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 **January 3, 2024**.

The *AIM* changes (*AIM Change 1* effective October 5, 2023 to *AIM Basic* effective April 20, 2023) begin on page 13.

TITLE 14: AERONAUTICS AND SPACE

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.

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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
(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

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;

* * * * *

Amend §91.147 by revising paragraph (a) to read as follows:

§91.147 Passenger-carrying flights for compensation or hire.

* * * * *

(a) For the purposes of this section and for drug and alcohol testing, *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.

* * * * *

➨ ***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—

* * * * *

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).

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.

* * * * *

(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—

* * * * *

(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:*** *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 coop-

erative 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.

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.

* * * * *

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.

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).

Aeronautical Information Manual
Explanation of Major Changes

Change 1 effective October 5, 2023 (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.

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

Appendix 3. Abbreviations/Acronyms

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

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.

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.

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; and a hyperlink fix and hyperlink update for Helicopter Association International in subparagraph 10-2-1a.

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/.

This manual is distributed electronically to all who subscribe to receive email notifications through the FAA's website. All organizations are responsible for viewing, downloading, and subscribing to receive email notifications when changes occur to this manual. Subscriptions to air traffic directives can be made through the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/ or directly via the following link: https://public.govdelivery.com/accounts/USAFAA/subscriber/new?topic_id=USAFAA_39.

Chapter 1

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.*

1–1–20 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 3

3–5–2 Military Training Routes

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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

* * * * *

3–5–8 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.faasafety.gov/.

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)

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3–5–10 Other Non-Charted Airspace Areas

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Chapter 4

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

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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.*

Chapter 5

5–1–1 Preflight Preparation

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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.*

Chapter 7

7–3–5 Cold Temperature Airport Procedures

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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. * * *

Chapter 8

8–1–2 Effects of Altitude

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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 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.

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Chapter 11

11–2–2 Registration Requirements

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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).

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11–5–1 UAS Pilot Certification and Requirements for Part 107 and Recreational Flyers

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i. Night Operations and Operations over People:

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11–8–6 Environmental Best Practices

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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

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SBAS	Satellite-Based Augmentation System
SDF	Simplified Directional Facility

* * * * *

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

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b. * * *

4. Any flight requesting services that require filing of capabilities only supported in the international flight plan format.

c. Flight Plan Contents

* * * * *

f. * * *

5. * * *

(c) * * *

Example: *DCT APN J177 LEXOR/N0467F380 J177 TAM/N0464F390 J177*

6. Delay En Route (Item 15, Item 18 DLE/)

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