's identity;

(2) A check of relevant databases and other information to determine whether the candidate may pose or poses a security threat and to confirm the individual's identity;

(3) An immigration check; and

(4) An FBI fingerprint-based criminal history records check to determine whether the individual has a disqualifying criminal offense in accordance with the requirements of §1544.229 of this subchapter.

(d) Term of TSA Determination of Eligibility.

(1) The TSA Determination of Eligibility expires 5 years after the date it was issued, unless—

(i) The candidate commits a disqualifying criminal offense described in §1544.229(d) of this subchapter and, in such case, the Determination of Eligibility expires on the date the candidate was convicted or found not guilty by reason of insanity;

(ii) TSA determines that the candidate poses a security threat; or

(iii) The candidate's authorization to remain in the United States expires earlier than 5 years and, in such case, the Determination of Eligibility expires on the date that the candidate's authorization to remain in the United States expires. Candidates may extend the term of their Determination of Eligibility up to a total of 5 years by submitting updated documentation of authorization to remain in the United States.

(2) No candidate may engage in flight training after the expiration of the candidate's Determination of Eligibility.

(e) **Processing time.** TSA will process complete security threat assessment applications within 30 days.

(f) **Correction of the record.** A Determination of Ineligibility made by TSA on the basis of a candidate's complete and accurate record is final. If the Determination of Ineligibility was based on a record that the candidate believes is erroneous, the candidate may correct the record by submitting all missing or corrected documents, plus all additional documents or information that TSA may request, within 180 days of TSA's initial determination.

§1552.33 [Reserved]

§1552.35 Presence in the United States.

(a) A candidate may be eligible to participate in flight training if the candidate—

(1) Is lawfully admitted to the United States, or entered the United States and has been granted permission to stay by the U.S. Government, or is otherwise authorized to be employed in the United States; and

(2) Is within their period of authorized stay in the United States.

(b) A candidate who has yet to obtain a valid document issued by the United States evidencing eligibility to take flight training may be issued a preliminary Determination of Eligibility pending the individual's ability to provide proof of eligibility.

(c) A candidate who engages in a flight training event that takes place entirely outside the United States is not required to provide eligibility for flight training in the United States, but must provide any United States visas held by the candidate.

(d) Any history of denial of a United States visa may be a factor in determining whether a candidate is eligible to participate in flight training, regardless of training location.

§1552.37 Comparable security threat assessments.

(a) TSA may accept the results of a comparable, valid, and unexpired security threat assessment, background check, or investigation conducted by TSA or by another U.S. Government agency, which TSA generally describes as a Determination of Eligibility. A candidate seeking to rely on a comparable security threat assessment must submit documents confirming their Determination of Eligibility through the FTSP Portal, including the biographic and biometric information required under §1552.31. TSA will post a list of acceptable comparable security threat assessments on the FTSP Portal.

(b) TSA will charge a fee to cover the costs of confirming a comparable security threat assessment, but this fee may be a reduced fee.

(c) An FTSP reduced-fee security threat assessment based on a comparable security threat assessment will be valid in accordance with §1552.31.

§1552.39 Fees.

(a) Imposition of fees.

(1) A candidate must remit the fees required by this part, as determined by TSA, which will be published through notice in the **Federal Register** and posted on the FTSP Portal.

(2) Changes to the fee amounts will be published through notice in the **Federal Register** and posted on the FTSP Portal.

(3) TSA will publish the details of the fee methodology in the rulemaking docket.

(b) **Refunding fees.** TSA will not issue fee refunds unless the fee is paid in error.

Subpart C—Flight Training Event Management

§1552.51 Notification and processing of flight training events.

(a) **Notification of flight training events.** Each flight training provider must notify TSA through the FTSP Portal of all proposed and actual flight training events scheduled by a candidate, without regard to whether that training is intended to result in certification.

(b) **Training event details.** Each flight training provider must include the following information with each flight training event notification:

(1) Candidate name;

(2) The rating(s) that the candidate could receive upon completion of the flight training, if any;

(3) For recurrent flight training, the type rating for which the recurrent training is required;

(4) Estimated start and end dates of the flight training; and

(5) Location(s) where the flight training is anticipated to occur.

(c) **Acknowledgement.** TSA will acknowledge receipt of the information required by paragraphs (a) and (b) of this section.

(d) **Candidate photograph.** When the candidate arrives for training, each flight training provider must take a photograph of the candidate and must upload it to the FTSP Portal within 5 business days of the date that the candidate arrived for flight training.

(e) **Waiting period.** Each flight training provider may initiate flight training if more than 30 days have elapsed since TSA acknowledged receipt of the information required by paragraphs (a) and (b) of this section.

(f) **Waiting period for expedited processing.** A flight training provider may initiate flight training if:

(1) More than 5 business days have elapsed since TSA acknowledged receipt of the information required by paragraphs (a) and (b) of this section; and

(2) TSA has provided confirmation in its acknowledgement to the flight training provider that the candidate is eligible for expedited processing. A candidate is eligible for expedited processing if the candidate has provided proof to TSA that the candidate—

(i) Holds an FAA airman certificate with a type rating;

(ii) Holds an airman certificate, with a type rating, from a foreign country that is recognized by an agency of the United States, including a military agency;

(iii) Is employed by a domestic or foreign air carrier that has an approved security program under parts 1544 or 1546 of this subchapter, respectively;

(iv) Is an individual that has unescorted access to a secured area of an airport as determined under part 1542 of this subchapter; or

(v) Is a lawful permanent resident.

(g) **Update training event details.** Each flight training provider must update on the FTSP Portal the following information for each reported flight training event:

(1) Actual start and end dates.

(2) Actual training location(s).

(3) Notification if training was not completed, to include a brief description of why the training was not completed, e.g., cancellation by the provider or the candidate, failure of the candidate to meet the required standard, or abandonment of training by the candidate.

Aeronautical Information Manual

Explanation of Major Changes

Change 1 effective October 5, 2023, and Change 2 effective March 21, 2024 (to Basic Manual effective April 20, 2023).

1-1-9. Instrument Landing System (ILS)

This change reflects the FAA Order JO 7110.65 guidance that allows a preceding arrival or departure in or over the ILS critical area when the weather is above 200' ceiling and 2000 RVR. The new guidance warns pilots of signal disturbances that may be encountered in any weather at or above standard CAT I minima.

1-1-17. Global Positioning System

This change aligns the AIM with Flight Standards B036 issuance policy that two GPS receivers are considered independent systems for extended overwater operations.

1-1-20. Precision Approach Systems Other Than ILS and GPS

Appendix 3. Abbreviations/Acronyms

This change will result in the removal of references to SCAT-DGPS from the AIM.

2-3-8. Mandatory Instruction Signs

This change addresses a change to the mandatory instruction sign to include the departure runway information in the sign legend. The sign for holding positions protecting both the approach area of a runway end and the departure area for the opposite runway end will now display "DEP" in addition to "APCH" (e.g., 15 APCH-33 DEP). Holding positions signs on taxiways that traverse the approach area but not the departure area (e.g., displaced threshold) will continue to display just the APCH legend. This change does not address changes to the hold line marking or implement conditional holding for protection of approach/departure areas.

3-5-2. Military Training Routes

This change adds language to paragraph 3-5-2 that defines what the Department of Defense Flight Information Publications (DoD FLIP) represent and describes instrument/visual routes (IR/VR) that can be found in charts and narratives. It also describes FAA's responsibility for providing information about them on IFR and VFR routes. Additionally, a note was added for users who require copies of the FLIP.

3-5-8. Washington DC Special Flight Rules Area (SFRA) Including the Flight Restricted Zone (FRZ)

This change adds a new paragraph 3-5-8, Washington DC Special Flight Rules Area (SFRA) including the Flight Restricted Zone (FRZ), to the AIM to better inform pilots and reduce violations reference the requirements of 14 CFR Part 93.339 and Part 91.161, and 14 CFR 99.7 Special Security Instruction NOTAMs. The current paragraphs 3-5-8 and 3-5-9 are being renumbered 3-5-9 and 3-5-10, respectively.

4-1-21. Airport Reservation Operations and Special Traffic Management Programs

Dual-tone multi-frequency (telephone touch-tone signaling) interfaces are no longer available for use to receive an Electronic Special Traffic Management Program or Enhanced Computer Voice

Reservation System reservation. Procedures for coordination processing are updated and some content has been revised for clarification.

4-3-20. Standard Taxi Routes

This change adds a paragraph to Chapter 4, Air Traffic Control, Section 3, Airport Operations, of the AIM, to provide guidance to pilots about Standard Taxi Routes (STRs). This new paragraph will support the implementation of a new directive, FAA Order JO 7110.664, Standard Taxi Routes. All subsequent paragraphs will be renumbered.

7-1-3. Use of Aviation Products

7-1-4. Graphical Forecasts for Aviation Weather (GFA)

7-1-11. Weather Radar Services

7-1-18. Pilot Weather Reports (PIREPS)

This change updates the references to AC 00-45 to the *Aviation Weather Handbook*, FAA-H-8083-28.

7-1-5. Preflight Briefing

This change updates the subparagraph to use true north rather than magnetic north.

7-3-5. Cold Temperature Airport Procedures

This change adds an additional segment to Figure 7-3-1, Example Cold Temperature Restricted Airport List—Required Segments, along with guidance on how to apply a temperature correction to this segment. The change also rearranges the section for better flow, swapping the positions of updated subparagraphs e and f.

7-6-4. Obstructions to Flight

This change provides pilots guidance on the distinctive hazards when flying near wind turbines and their unique marking and lighting. Additionally, other updates were made to improve the readability of the paragraphs addressing other obstruction types.

9-1-4. General Description of Each Chart Series

As a result of the Chart Supplement Modernization Initiative, the Chart Supplement U.S. descriptions were revised and expanded creating Chart Supplement, Chart Supplement Alaska, and Chart Supplement Pacific. Figure 9-1-14 was repositioned and renumbered to immediately follow subparagraph d2 for better readability.

Appendix 4. FAA Form 7233-4—International Flight Plan

This change modifies codes used in field 18 of the ICAO flight plan for indication of ADS-B equipage in compliance with international agreements.

Appendix 4. FAA Form 7233-4—International Flight Plan

This change modifies an existing note to identify three Item 18 NAV and PBN codes that require all civil operators to obtain specific operational approval prior to including on their flight plan. Additionally, an identical comment was added to Appendix 2 of the U.S. AIP.

Editorial Changes

Editorial changes include updated and corrected references and typos; rewording subparagraph 8-1-2d to eliminate confusion between high altitude of aircraft vs. low cabin altitude pressure; clarifying language in subparagraph 11-2-2c2 to say that UAS that are flown exclusively for recreational purposes must be registered if they weigh more than 0.55 pounds (250 grams); updating the subscription information for this publication; a hyperlink fix and hyperlink update for Helicopter Association International in subparagraph 10-2-1a; updates to the term Chart Supplement and Chart Supplement U.S.; the addition of RX Receive/Receiver and edit of REDL to Runway Edge Light in 5-1-3, Table 5-1-2; a change reconciling the discrepancy between FAA Order JO 7210.3 and

the *Aeronautical Information Manual* by changing the time for requesting Remote Airport Information Service (RAIS) support from 60 days to 30 days; correcting the spelling of “Juliet” to “Juliett” in paragraph 4-1-16; a couple of simple editorial changes in paragraphs 3-2-3 and 5-4-1; correcting non-radar to nonradar in 5-3-2c4; and a simple editorial correcting “four” to “these” in 7-1-10d1(a).

Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

Aeronautical Information Manual (AIM)

Subscription Information

This manual is available by its effective date on the FAA's Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/.

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Chapter 1

1-1-1 General

a. Various types of air navigation aids are in use today, each serving a special purpose. These aids have varied owners and operators, namely: the Federal Aviation Administration (FAA), the military services, private organizations, individual states and foreign governments. The FAA has the statutory authority to establish, operate, maintain air navigation facilities and to prescribe standards for the operation of any of these aids which are used for instrument flight in federally controlled airspace. These aids are tabulated in the Chart Supplement.

1-1-4 VOR Receiver Check

a. The FAA VOR test facility (VOT) transmits a test signal which provides users a convenient means to determine the operational status and accuracy of a VOR receiver while on the ground where a VOT is located. The airborne use of VOT is permitted; however, its use is strictly limited to those areas/altitudes specifically authorized in the Chart Supplement or appropriate supplement.

f. ***

2. Locations of airborne check points, ground check points and VOTs are published in the Chart Supplement.

1-1-8 NAVAID Service Volumes

d. ***

TABLE 1-1-2
NDB SERVICE VOLUMES

Class	Distance (Radius) (NM)
Compass Locator	15
MH	25
H	50*
HH	75
*Service ranges of individual facilities may be less than 50 nautical miles (NM). Restrictions to service volumes are first published as a Notice to Air Missions and then with the alphabetical listing of the NAVAID in the Chart Supplement.	

1-1-9 Instrument Landing System (ILS)

k. ILS Course and Glideslope Distortion

1. All pilots should be aware that ILS installations are subject to signal interference by surface vehicles and aircraft (either on the ground or airborne). ILS CRITICAL AREAS are established near each localizer and glide slope antenna. Pilots should be aware of the level of critical area protection they can expect in various weather conditions and understand that signal disturbances may occur as a result of normal airport operations irrespective of the official weather observation.

2. ATC is not always required to issue control instructions to avoid interfering operations within ILS critical areas at controlled airports during the hours the Airport Traffic Control Tower (ATCT) is in operation. ATC responsibilities vary depending on the official weather observation and are described as follows:

(a) Weather Conditions. Official weather observation indicates a ceiling of 800 feet or higher and visibility 2 miles or greater, no localizer or glideslope critical area protection is provided by ATC unless specifically requested by the flight crew.

(b) Weather Conditions. Official weather observation indicates a ceiling of less than 800 feet or visibility less than 2 miles.

(1) Holding. Aircraft holding below 5,000 feet between the outer marker and the airport may cause localizer signal variations for aircraft conducting the ILS approach. Accordingly, such holding will not be authorized by ATC.

(2) Localizer Critical Area. When an arriving aircraft is inside the outer marker (OM) or the fix used in lieu of the OM, vehicles and aircraft will not be authorized in or over the precision approach critical area except:

[a] A preceding arriving aircraft on the same or another runway may pass over or through the localizer critical area, and;

[b] A preceding departing aircraft or missed approach on the same or another runway may pass through or over the localizer critical area.

(3) Glide Slope Critical Area. ATC will not authorize vehicles or aircraft operations in or over the glideslope critical area when an arriving aircraft is inside the outer marker (OM), or the fix used in lieu of the OM, unless the arriving aircraft has reported the runway in sight and is circling or side-stepping to land on another runway.

(c) Weather Conditions. Official weather observation indicates a ceiling less than 200 feet or runway visual range (RVR) less than 2000 feet.

(1) Localizer Critical Area. In addition to the critical area protection described in 1-1-9k2(b) above, when an arriving aircraft is inside the middle marker (MM), or in the absence of a MM, ½ mile final, ATC will not authorize:

[a] A preceding arriving aircraft on the same or another runway to pass over or through the localizer critical area, or;

[b] A preceding departing aircraft or missed approach on the same or another runway to pass through or over the localizer critical area.

3. In order to ensure that pilot and controller expectations match with respect to critical area protection for a given approach and landing operation, a flight crew should advise the tower any time it intends to conduct any autoland operation or use an SA CAT I, any CAT II, or any CAT III line of minima anytime the official weather observation is at or above a ceiling of 800 feet and 2 miles visibility. If ATC is unable to protect the critical area, they will advise the flight crew.

Example: Denver Tower, United 1153, Request Autoland (runway) ATC replies with: United 1153, Denver Tower, Roger, Critical Areas not protected.

4. Pilots are cautioned that even when the critical areas are considered to be protected, unless the official weather observation including controller observations indicates a ceiling less than 200 feet or RVR less than 2000 feet, ATC may still authorize a preceding arriving, departing, or missed approach aircraft to pass through or over the localizer critical area and that this may cause signal disturbances that could result in an undesired aircraft state during the final stages of the approach, landing, and rollout.

5. Pilots are cautioned that vehicular traffic not subject to ATC may cause momentary deviation to ILS course or glide slope signals. Also, critical areas are not protected at uncontrolled airports or at airports with an operating control tower when weather or visibility conditions are above those requiring protective measures. Aircraft conducting coupled or autoland operations should be especially alert in monitoring automatic flight control systems and be prepared to intervene as necessary. (See Figure 1-1-8.)

Note: Unless otherwise coordinated through Flight Standards, ILS signals to Category I runways are not flight inspected below the point that is 100 feet less than the decision altitude (DA). Guidance signal anomalies may be encountered below this altitude.

1-1-12 NAVAIDs with Voice

a. Voice equipped en route radio navigational aids are under the operational control of either a Flight Service Station (FSS) or an approach control facility. Facilities with two-way voice communication available are indicated in the Chart Supplement and aeronautical charts.

b. Unless otherwise noted on the chart, all radio navigation aids operate continuously except during shutdowns for maintenance. Hours of operation of facilities not operating continuously are annotated on charts and in the Chart Supplement.

1-1-17 Global Positioning System (GPS)

b. ***

1. ***

(c) ***

(2) Database Currency. Check the currency of the database. Databases must be updated for IFR operations and should be updated for all other operations. However, there is no requirement for databases to be updated for VFR navigation. It is not recommended to use a moving map with an outdated database in and around critical airspace. Pilots using an outdated database should verify waypoints using current aeronautical products; for example, Chart Supplement, Sectional Chart, or En Route Chart.

2. ***

(b) ***

(5) ***

[b] Operators must have two independent navigation systems appropriate to the route to be flown or one system that is suitable and a second, independent backup system that allows the operator to proceed safely to a suitable airport, complete an instrument approach; and the aircraft must have sufficient fuel (reference 14 CFR 121.349, 125.203, 129.17, and 135.165). These rules ensure the safety of the operation by preventing a single point of failure.

Note: An aircraft approved for multi-sensor navigation and equipped with a single navigation system must maintain an ability to navigate or proceed safely in the event that any one component of the navigation system fails, including the flight management system (FMS). Retaining an FMS-independent VOR capability would satisfy this requirement.

[d] Due to low risk of disruption or manipulation of GPS signals beyond 50 NM offshore, FAA differentiates between extended and non-extended over-water operations. To satisfy the requirement for two independent navigation systems:

[1] For all extended over-water operations (defined in 14 CFR Part 1 as greater than 50 NM from the nearest shoreline), operators may consider dual GPS-based systems to meet the "independent" criteria stipulated by regulation, e.g., §121.349, §135.165.

[2] For all "non-extended overwater" operations, if the primary navigation system is GPS-based, the second system must be independent of GPS (for example, VOR or DME/DME/IRU). This allows continued navigation in case of failure of the GPS or WAAS services. Recognizing that GPS interference and test events resulting in the loss of GPS services have become more common, the FAA requires operators conducting IFR operations under 14 CFR 121.349, 125.203, 129.17, and 135.65 to retain a non-GPS navigation capability, for example, either DME/DME, IRU, or VOR for en route and terminal operations and VOR and ILS for final approach. Since this system is to be used as a rever- sionary capability, single equipage is sufficient.

1-1-20 Precision Approach Systems other than ILS and GLS

b. ***

2. General aviation operators requesting approval for special procedures should contact the local Flight Standards District Office to obtain a letter of authorization. Air carrier operators requesting approval for use of special procedures should contact their Certificate Holding District Office for authorization through their Operations Specification.

Reference: AIM, ¶5-4-7j, *Instrument Approach Procedures*.

Chapter 2

2-1-2 Visual Glideslope Indicators

a. ***

4. The VASI is a system of lights so arranged to provide visual descent guidance information during the approach to a runway. These lights are visible from 3–5 miles during the day and up to 20 miles or more at night. The visual glide path of the VASI provides safe obstruction clearance within plus or minus 10 degrees of the extended runway centerline and to 4 NM from the runway threshold. Descent, using the VASI, should not be initiated until the aircraft is visually aligned with the runway. Lateral course guidance is provided by the runway or runway lights. In certain circumstances, the safe obstruction clearance area may be reduced by narrowing the beam width or shortening the usable distance due to local limitations, or the VASI may be offset from the extended runway centerline. This will be noted in the Chart Supplement and/or applicable Notices to Air Missions (NOTAMs).

b. **Precision Approach Path Indicator (PAPI).** The precision approach path indicator (PAPI) uses light units similar to the VASI but are installed in a single row of either two or four light units. These lights are visible from about 5 miles during the day and up to 20 miles at night. The visual glide path of the PAPI typically provides safe obstruction clearance within plus or minus 10 degrees of the extended runway centerline and to 3.4 NM from the runway threshold. Descent, using the PAPI, should not be initiated until the

Note 1: Refer to Advisory Circular 150/5300-13 for additional information on obstruction surfaces.

Note 2: Because Taxiway C does not enter the departure area of Runway 33, the sign on Taxiway C does not include the “33 DEP” legend.

Note 3: The location of a holding position is relative to the point on the aircraft that infringes the surface; for inclining surfaces such as an approach surface, the location of the holdline position may differ from the location of the infringement point.

2-3-8 Mandatory Instruction Signs

b. ***

2. Runway Approach Area Holding Position Sign. At some airports, it is necessary to hold an aircraft on a taxiway located in the approach or departure area for a runway so that the aircraft

does not interfere with operations on that runway. Figure 2-3-15 depicts common situations. A sign with the runway designation(s) and the protected area(s) will be located at applicable holding positions on the taxiway. For locations protecting only the approach area, the holding position on the taxiway includes a sign identifying the approach end runway designation (e.g., 15) followed by a dash (–) and the letters “APCH”. For locations protecting both the approach and departure areas, the holding position on the taxiway includes a sign with the approach end runway designation and letters “APCH” followed by a dash (–), the departure end runway designation and the letters “DEP”. The arrangement of the runway designations and protected areas legend on the sign reflects the orientation of the runway as viewed from the holding position. Holding position markings in accordance with paragraph 2-3-5, Holding Position Markings, are co-located on the taxiway pavement in line with the sign. Examples of these signs are shown in Figure 2-3-27.

FIGURE 2-3-27
Holding Position Sign for Runway Approach and Departure Areas



Chapter 3

3-2-5 Class D Airspace

a. ***

1. Class D surface areas may be designated as full-time (24 hour tower operations) or part-time. Part-time Class D effective times are published in the Chart Supplement.

Note 1. The airport listing in the Chart Supplement will state the part-time surface area status (for example, “other times CLASS E” or “other times CLASS G”).

b. ***

3. ***

Example 2: “Aircraft calling Manassas tower standby.”

At those airports where the control tower does not operate 24 hours a day, the operating hours of the tower will be listed on the appropriate charts and in the Chart Supplement. During the hours the tower is not in operation, the Class E surface area rules or a combination of Class E rules to 700 feet above ground level and Class G rules to the surface will become applicable. Check the Chart Supplement for specifics.

3-2-6 Class E Airspace

e. ***

1. ***

(c) Pilots should refer to the airport page in the applicable Chart Supplement for surface area status information.

Note: When a Class C or Class D surface area is not in effect continuously (for example, where a control tower only operates part-time), the surface area airspace will change to either a Class E surface area or Class G airspace. In such cases, the “Airspace” entry for the airport in the Chart Supplement will state “other times Class E” or “other times Class G.” When a part-time surface area changes to Class E airspace, the Class E arrival extensions will remain in effect as Class E airspace. If a part-time Class C, Class D, or Class E surface area becomes Class G airspace, the arrival extensions will change to Class G at the same time.

3-5-1 Airport Advisory/Information Services

- a. ***
2. ***

Note: The airport authority and/or manager should request RAIS support on official letterhead directly with the manager of the FSS that will provide the service at least 30 days in advance. Approval authority rests with the FSS manager and is based on workload and resource availability.

3-5-2 Military Training Routes

e. DoD FLIP—Department of Defense Flight Information Publications describe IR/VR routes through charts and narratives, and the FAA provides information regarding these routes to all users via IFR and VFR charts.

Note: DoD users that require copies of FLIP should contact:

Defense Logistics Agency for Aviation
Mapping Customer Operations (DLA AVN/QAM)
8000 Jefferson Davis Highway
Richmond, VA 23297-5339
Toll free phone: 1-800-826-0342
Commercial: 804-279-6500

3-5-4 Parachute Jump Aircraft Operations

a. Procedures relating to parachute jump areas are contained in 14 CFR Part 105. Tabulations of parachute jump areas in the U.S. are contained in the Chart Supplement.

3-5-8 Washington, DC, Special Flight Rules Area (SFRA) including the Flight Restricted Zone (FRZ)

A pilot conducting any type of flight operation in the Washington, DC, SFRA/FRZ must comply with the requirements in:

- a. 14 CFR Section 93.339, Washington, DC, Metropolitan Area Special Flight Rules Area including the FRZ.
- b. 14 CFR Section 91.161, Special Awareness Training for the DC SFRA/FRZ, also located on the FAA website at <https://www.faa.gov/safety>.
- c. Any 14 CFR Section 99.7 special security instructions for the DC SFRA/FRZ published via NOTAM by FAA in the interest of national security.

3-5-9 Weather Reconnaissance Area (WRA)

3-5-10 Other Non-Charted Airspace Areas

Chapter 4

4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers

- a. ***

3. Many airports are now providing completely automated weather, radio check capability and airport advisory information on an automated UNICOM system. These systems offer a variety of features, typically selectable by microphone clicks, on the UNICOM frequency. Availability of the automated UNICOM will be published in the Chart Supplement and approach charts.

4-1-13 Automatic Terminal Information Service (ATIS)

a. ATIS is the continuous broadcast of recorded noncontrol information in selected high activity terminal areas. Its purpose is to improve controller effectiveness and to relieve frequency congestion by automating the repetitive transmission of essential but routine information. The information is continuously broadcast over a discrete VHF radio frequency or the voice portion of a local NAVAID. Arrival ATIS transmissions on a discrete VHF radio frequency are engineered according to the individual facility requirements, which would normally be a protected service volume of 20 NM to 60 NM from the ATIS site and a maximum altitude of 25,000 feet AGL. In the case of a departure ATIS, the protected service volume cannot exceed 5 NM and 100 feet AGL. At most locations, ATIS signals may be received on the surface of the airport, but local conditions may limit the maximum ATIS reception distance and/or altitude. Pilots are urged to cooperate in the ATIS program as it relieves frequency congestion on approach control, ground control, and local control frequencies. The Chart Supplement indicates airports for which ATIS is provided.

4-1-18 Terminal Radar Services for VFR Aircraft

- a. ***

5. Sequencing for VFR aircraft is available at certain terminal locations (see locations listed in the Chart Supplement). The purpose of the service is to adjust the flow of arriving VFR and IFR aircraft into the traffic pattern in a safe and orderly manner and to provide radar traffic information to departing VFR aircraft. Pilot participation is urged but is not mandatory. Traffic information is provided on a workload permitting basis. Standard radar separation between VFR or between VFR and IFR aircraft is not provided.

- b. ***

1. This service has been implemented at certain terminal locations. The service is advertised in the Chart Supplement. The purpose of this service is to provide separation between all participating VFR aircraft and all IFR aircraft operating within the airspace defined as the Terminal Radar Service Area (TRSA). Pilot participation is urged but is not mandatory.

3. TRSAs are depicted on sectional aeronautical charts and listed in the Chart Supplement.

4-1-21 Airport Reservation Operations and Special Traffic Management Programs

- a. Slot Controlled Airports.

1. The FAA may adopt rules to require advance reservations for unscheduled operations at certain airports. In addition to the information in the rules adopted by the FAA, a listing of the airports and relevant information will be maintained on the FAA website www.fly.faa.gov/ecvrs.

2. The FAA has established an Airport Reservation Office (ARO) to receive and process reservations for unscheduled flights at the slot controlled airports. The ARO uses the Enhanced Computer Voice Reservation System (e-CVRS) to allocate reservations. Reservations will be available beginning 72 hours in advance of the operation at the slot controlled airport. Standby lists are not maintained. Flights with declared emergencies do not require reservations. Refer to the website for the current listing of slot controlled airports, limitations, and reservation procedures.

3. For more detailed information on operations and reservation procedures at a Slot Controlled Airport, please see 14 CFR Part 93, Subpart K—High Density Traffic Airports.

b. Special Traffic Management Programs (STMP).

1. Special programs may be established when a location requires special traffic handling to accommodate above normal traffic demand (for example, EAA AirVenture Oshkosh, SUN 'n FUN Aerospace Expo) or reduced airport capacity (for example, airport runway/taxiway closures for airport construction). The special programs may remain in effect until the problem has been resolved or until local traffic management procedures can handle the volume and a need for special handling no longer exists.

2. If an STMP is used to accommodate a special event, a domestic notice will be issued relaying the website address: www.fly.faa.gov/estmp. Domestic notice information includes: what airports are included in the STMP, the dates and times reservations are required, the time limits for reservation requests, the point of contact for reservations, and any other instructions.

c. Making Reservations. Detailed information and User Instruction Guides for using the Web reservation systems are available on the websites for the slot controlled airports (e-CVRS), www.fly.faa.gov/ecvrs; and STMPs (e-STMP), www.fly.faa.gov/estmp.

Note: Users may contact the ARO at (540) 422-4246 if they have a problem with their reservation.

4-2-14 Communications for VFR Flights

a. FSSs and Supplemental Weather Service Locations (SWSL) are allocated frequencies for different functions; for example, in Alaska, certain FSSs provide Local Airport Advisory on 123.6 MHz or other frequencies which can be found in the Chart Supplement. If you are in doubt as to what frequency to use, 122.2 MHz is assigned to the majority of FSSs as a common en route simplex frequency.

b. Certain VOR voice channels are being utilized for recorded broadcasts; for example, ATIS. These services and appropriate frequencies are listed in the Chart Supplement. On VFR flights, pilots are urged to monitor these frequencies. When in contact with a control facility, notify the controller if you plan to leave the frequency to monitor these broadcasts.

4-3-3 Traffic Patterns

a. It is recommended that aircraft enter the airport traffic pattern at one of the following altitudes listed below. These altitudes should be maintained unless another traffic pattern altitude is published in the Chart Supplement or unless otherwise required by the applicable distance from cloud criteria (14 CFR Section 91.155). (See Figure 4-3-2 and Figure 4-3-3):

d. ***


Note 2: *RP indicates special conditions exist and refers pilots to the Chart Supplement.

4-3-6 Use of Runways/Declared Distances

d. ***

2. All 14 CFR Part 139 airports report declared distances for each runway. Other airports may also report declared distances for a runway if necessary to meet runway design standards or to indicate the presence of a clearway or stopway. Where reported,

declared distances for each runway end are published in the Chart Supplement. For runways without published declared distances, the declared distances may be assumed to be equal to the physical length of the runway unless there is a displaced landing threshold, in which case the Landing Distance Available (LDA) is shortened by the amount of the threshold displacement.

Note: A symbol  is shown on U.S. Government charts to indicate that runway declared distance information is available (See appropriate Chart Supplement, Chart Supplement Alaska or Pacific).

(a) ***

(2) ***

Note: The length of any available clearway will be included in the TODA published in the entry for that runway end within the Chart Supplement.

(3) ***

Note: The length of any available stopway will be included in the ASDA published in the entry for that runway end within the Chart Supplement.

4-3-7 Low Level Wind Shear/Microburst Detection Systems

e. An airport equipped with the LLWS, ITWS, or WSP is so indicated in the Chart Supplement under Weather Data Sources for that particular airport.

4-3-11 Pilot Responsibilities When Conducting Land and Hold Short Operations (LAHSO)

b. ***

2. At controlled airports, air traffic may clear a pilot to land and hold short. Pilots may accept such a clearance provided that the pilot-in-command determines that the aircraft can safely land and stop within the Available Landing Distance (ALD). ALD data are published in the Chart Supplement and in the U.S. Terminal Procedures Publications. Controllers will also provide ALD data upon request. Student pilots or pilots not familiar with LAHSO should not participate in the program.

4-3-17 VFR Helicopter Operations at Controlled Airports

b. ***

3. *Air taxi* is the preferred method for helicopter ground movements on airports provided ground operations and conditions permit. Unless otherwise requested or instructed, pilots are expected to remain below 100 feet AGL. However, if a higher than normal airspeed or altitude is desired, the request should be made prior to lift-off. The pilot is solely responsible for selecting a safe airspeed for the altitude/operation being conducted. Use of *air taxi* enables the pilot to proceed at an optimum airspeed/altitude, minimize downwash effect, conserve fuel, and expedite movement from one point to another. Helicopters should avoid overflight of other aircraft, vehicles, and personnel during air-taxi operations. Caution must be exercised concerning active runways and pilots must be certain that air taxi instructions are understood. Special precautions may be necessary at unfamiliar airports or airports with multiple/intersecting active runways. The taxi procedures given in paragraph 4-3-18, Taxiing, paragraph 4-3-19, Taxi Dur-

ing Low Visibility, and paragraph 4-3-21, Exiting the Runway After Landing, also apply.

* * * * *

4-3-20 Standard Taxi Routes

a. Standard Taxi Routes (STRs) provide a standard, predictable taxi route from an origination point to a termination point on the airport movement area. The use of STRs helps reduce frequency congestion and streamline taxi procedures. STRs may be available at certain airports. Absent an STR Letter of Agreement (LOA), issuance of an STR will be at the request of the pilot and discretion of ATC. STRs used under an LOA are issued by ATC and are not required to be requested by the pilot.

b. STRs are available via two methods, (LOA) or publicly-available via the Domestic Notices website: https://www.faa.gov/air_traffic/publications/domesticnotices/.

c. An LOA for STRs will be revised for updates and changes, including cancellation on an as-needed basis with the operator. It is the responsibility of the operator to distribute changes to their flight crews.

d. An STR may be requested by a pilot or assigned at the discretion of ATC to the pilot of an operator with an LOA STR. It is the responsibility of the pilot to request a full taxi clearance if not fully familiar with the STR.

e. A Letter to Airmen (LTA) will be issued by airport traffic control towers to announce availability, updates, cancelation, or changes of publicly-available STRs with appropriate updates to the Domestic Notices website. An LTA may include an airport diagram. The airport diagram will be labeled “not for navigation” and is not an acceptable substitute for the most up-to-date airport diagrams. LTAs are available via the FAA NOTAM Search website: <https://notams.aim.faa.gov/notamSearch/>.

f. Pilots request publicly-available STRs by stating the desired STR name (e.g., ATC facility, flight or aircraft identification, location, request STR name). By requesting an STR, a pilot acknowledges full familiarity with the STR. The issuance of a pilot-requested STR is at the discretion of ATC.

g. STRs contain the same characteristics and responsibilities:

1. Pilots should not request, and ATC may not issue STR instructions during low visibility Surface Movement Guidance and Control System (SMGCS) operations.

2. It is the pilot’s responsibility to maintain familiarity and awareness of the most current versions of STRs, as well as airport diagrams and charts prior to accepting an STR assignment.

3. If a pilot is unsure about the assigned STR procedure, the pilot is encouraged to either seek clarification from ATC or decline the STR assignment.

4. Pilots who become disoriented during taxi should advise ATC immediately and request detailed taxi instructions or other assistance.

5. An STR instruction does not constitute nor imply a clearance to cross a runway.

6. Unless otherwise stated by ATC, the issuance of an STR does not give an aircraft the right of way over another taxiing aircraft.

7. Unless otherwise instructed by ATC, originating from, and terminating to a non-movement area as part of an STR is at the discretion of the pilot in coordination with ramp control, if required.

8. If ATC instructs the pilot to deviate from an STR, ATC must issue detailed taxi instructions for the remainder of the taxi.

9. Pilots are urged to exercise caution when accepting STR assignments, especially when STRs are used or available at more than one airport in the same terminal area.

h. ATC may cancel, amend, or revise an STR as necessary. Any updates to publicly-available STRs will be communicated via LTA with appropriate updates to the Domestic Notices website.

4-3-21 Exiting the Runway After Landing

* * * * *

4-3-22 Practice Instrument Approaches

* * * * *

4-3-23 Option Approach

* * * * *

4-3-24 Use of Aircraft Lights

* * * * *

4-3-25 Flight Inspection/“Flight Check” Aircraft in Terminal Areas

* * * * *

4-3-26 Hand Signals

* * * * *

4-3-27 Operations at Uncontrolled Airports With Automated Surface Observing System (ASOS)/ Automated Weather Observing System (AWOS)

* * * * *

b. At uncontrolled airports that are equipped with ASOS/AWOS with ground-to-air broadcast capability, the one-minute updated airport weather should be available to you within approximately 25 NM of the airport below 10,000 feet. The frequency for the weather broadcast will be published on sectional charts and in the Chart Supplement. Some part-time towered airports may also broadcast the automated weather on their ATIS frequency during the hours that the tower is closed.

* * * * *

4-5-1 Radar

* * * * *

c. FAA radar units operate continuously at the locations shown in the Chart Supplement, and their services are available to all pilots, both civil and military. Contact the associated FAA control tower or ARTCC on any frequency guarded for initial instructions, or in an emergency, any FAA facility for information on the nearest radar service.

Chapter 5

5-1-1 Preflight Preparation

g. * * *

Reference: Chart Supplement, Special Notices Section; AIM, ¶4-1-21, Airport Reservation Operations and Special Traffic Management Programs.

* * * * *

i. * * *

Reference: AIM, ¶4-2-4, Aircraft Call Signs; FAA Order JO 7110.65, ¶2-3-5, Aircraft Identity, Subpara a; FAA Order JO 7110.10, Appendix B, FAA Form 7233-1, Flight Plan.

5-1-3 Notice to Air Missions (NOTAM) System

g. ***
1. NOTAM (D) information is disseminated for all navigational facilities that are part of the National Airspace System (NAS), all public use aerodromes, seaplane bases, and heliports listed in the Chart Supplement. NOTAM (D) information includes taxiway closures, personnel and equipment near or crossing runways, and airport lighting aids that do not affect instrument approach criteria (i.e., VGSI). All NOTAM Ds must have one of the keywords listed in Table 5-1-1, as the first part of the text after the location identifier. These keywords categorize NOTAM Ds by subject, for example, APRON (ramp), RWY (runway), SVC (Services), etc. There are several types of NOTAM Ds:

h. ***
2. ***

TABLE 5-1-2
CONTRACTIONS COMMONLY FOUND IN NOTAMS

REDL	Runway Edge Light
------	-------------------

RX	Receive/Receiver
----	------------------

5-1-6 Flight Plan-IFR Flights

b. ***
5. ***

Reference: Preferred IFR Routes are described and tabulated in the Chart Supplement.
Additionally available at U.S. http://www.fly.faa.gov/Products/Coded_Departure_Routes/NFDC_Prefered_Routes_Database/nfdc_preferred_routes_database.html.

5-2-1 Pre-Taxi Clearance Procedures

b. Locations where these procedures are in effect are indicated in the Chart Supplement.

5-2-3 IFR Clearances Off Uncontrolled Airports

a. Pilots departing on an IFR flight plan should consult the Chart Supplement to determine the frequency or telephone number to use to contact clearance delivery. On initial contact, pilots should advise that the flight is IFR and state the departure and destination airports.

b. Air traffic facilities providing clearance delivery services via telephone will have their telephone number published in the Chart Supplement of that airport's entry. This same section may also contain a telephone number to use for cancellation of an IFR flight plan after landing.

5-3-2 Position Reporting

c. ***
4. Flights in an Oceanic (Nonradar) Environment. Pilots must report over each point used in the flight plan to define the route of flight, even if the point is depicted on aeronautical charts as an "on request" (non-compulsory) reporting point. For aircraft

providing automatic position reporting via an Automatic Dependent Surveillance-Contract (ADS-C) logon, pilots should discontinue voice position reports.

5-4-5 Instrument Approach Procedure (IAP) Charts

a. 14 CFR Section 91.175(a), Instrument approaches to civil airports, requires the use of SIAPs prescribed for the airport in 14 CFR Part 97 unless otherwise authorized by the Administrator (including ATC). If there are military procedures published at a civil airport, aircraft operating under 14 CFR Part 91 must use the civil procedure(s). Civil procedures are defined with "FAA" in parenthesis; e.g., (FAA), at the top, center of the procedure chart. DOD procedures are defined using the abbreviation of the applicable military service in parenthesis; e.g., (USAF), (USN), (USA). 14 CFR Section 91.175(g), Military airports, requires civil pilots flying into or out of military airports to comply with the IAPs and takeoff and landing minimums prescribed by the authority having jurisdiction at those airports. Unless an emergency exists, civil aircraft operating at military airports normally require advance authorization, commonly referred to as "Prior Permission Required" or "PPR." Information on obtaining a PPR for a particular military airport can be found in the Chart Supplement.

Chapter 7

7-1-3 Use of Aviation Weather Products

h. With increased access to weather products via the public Internet, the aviation community has access to an overwhelming amount of weather information and data that support self-briefing. The *Aviation Weather Handbook*, FAA-H-8083-28 (current edition), describes the weather products distributed by the NWS. Pilots and operators using the public Internet to access weather from a third party vendor should request and/or review an appropriate description of services and provider disclosure. This should include, but is not limited to, the type of weather product (for example, current weather or forecast weather), the currency of the product (i.e., product issue and valid times), and the relevance of the product. Pilots and operators should be cautious when using unfamiliar weather products and when in doubt, consult with a Flight Service Specialist.

7-1-4 Graphical Forecasts for Aviation (GFA)

b. ***
3. The GFA will be continuously updated and available online at <http://aviationweather.gov/gfa>. Upon clicking the link above, select INFO on the top right corner of the map display. The next screen presents the option of selecting Overview, Products, and Tutorial. Simply select the tab of interest to explore the enhanced digital and graphical weather products designed to replace the legacy FA. Users should also refer to the *Aviation Weather Handbook*, FAA-H-8083-28, Graphical Forecasts for Aviation (GFA) Tool, for more detailed information on the GFA.

7-1-5 Preflight Briefing

b. ***

7. Winds Aloft. Forecast winds aloft will be provided in knots and degrees, referenced to true north. The briefer will interpolate wind directions and speeds between levels and stations as necessary to provide expected conditions at planned altitudes. (Heights are MSL.) Temperature information will be provided on request.

8. ***

(c) ***

Note 2: *Airway NOTAMs, procedural NOTAMs, and NOTAMs that are general in nature and not tied to a specific airport/facility (for example, flight advisories and restrictions, open duration special security instructions, and special flight rules areas) are briefed solely by pilot request. For complete flight information, pilots are urged to review the Domestic Notices and International Notices found in the External Links section of the Federal NOTAM System (FNS) NOTAM Search System and the Chart Supplement in addition to obtaining a briefing.*

7-1-10 Weather Observing Programs

b. ***

2. The AWOS observations will include the prefix “AUTO” to indicate that the data are derived from an automated system. Some AWOS locations will be augmented by certified observers who will provide weather and obstruction to vision information in the remarks of the report when the reported visibility is less than 7 miles. These sites, along with the hours of augmentation, are to be published in the Chart Supplement. Augmentation is identified in the observation as “OBSERVER WEATHER.” The AWOS wind speed, direction and gusts, temperature, dew point, and altimeter setting are exactly the same as for manual observations. The AWOS will also report density altitude when it exceeds the field elevation by more than 1,000 feet. The reported visibility is derived from a sensor near the touchdown of the primary instrument runway. The visibility sensor output is converted to a visibility value using a 10-minute harmonic average. The reported sky condition/ceiling is derived from the ceilometer located next to the visibility sensor. The AWOS algorithm integrates the last 30 minutes of ceilometer data to derive cloud layers and heights. This output may also differ from the observer sky condition in that the AWOS is totally dependent upon the cloud advection over the sensor site.

5. AWOS information (system level, frequency, phone number, etc.) concerning specific locations is published, as the systems become operational, in the Chart Supplement, and where applicable, on published Instrument Approach Procedures. Selected individual systems may be incorporated into nationwide data collection and dissemination networks in the future.

d. ***

1. ***

(a) The ASOS/AWOS at each airport location consists of these main components:

7-1-11 Weather Radar Services

e. For more detailed information on PIREPS, users can refer to the current version of the *Aviation Weather Handbook*, FAA-H-8083-28.

Reference: *Pilot/Controller Glossary Term—Precipitation Radar Weather Descriptions; AIM, ¶7-1-26, Thunderstorms; Chart Supplement, Charts, NWS Upper Air Observing Stations and Weather Network for the location of specific radar sites.*

7-1-18 Pilot Weather Reports (PIREPs)

f. For more detailed information on PIREPs, users can refer to the current version of the *Aviation Weather Handbook*, FAA-H-8083-28.

7-3-5 Cold Temperature Airport Procedures

e. Acceptable use of the table for manual CTA altitude correction (see Table 7-3-1): Pilots may calculate a correction with a visual interpolation of the chart when using reported temperature and height above airport. This calculated altitude correction may then be rounded to the nearest whole hundred or rounded up. For example, a correction of 130 ft from the chart may be rounded to 100 ft or 200 ft. A correction of 280 ft will be rounded up to 300 ft. This rounded correction will be added to the appropriate altitudes for the “Individual” or “All” segment method. The correction calculated from the table for the MDA or DA may be used as is or rounded up, but never rounded down. This number will be added to the MDA, DA, and all step-down fix altitudes inside of the FAF/PFAF.

1. No extrapolation above the 5000 ft column is required. Pilots may use the 5000 ft “height above airport in feet” column for calculating corrections when the calculated altitude is greater than 5000 ft above reporting station elevation. Pilots must add the correction(s) from the table to the affected segment altitude(s) and fly at the new corrected altitude. Do not round down when using the 5000 ft column for calculated height above airport values greater than 5000 ft. Pilots may extrapolate above the 5000 ft column to apply a correction if desired.

2. These techniques have been adopted to minimize pilot distraction by limiting the number of entries into the table when making corrections. Although not all altitudes on the approach will be corrected back to standard day values, a safe distance above the terrain/obstacle will be maintained on the corrected approach segment(s). Pilots may calculate a correction for each fix based on the fix altitude if desired.

Note: *Pilots may use Real Time Mesoscale Analysis (RTMA): Alternate Report of Surface Temperature, for computing altitude corrections, when airport temperatures are not available via normal reporting.*

f. How to apply Cold Temperature Altitude Corrections on an Approach.

1. All Segments Method: Pilots may correct all segment altitudes from the IAF altitude to the MA final holding altitude. Pilots familiar with the information in this section and the procedures for accomplishing the all segments method, only need to use the published “snowflake” icon, ❄️/CTA temperature limit on the approach chart for making corrections. Pilots are not required to reference the CTA list. The altitude correction is calculated as follows:

(a) Manual correction: Pilots will make a manual correction when the aircraft is not equipped with a temperature compensating system or when a compensating system is not used to make the correction. Use Table 7-3-1, ICAO Cold Temperature Error Table, to calculate the correction needed for the approach segment(s).

(1) Correct all altitudes from the FAF/PFAF up to and including the IAF altitude: Calculate the correction by taking the FAF/PFAF altitude and subtracting the airport elevation. Use this number to enter the height above airport column in Table 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Round this number as applicable and then add to all altitudes from the FAF altitude through the IAF altitude.

(2) Correct all altitudes in the final segment: Calculate the correction by taking the MDA or DA for the approach being flown and subtract the airport elevation. Use this number to enter the height above airport column in Table 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Use this number or round up to next nearest 100 ft. Add this number to MDA or DA, and any step-down fix altitudes in the final segment.

(3) Correct final holding altitude in the MA Segment: Calculate the correction by taking the MA holding altitude and subtract the airport elevation. Use this number to enter the height above airport column in Table 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Round this number as applicable and then add to the final MA altitude only.

(b) Aircraft with temperature compensating systems: If flying an aircraft equipped with a system capable of temperature compensation, follow the instructions for applying temperature

compensation provided in the airplane flight manual (AFM), AFM supplement, or system operating manual. Ensure that temperature compensation system is on and active prior to the IAF and remains active throughout the entire approach and missed approach.

(1) Pilots that have a system that is able to calculate a temperature-corrected DA or MDA may use the system for this purpose.

(2) Pilots that have a system unable to calculate a temperature corrected DA or MDA will manually calculate an altitude correction for the MDA or DA.

Note: Some systems apply temperature compensation only to those altitudes associated with an instrument approach procedure loaded into the active flight plan, while other systems apply temperature compensation to all procedure altitudes or user entered altitudes in the active flight plan, including altitudes associated with a Standard Terminal Arrival (STAR). For those systems that apply temperature compensation to all altitudes in the active flight plan, delay activating temperature compensation until the aircraft has passed the last altitude constraint associated with the active STAR.

2. Individual Segment(s) Method: Pilots are allowed to correct only the marked segment(s) indicated in the CTA list (https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/). Pilots using the Individual Segment(s) Method will reference the CTA list to determine which segment(s) need a correction. (See Figure 7-3-1.)

FIGURE 7-3-1
EXAMPLE COLD TEMPERATURE RESTRICTED AIRPORT LIST – REQUIRED SEGMENTS

Identifier	Airport Name	Temperature	Initial	Intermediate	Final	Missed
Montana						
KBTM	Bert Mooney	–25C	X	X	X	
KBZN	Bozeman Yellowstone Intl	–31C		X		
KEKS	Ennis Big Sky	–25C			X	
KGPI	Glacier Park Intl	–15C		X		
KHLN	Helena Rgnl	–17C	X	X	X	

(a) Manual Correction: Pilots will make a manual correction when the aircraft is not equipped with a temperature compensating system or when a compensating system is not used to make the correction. Use Table 7-3-1, ICAO Cold Temperature Error Table, to calculate the correction needed for the approach segment(s).

(1) Initial Segment: All altitudes from the intermediate fix (IF) altitude up to and including the IAF altitude. The correction may be accomplished by using the IF altitude or by using the All Segments Method (a) Manual correction (1). To correct the initial segment by using the IF altitude, subtract the airport elevation from the IF altitude. Use this number to enter the height above airport column in Table 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Round this number as applicable and then add to the IF, IAF, and any step-down fix altitudes.

(2) Intermediate Segment: All altitudes from the FAF/PFAF up to but not including the IF altitude. Calculate the correction by taking FAF/PFAF altitude and subtracting the airport elevation. Use this number to enter the height above airport column in Table 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Round this number as applicable and then add to FAF altitude and all step-down fix altitudes within the intermediate segment (inside of the waypoint labeled “IF”).

(3) Final segment: Calculate the correction by taking the MDA or DA for the approach flown and subtract the airport elevation. Use this number to enter the height above airport column in Table 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Use this number or round up to next nearest 100 ft. Add this number to MDA or DA and any applicable step-down fix altitudes in the final segment.

(4) Missed Approach Segment: Calculate the correction by taking the final MA holding altitude and subtract the airport elevation. Use this number to enter the height above airport column in Table 7-3-1 until reaching the reported temperature from the “Reported Temperature” row. Round this number as applicable and then add to the final MA altitude only.

(b) Aircraft with temperature compensating system: If flying an aircraft equipped with a system capable of temperature compensation, follow the instructions for applying temperature compensation provided in the AFM, AFM supplement, or system operating manual. Ensure the temperature compensation system is on and active prior to the segment(s) being corrected. Manually calculate an altimetry correction for the MDA or DA. Determine an altimetry correction from the ICAO table based on the reported airport temperature and the height difference between the MDA or

DA, as applicable, and the airport elevation, or use the compensating system to calculate a temperature corrected altitude for the published MDA or DA if able.

g. ***

7-5-5 Pilot Advisories on Bird and Other Wildlife Hazards

Many airports advise pilots of other wildlife hazards caused by large animals on the runway through the Chart Supplement and the NOTAM system. Collisions of landing and departing aircraft and animals on the runway are increasing and are not limited to rural airports. These accidents have also occurred at several major airports. Pilots should exercise extreme caution when warned of the presence of wildlife on and in the vicinity of airports. If you observe deer or other large animals in close proximity to movement areas, advise the FSS, tower, or airport management.

7-6-4 Obstructions To Flight

a. General. Many structures exist that could significantly affect the safety of your flight when operating below 500 feet above ground level (AGL), and particularly below 200 feet AGL. While 14 CFR Part 91.119 allows flight below 500 feet AGL when over sparsely populated areas or open water, such operations involve increased safety risks. At and below 200 feet AGL there are numerous power lines, antenna towers, etc., that are not marked and lighted and/or charted as obstructions and, therefore, may not be seen in time to avoid a collision. Notices to Air Missions NOTAM are issued on those lighted structures experiencing temporary light outages. However, some time may pass before the FAA is notified of these outages, and the NOTAM issued, thus pilot vigilance is imperative. Additionally, new obstructions may not be on current charts because the information was not received prior to the FAA publishing the chart.

b. Antenna Towers. Extreme caution should be exercised when flying less than 2,000 feet AGL because of numerous skeletal structures, such as radio and television antenna towers, that exceed 1,000 feet AGL with some extending higher than 2,000 feet AGL. Most skeletal structures are supported by guy wires which are very difficult to see in good weather and can be invisible at dusk or during periods of reduced visibility. These wires can extend about 1,500 feet horizontally from a structure; therefore, all skeletal structures should be avoided horizontally by at least 2,000 feet.

c. Overhead Wires. Overhead transmission and utility lines often span approaches to runways, natural flyways such as lakes, rivers, gorges, and canyons, and cross other landmarks pilots frequently follow such as highways, railroad tracks, etc. As with antenna towers, these power transmission and/or utility lines and the supporting structures of these lines may not always be readily visible. The wires may be virtually impossible to see under certain conditions. Spherical markers may be used to identify overhead wires and catenary transmission lines and may be lighted. In some locations, the supporting structures of overhead transmission lines are equipped with unique sequence flashing white strobe light systems to indicate that there are wires between the structures. The flash sequence for the wire support structures will be middle, top, and bottom with all lights on the same level flashing simultaneously. However, not all power transmission and/or utility lines require notice to the FAA as they do not exceed 200 feet AGL or meet the obstruction standard of 14 CFR Part 77 and, therefore, are not marked and/or lighted. All pilots are cautioned to remain extremely vigilant for power transmission and/or utility lines and their supporting structures when following natural flyways or dur-

ing the approach and landing phase. This is particularly important for seaplane and/or float equipped aircraft when landing on, or departing from, unfamiliar lakes or rivers.

d. Wind Turbines. The number, size, and height of individual wind turbines and wind turbine farms have increased over time. The locations of wind turbine farms have also expanded to areas more commonly flown by VFR pilots and to all regions of the United States. VFR pilots should be aware that many wind turbines are exceeding 499 feet AGL in height, which may affect minimum safe VFR altitudes in uncontrolled airspace. In addition, many wind turbines are encroaching on the 700 foot AGL floor of controlled airspace (Class E). Pilots are cautioned to maintain appropriate safe distance (laterally, vertically, or both). Wind turbines are typically charted on Visual Flight Rules (VFR) Sectional Charts and/or Terminal Area Charts. For a description of how wind turbines and wind turbine farms are charted, refer to the FAA Aeronautical Chart User's Guide. Wind turbines are normally painted white or light gray to improve daytime conspicuity. They are typically lit with medium-intensity, flashing red lights, placed as high as possible on the turbine nacelle (not the blade tips), that should be synchronized to flash together; however, not all wind turbine units within a farm need to be lighted, depending on their location and height. Sometimes, only the perimeter of the wind turbine farm and an arrangement of interior wind turbines are lit. Some wind turbine farms use Aircraft Detection Lighting Systems (ADLS), which are proximity sensor-based systems designed to detect aircraft as they approach the obstruction. This system automatically activates the appropriate obstruction lights until they are no longer needed based on the position of the transiting aircraft. This technology reduces the impact of nighttime lighting on nearby communities and migratory birds and extends the life expectancy of the obstruction lights. For more information on how obstructions such as wind turbines are marked and lighted, refer to Advisory Circular 70/7460-1, Obstruction Marking and Lighting. Pilots should be aware that wind turbines in motion could result in limitations of air traffic services in the vicinity of the wind turbine farms.

Reference: AIM, ¶4-5-1, Radar.

e. Meteorological (MET) Evaluation Towers. MET towers are used by wind energy companies to determine feasible sites for wind turbines. Some of these towers are less than 200 feet AGL. These structures are portable, erected in a matter of hours, installed with guyed wires, and constructed from a galvanized material often making them difficult to see in certain atmospheric conditions. Markings for these towers include alternating bands of aviation orange and white paint, and high-visibility sleeves installed on the outer guy wires. However, not all MET towers follow these guidelines, and pilots should be vigilant when flying at low altitude in remote or rural areas.

f. Other Objects/Structures. There are other objects or structures that could adversely affect your flight such as temporary construction cranes near an airport, newly constructed buildings, new towers, etc. Many of these structures do not meet charting requirements or may not yet be charted because of the charting cycle. Some structures do not require obstruction marking and/or lighting, and some may not be marked and lighted even though the FAA recommended it. VFR pilots should carefully review NOTAMs for temporary or permanent obstructions along the planned route of flight during their preflight preparations. Particular emphasis should be given to obstructions in the vicinity of the approach and departure ends of the runway complex or any other areas where flight below 500 feet AGL is planned or likely to occur.

7-6-13 Light Amplification by Stimulated Emission of Radiation (Laser) Operations and Reporting Illumination of Aircraft

h. When these activities become known to the FAA, Notices to Air Missions (NOTAMs) are issued to inform the aviation community of the events. Pilots should consult NOTAMs or the Chart Supplement for information regarding these activities.

7-6-16 Avoid Flight in the Vicinity of Exhaust Plumes (Smoke Stacks and Cooling Towers)

b. ***

Pilots are encouraged to exercise caution when flying in the vicinity of exhaust plumes. Pilots are also encouraged to reference the Chart Supplement where amplifying notes may caution pilots and identify the location of structure(s) emitting exhaust plumes.

Chapter 8

8-1-2 Effects of Altitude

d. ***

1. A pilot or passenger who intends to fly after scuba diving should allow the body sufficient time to rid itself of excess nitrogen absorbed during diving. If not, altitude decompression sickness due to evolved nitrogen gas can occur during exposure to reduced barometric pressure (i.e., low cabin pressure) associated with increased altitude and may lead to a serious inflight emergency.

2. The recommended wait time before going to flight altitudes up to 8,000 feet is at least 12 hours after diving that did not require a controlled ascent (i.e., non-decompression stop diving), and at least 24 hours after diving that required a controlled ascent (i.e., decompression stop diving). The recommended wait time before going to flight altitudes above 8,000 feet is at least 24 hours after any SCUBA dive. These recommended altitudes are actual flight altitudes above mean sea level (AMSL) and not pressurized cabin altitudes. This takes into consideration the risk of aircraft decompression during flight.

Chapter 9

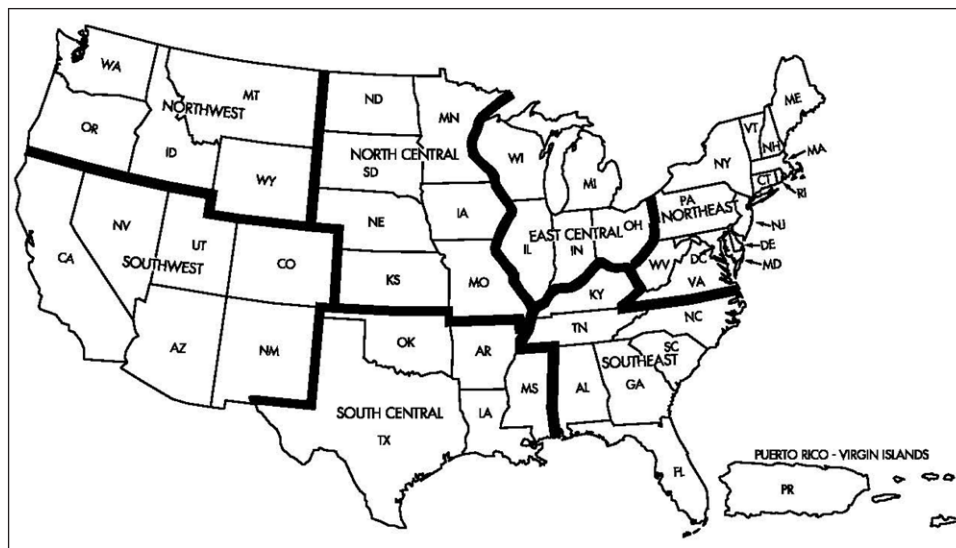
9-1-4 General Description of Each Chart Series

d. Supplementary Charts and Publications.

1. Chart Supplement refers to a series of civil/military flight information publications issued by FAA every 56 days consisting of the Chart Supplement U.S., Chart Supplement Alaska, and Chart Supplement Pacific.

2. **Chart Supplement U.S.** This is a civil/military flight information publication. This 7-volume book series is designed for use with appropriate IFR or VFR charts and contains data including, but not limited to, airports, NAVAIDs, communications data, weather data sources, special notices, non-regulatory operational procedures, and airport diagrams. Coverage includes the conterminous U.S., Puerto Rico, and the Virgin Islands. The Chart Supplement U.S. shows data that cannot be readily depicted in graphic form; for example, airport hours of operations, types of fuel available, run widths, and lighting codes. (See Figure 9-1-12.)

FIGURE 9-1-12
Chart Supplement U.S. Geographic Areas



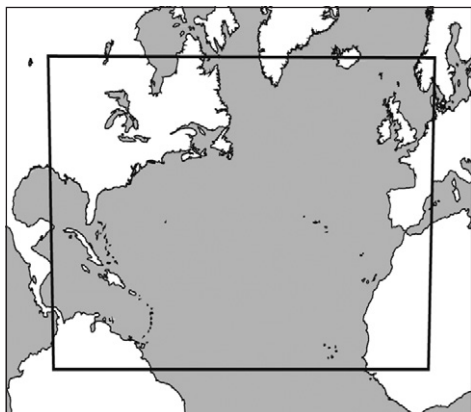
3. **Chart Supplement Alaska.** This is a civil/military flight information publication. This single-volume book is designed for use with appropriate IFR or VFR charts. The Chart Supplement Alaska contains data including, but not limited to, airports, NAVAIDs, communications data, weather data sources, special notices, non-regulatory operational procedures, and airport diagrams. The publication also includes uniquely geographical operational requirements as area notices and emergency procedures.

4. **Chart Supplement Pacific.** This is a civil/military flight information publication. This single volume book is designed for use with appropriate IFR or VFR charts. The Chart Supplement Pacific contains data including, but not limited to, airports, NAVAIDs, communications data, weather data sources, special notices, non-regulatory operational procedures, and airport diagrams. The publication also includes airspace, navigational facilities, non-regulatory Pacific area procedures, Instrument Approach Procedures (IAP),

Departure Procedures (DP), Standard Terminal Arrival (STAR) charts, radar minimums, supporting data for the Hawaiian and Pacific Islands, and uniquely geographical operational requirements as area notices and emergency procedures.

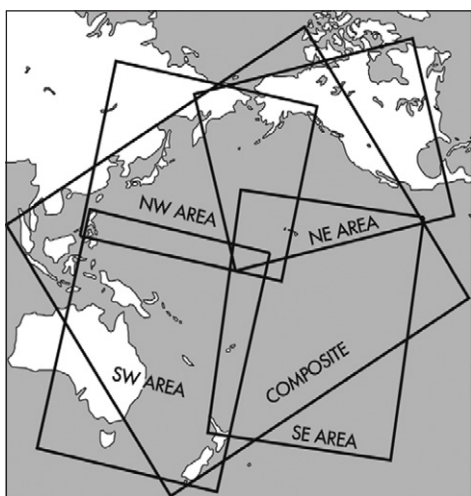
5. North Atlantic Route Chart. Designed for FAA controllers to monitor transatlantic flights, this 5-color chart shows oceanic control areas, coastal navigation aids, oceanic reporting points, and NAVAID geographic coordinates. Full Size Chart: Scale 1 inch = 113.1 NM/1:8,250,000. Chart is shipped flat only. Half Size Chart: Scale 1 inch = 150.8 NM/1:11,000,000. Chart is 29-3/4 x 20-1/2 inches, shipped folded to 5 x 10 inches only. Chart revised every 56 days. (See Figure 9-1-13.)

FIGURE 9-1-13
North Atlantic Route Charts



6. North Pacific Route Charts. These charts are designed for FAA controllers to monitor transoceanic flights. They show established intercontinental air routes, including reporting points with geographic positions. Composite Chart: Scale 1 inch = 164 NM/1:12,000,000. 48 x 41-1/2 inches. Area Charts: Scale 1 inch = 95.9 NM/1:7,000,000. 52 x 40-1/2 inches. All charts shipped unfolded. Charts revised every 56 days. (See Figure 9-1-14.)

FIGURE 9-1-14
North Pacific Oceanic Route Charts



7. Airport Obstruction Charts (OC). The OC is a 1:12,000 scale graphic depicting 14 CFR Part 77, Objects Affecting Navigable Airspace, surfaces, a representation of objects that penetrate these surfaces, aircraft movement and apron areas, navigational aids, prominent airport buildings, and a selection of roads and other planimetric detail in the airport vicinity. Also included are tabulations of runway and other operational data.

8. FAA Aeronautical Chart User's Guide. A booklet designed to be used as a teaching aid and reference document. It describes the substantial amount of information provided on FAA's aeronautical charts and publications. It includes explanations and illustrations of chart terms and symbols organized by chart type. The users guide is available for free download at the AIS website.

Chapter 10

10-2-1 Offshore Helicopter Operations

a. Introduction

The offshore environment offers unique applications and challenges for helicopter pilots. The mission demands, the nature of oil and gas exploration and production facilities, and the flight environment (weather, terrain, obstacles, traffic), demand special practices, techniques and procedures not found in other flight operations. Several industry organizations have risen to the task of reducing risks in offshore operations, including the Helicopter Safety Advisory Conference (HSAC) (<http://www.hsac.org>), and the Offshore Committee of the Helicopter Association International (HAI) (<https://www.rotor.org>). The following recommended practices for offshore helicopter operations are based on guidance developed by HSAC for use in the Gulf of Mexico, and provided here with their permission. While not regulatory, these recommended practices provide aviation and oil and gas industry operators with useful information in developing procedures to avoid certain hazards of offshore helicopter operations.

Chapter 11

11-2-2 Registration Requirements

c. ***

2. Recreational Flyers. UAS that are flown exclusively for recreational purposes must be registered if they weigh more than 0.55 pounds (250 grams).

11-5-1 UAS Pilot Certification and Requirements for Part 107 and Recreational Flyers

i. Night Operations and Operations over People:

11-8-6 Environmental Best Practices

a. ***

2. ***

(b) As described in FAA Order 1050.1, Environmental Impact: Policies and Procedures, an area is "noise sensitive" if noise interferes with any normal activities associated with the area's use.

Reference: FAA Order 1050.1, *Environmental Impact: Policies and Procedures*.

Appendix 3. Abbreviations/Acronyms

SBAS	Satellite-Based Augmentation System
SDF	Simplified Directional Facility

Appendix 4: FAA Form 7233-4— International Flight Plan

b. ***

4. Any flight requesting services that require filing of capabilities only supported in the international flight plan format.

c. Flight Plan Contents

d. ***

4. ***

(b) ***

TABLE 4-4

ITEM 18 NAV/, COM/, DAT/, AND SUR/ CAPABILITIES USED BY FAA

Item	Purpose	Entry	Explanation
NAV/ entries used by FAA	Radius to Fix (RF) capability	Z1	RNP-capable flight is authorized for Radius to Fix operations.
	Fixed Radius Transitions (FRT)	Z2	RNP-capable flight is authorized for Fixed Radius Transitions.
	Time of Arrival Control (TOAC)	Z5	RNP-capable flight is authorized for Time of Arrival Control.
	Advanced RNP (A-RNP)	P1	Flight is authorized for A-RNP operations.
	Helicopter RNP 0.3	R1	Flight is authorized for RNP 0.3 operations (pertains to helicopters only).
	RNP 2 Continental	M1	Flight is authorized for RNP 2 continental operations.
	RNP 2 Oceanic/ Remote	M2	Flight is authorized for RNP 2 oceanic/remote operations.
COM/ entries used by FAA	N/A	N/A	The FAA currently does not use any entries in COM/.
DAT/ entries used by FAA	Capability and preference for delivery of pre-departure clearance	Priority number followed by: • FANS • FANSP • PDC • VOICE	Entries are combined with a priority number, for example; 1FANS2PDC means a preference for departure clearance delivered via FANS 1/A; with capability to also receive the clearance via ACARS PDC. FANS = FANS 1/A DCL FANSP = FANS 1/A+ DCL PDC = ACARS PDC VOICE = PDC via voice (no automated delivery)
SUR/ entries used by FAA	Req. Surveillance Performance	RSP180	Aircraft is authorized for Required Surveillance Performance RSP180
		RSP400	Aircraft is authorized for Required Surveillance Performance RSP400
	ADS-B	A2	Aircraft has 1090 MHz Extended Squitter ADS-B compliant with RTCA DO-260B (complies with FAA requirements)
		A2	Aircraft has 978 MHz UAT ADS-B compliant with RTCA DO-282B (complies with FAA requirements)

(f) ***

Note: Do not include a capability solely based on the installed equipment if an operational approval is required. For example, all U.S. civil operators require either Operations Specification, Management Specification, or Letter of Authorization B036, as applicable, in order to include NAV/M2 (RNP 2 (oceanic/remote)), PBN/A1 (RNAV 10 (RNP 10)), or PBN/L1 (RNP 4) in Item 18.

5. ***

(d) ***

TABLE 4-10
ADS-B CAPABILITIES

Capability	Item 10b	Item 18 SUR/
1090 ES Out Capability	B1	A2
1090 ES Out and In Capability	B2	A2
UAT Out Capability	U1	A2
UAT Out and In Capability	U2	A2

f. ***

5. ***

(c) ***

Example: DCT APN J177 LEXOR/N0467F380 J177 TAM/
N0464F390 J177

6. Delay En Route (Item 15, Item 18 DLE/)
