ASA's 2027 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 2027 *FAR/AIM* book is current through May 5, 2026. With this Update, information is current through **September 2, 2026**.

The *AIM* changes (*AIM Change 3* effective July 9, 2026, to *AIM Basic* effective February 20, 2025) begin on page 2.

TITLE 14: AERONAUTICS AND SPACE

PART 71
DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

➨ ***Change Date:*** *August 31, 2026*
➨ ***Effective Date:*** *September 15, 2026, through September 15, 2027*
➨ ***Source:*** *Amdt. 71–58, 91 FR 55739*

Amend §71.1 by revising it to read as follows:

§71.1 Applicability.

FAA Order JO 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, which lists Class A, B, C, D, and E airspace areas; air traffic service routes; and reporting points, was approved for incorporation by reference (IBR) 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 FAA Order JO 7400.11M by reference is effective September 15, 2026, through September 15, 2027. 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 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 7400.11M is available on the FAA website at *www.faa.gov/air_traffic/publications*. Copies of FAA Order JO 7400.11M may be inspected in Docket No. FAA-2026-8845 on *www.regulations.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*.

Amend §§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) by removing the text "FAA Order JO 7400.11K" wherever it appears and adding, in its place, the text "FAA Order JO 7400.11M."

PART 91
GENERAL OPERATING AND FLIGHT RULES

➨ ***Change Date:*** *May 8, 2026*
➨ ***Effective Date:*** *May 8, 2026*
➨ ***Source:*** *Amdt. 91–382A, 91 FR 25109*

Amend §91.609 by revising paragraphs (i)(2)(i)(B) and (i)(2)(i)(C) to read as follows:

§91.609 Flight data recorders and cockpit voice recorders.

* * * * *

(i) * * *

(2) * * *

(i) * * *

(B) Manufactured on or after February 2, 2027, for airplanes or rotorcraft with a maximum certified takeoff weight (MCTOW) of 59,525 pounds or more and type-certificated with 29 or fewer passenger seats; or

(C) Manufactured on or after February 2, 2029, for airplanes or rotorcraft with a maximum certified takeoff weight (MCTOW) of 59,524 pounds or less.

* * * * *

Aeronautical Information Manual Explanation of Changes

Change 3 effective July 9, 2026 (to Basic Manual effective February 20, 2025).

4–7–4. Authority for Operatons With a Single Long-Range Navigation System

This change updates all references from the B054 authorization to be replaced with B036 authorization.

5–1–1. Preflight Preparation

5–4–5. Instrument Approach Procedure (IAP) Charts

This change updates AIM paragraph 5-4-5 to clarify that PPR requirements may also apply to civil airports, not just military locations, based on NOTAM publication. These updates promote standardization across FAA publications and provide clearer guidance to users of the NAS. This change also adds a reference to 5-1-1 for added support and understanding.

5–1–2. Follow IFR Procedures Even When Operating VFR

This change adds the recommended practice of preloading intended GPS waypoints into the GPS receiver while the aircraft is on the ground.

5–5–5. Missed Approach

This change reverts the text to a previous version, which matches the tense and context of the Pilot/Controller Roles/Responsibilities. The information being removed is contained in the referenced Chapter 7, Section 3, and in paragraph 5-1-17.

7–1–6. Inflight Aviation Weather Advisories

This change updates language, stating the new forecast valid time and changes the outlook valid time period in the example to 1 hour.

10–1–4. The Gulf of America Grid System

This change updates language and removes some of the historical background, as the technologies involved are more common than they were at the last update.

Editorial Changes

Editorial changes include adding 23 NM Lateral and 20 NM Longitudinal separation standards to Table 4-16 in Appendix 4; replacing the term Decision Height with Decision Altitude when referring to what minima is published for a Precision Approach (PAR); removing the term Center Radar Approach Control (CERAP) and adding Combined Control Facility (CCF) to Appendix 3, Abbreviations/Acronyms; updating verbiage in an example in paragraph 5-2-9 for consistency; and replacing Figure 4-3-1 with a higher quality graphic.

Entire Publication

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

Chapter 3. Airspace

3–2–4 Class C Airspace

* * * * *

g. * * *

TABLE 3–2–1
CLASS C AIRSPACE AREAS BY STATE

State/City	Airport
* * * * *	
Florida	
* * * * *	
Palm Beach	President Donald J. Trump International
* * * * *	

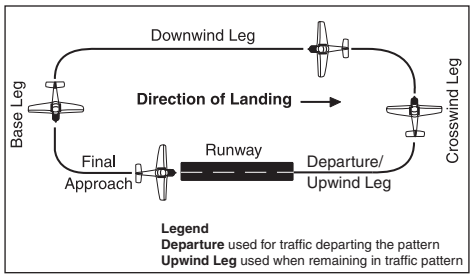
* * * * *

Chapter 4. Air Traffic Control

4–3–2 Airports with an Operating Control Tower

a. * * *

FIGURE 4–3–1
Components of a Traffic Pattern



* * * * *

4–7–4 Authority for Operations with a Single Long-Range Navigation System

Operators may be authorized to take advantage of 50 NM lateral separation in the Gulf of America CTAs when equipped with only a single long-range navigation system. RNP 10 with a single long-range navigation system is authorized via OpSpec, MSpec, or LOA B036, Table 2. Operators should contact their FSDO or CMO to obtain information on the specific requirements for obtaining B036. Volume 3, chapter 18, section 4 of FAA Order 8900.1 provides the qualification criteria to be used by FAA aviation safety inspectors in issuing B036.

Chapter 5. Air Traffic Procedures

5–1–1 Preflight Preparation

* * * * *

d. * * *

Reference: *AIM, ¶5-4-5, Instrument Approach Procedure (IAP) Charts; AIM, ¶9-1-5, General Description of Each Chart Series.*

* * * * *

5–1–2 Follow IFR Procedures Even When Operating VFR

a. * * *

1. Obtain a complete preflight briefing and check NOTAMs. Prior to every flight, pilots should gather all information vital to the nature of the flight. Pilots can receive a regulatory compliant briefing without contacting Flight Service. Pilots are encouraged to use automated resources and review AC 91-92, Pilot's Guide to a Preflight Briefing, for more information. NOTAMs are available online from the Federal NOTAM System (FNS) NOTAM search website (https://notams.aim.faa.gov/notamSearch/), private vendors, or on request from Flight Service.

2. File a flight plan. This is an excellent low-cost insurance policy. The cost is the time it takes to fill it out. The insurance includes the knowledge that someone will be looking for you if you become overdue at your destination. Pilots can file flight plans either by using a website or by calling Flight Service. Flight planning applications are also available to file, activate, and close VFR flight plans.

3. Use current charts.

4. To enhance situational awareness and minimize distractions during critical phases of flight, pre-load all intended waypoints into a suitable RNAV system while the aircraft is on the ground.

5. Use the navigation aids. Practice maintaining a good course; keep the course deviation indicator centered.

6. Maintain a constant altitude that is appropriate for the direction of flight.

7. Estimate en route position times.

8. Make accurate and frequent position reports to the FSSs along your route of flight.

* * * * *

5–2–9 Instrument Departure Procedures (DP)—Obstacle Departure Procedures (ODP), Standard Instrument Departures (SID), and Diverse Vector Areas (DVA)

* * * * *

e. * * *

7. * * *

Example: * * *

VCOA: ***Rwy 32****, when executing VCOA, notify ATC prior to departure. Climb in visual conditions to cross Broken Bow Muni/Keith Glaze Field at or above 3500' before proceeding on course.*

* * * * *

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.” Additionally, some civil airports may require PPR for the use of runways, taxiways, aprons, or other airport facilities and services. PPRs are typically published in the Chart Supplement entry for the airport. Temporary or short-notice PPRs may be disseminated via NOTAM.

* * * * *

5–4–11 Radar Approaches

* * * * *

c. * * *

1. Precision Approach (PAR). A PAR is one in which a controller provides highly accurate navigational guidance in azimuth and elevation to a pilot. Pilots are given headings to fly, to direct them to, and keep their aircraft aligned with the extended centerline of the landing runway. They are told to anticipate glidepath interception approximately 10 to 30 seconds before it occurs and when to start descent. The published Decision Altitude (DA) will be given only if the pilot requests it. If the aircraft is observed to deviate above or below the glidepath, the pilot is given the relative amount of deviation by use of terms “slightly” or “well” and is expected to adjust the aircraft’s rate of descent/ascent to return to the glidepath. Trend information is also issued with respect to the elevation of the aircraft and may be modified by the terms “rapidly” and “slowly”; e.g., “well above glidepath, coming down rapidly.” Range from touchdown is given at least once each mile. If an aircraft is observed by the controller to proceed outside of specified safety zone limits in azimuth and/or elevation and continue to operate outside these prescribed limits, the pilot will be directed to execute a missed approach or to fly a specified course unless the pilot has the runway environment (runway, approach lights, etc.) in sight. Navigational guidance in azimuth and elevation is provided to the pilot until the aircraft reaches the published DA. Advisory course and glidepath information is furnished by the controller until the aircraft passes over the landing threshold, at which point the pilot is advised of any deviation from the runway centerline. Radar service is automatically terminated upon completion of the approach.

* * * * *

5–5–5 Missed Approach

a. * * *

5. When applicable, apply cold temperature correction to missed approach segments. Advise ATC when intending to apply cold temperature correction and of the amount of correction required for each affected segment on initial contact (or as soon as possible). This information is required for ATC to provide aircraft appropriate vertical separation between known traffic. The pilot must not apply an altitude correction to an assigned altitude when provided an initial heading to fly or radar vector in lieu of published missed approach procedures, unless approved by ATC.

Reference: *AIM, ¶5-1-17, Cold Temperature Operations; AIM, Chapter 7, Section 3, Cold Temperature Barometric Altimeter Errors, Setting Procedures, and Cold Temperature Airports (CTA)*

* * * * *

Chapter 7. Safety of Flight

7–1–6 Inflight Aviation Weather Advisories

* * * * *

e. * * *

3. Convective SIGMET bulletins are issued for the western (W), central (C), and eastern (E) United States. (Convective SIGMETs are not issued for Alaska or Hawaii.) The areas are separated at 87 and 107 degrees west longitude with sufficient overlap to cover most cases when the phenomenon crosses the boundaries. Bulletins are issued hourly at H+55. Special bulletins are issued at any time as required and updated at H+55. If no criteria meeting convective SIGMET requirements are observed or forecasted, the message “CONVECTIVE SIGMET…NONE” will be issued for each area at H+55. Individual convective SIGMETs for each area (W, C, E) are numbered sequentially from number one each day, beginning at 00Z. A convective SIGMET for a continuing phenomenon will be reissued every hour at H+55 with a new number. The text of the bulletin consists of either an observation and a forecast or just a forecast. The forecast is valid for up to 1 hour.

Example:

CONVECTIVE SIGMET 44C

VALID UNTIL 1455Z

AR TX OK

FROM 40NE ADM-40ESE MLC-10W TXK-50WNW LFK-40ENE SJT-40NE ADM

AREA TS MOV FROM 26025KT. TOPS ABV FL450.

* * * * *

7–1–24 Microbursts

* * * * *

f. * * *

6. * * *

(c) * * *

TABLE 7–1–12

TWIP-EQUIPPED AIRPORTS

Airport	Identifier
* * * * *	
President Donald J. Trump Intl	KDJT
* * * * *	

Chapter 10. Helicopter Operations

10–1–4 The Gulf of America Grid System

a. The Gulf of America Grid System navigational route structure is completely independent of ground-based navigation aids (NAVAID) and was designed to facilitate helicopter IFR operations to offshore destinations. The Grid System is defined by over 300 offshore waypoints located 20 minutes apart (latitude and longitude). Flight plan routes are routinely defined by just 4 segments: departure point (lat/long), first en route grid waypoint, last en route grid waypoint prior to approach procedure, and destination point (lat/long). There are over 4,000 possible offshore landing sites (oil rigs, wind turbines, etc.). Upon reaching the waypoint prior to the destination, the pilot may execute an Offshore Standard Approach Procedure (OSAP), a Helicopter En Route Descent Areas (HEDA) approach, or an Airborne Radar Approach (ARA). For more infor-

mation on these helicopter instrument procedures, refer to FAA AC 90-80, Approval of Offshore Standard Approach Procedures, Airborne Radar Approaches, and Helicopter En Route Descent Areas, on the FAA Advisory Circulars website at https://www.faa.gov/regulations_policies/advisory_circulars/. The return flight plan is just the reverse with the requested stand-alone GPS approach contained in the remarks section.

b. The large number (over 300) of waypoints in the grid system makes it difficult to assign phonetically pronounceable names to the waypoints that would be meaningful to pilots and controllers. A unique naming system was adopted that enables pilots and controllers to derive the fix position from the name. The five-letter names are derived as follows:

1. The waypoints are divided into sets of 3 columns each. A three-letter identifier, identifying a geographical area or a NAVAID to the north, represents each set.

2. Each column in a set is named after its position, i.e., left (L), center (C), and right (R).

3. The rows of the grid are named alphabetically from north to south, starting with A for the northern most row.

* * * * *

c. An infrastructure of ADS-B ground stations, weather stations (AWOS), and VHF remote communication outlets (RCO) exists throughout a large area of the Gulf of America. This infrastructure allows the FAA's Houston ARTCC to provide "domestic-like" air traffic control service in the offshore area beyond 12 NM from the coastline to hundreds of miles offshore to aircraft equipped with ADS-B. Properly equipped aircraft can now be authorized to receive more direct routing, domestic en route separation minima, and real time flight following. Operators who do not have authorization to receive ATC separation services using ADS-B, will continue to use the low altitude grid system and receive procedural separation from Houston ARTCC. Non-ADS-B equipped aircraft also benefit from improved VHF communication and expanded weather information coverage.

d. Three requirements must be met for operators to file IFR flight plans utilizing the grid:

1. The helicopter must be equipped for IFR operations and equipped with IFR approved GPS navigational units.

2. The operator must obtain prior written approval from the appropriate Flight Standards District Office through a Letter of Authorization or Operations Specification, as appropriate.

3. The operator must be a signatory to the Houston ARTCC Letter of Agreement.

e. Operators utilizing ADS-B-based ATC separation services must meet the following additional requirements:

1. The Operator's installed ADS-B must comply with the requirements of 14 CFR sections 91.225 and 91.227.

2. Flight crews must comply with the procedures prescribed in the Houston ARTCC Letter of Agreement dated March 1, 2018, or later.

* * * * *

f. FAA/AIS publishes the grid system waypoints on the IFR Gulf of America Vertical Flight Reference Chart. A commercial equivalent is also available. The chart is updated annually and is available from an FAA print provider or for free download on the AIS website under "Supplemental Charts/Pubs": https://www.faa.gov/air_traffic/flight_info/aeronav/productcatalog/.

Appendix 3. Abbreviations/Acronyms

Abbreviation/ Acronym	Meaning
* * * * *	
CCF	Combined Control Facility
* * * * *	
CDR	Coded Departure Route
CFA	Controlled Firing Area
* * * * *	

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

* * * * *

d. * * *

9. * * *

TABLE 4–16

FILING FOR 30 NM LATERAL, 30 NM LONGITUDINAL, AND 50 NM LONGITUDINAL OCEANIC SEPARATION IN ANCHORAGE, OAKLAND, AND NEW YORK OCEANIC CTAS

Dimension of Separation	Separation Minima	ADS-C Surveillance Requirements	Comm. Requirement	PBN Requirement	Flight Plan Entries			
					ADS-C in Item 10b	CPDLC in Item 10a	PBN in Item 18 PBN/ (also File "R" in Item 10a)	PBN in Item 18 NAV/
* * * * *								
Longitudinal	20 NM	ADS-C position report at least every 192 seconds	CPDLC	RNP4	D1	J5 and/or J7	L1	N/A
* * * * *								
Lateral	23 NM	ADS-C-based lateral deviation event contract with 5NM lateral deviation from planned routing set as threshold for triggering ADS report of lateral deviation event	CPDLC	RNP4	D1	J5 and/or J7	L1	N/A