

ASA's 2025 FAR-AMT 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 2025 *FAR for Aviation Maintenance Technicians* book is current through June 7, 2024. With this Update, information is current through **October 16, 2024**.



TITLE 14: AERONAUTICS AND SPACE

PART 1

DEFINITIONS AND ABBREVIATIONS

- **Change Date:** August 22, 2024
- **Effective Date:** October 21, 2024
- **Source:** Amdt. 1–76, 89 FR 67848

The authority citation for Part 1 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701.

- **Change Date:** October 2, 2024
- **Effective Date:** December 2, 2024
- **Source:** Amdt. 1–77, 89 FR 80338

Amend §1.1 by revising paragraph (1)(ii) of the definition of “Public aircraft” to read as follows:

§1.1 General definitions.

Public aircraft * * *

(1) * * *

(ii) For the sole purpose of determining public aircraft status, *governmental function* means an activity undertaken by a government, such as national defense, intelligence missions, firefighting, search and rescue, law enforcement (including transport of prisoners, detainees, and illegal aliens), aeronautical research, biological or geological resource management (including data collection on civil aviation systems undergoing research, development, test, or evaluation at a test range (as such term is defined in 49 U.S.C. 44801)), infrastructure inspections, or any other activity undertaken by a governmental entity that the Administrator determines is inherently governmental.

- **Change Date:** August 22, 2024
- **Effective Date:** October 21, 2024
- **Source:** Amdt. 1–76, 89 FR 67848

Amend §1.1 by adding in alphabetical order the definition of “Supplemental restraint system” to read as follows:

§1.1 General definitions.

Supplemental restraint system means any device that is not installed on the aircraft pursuant to an FAA approval, used to secure an individual inside an aircraft when that person is not properly secured by an FAA-approved safety belt and, if installed, shoulder harness, or an approved child restraint system. It consists of a harness secured around the torso of the individual using the supplemental restraint system and a lanyard that connects the harness to an FAA-approved airframe attachment point inside the aircraft.

PART 3

GENERAL REQUIREMENTS

- **Change Date:** October 8, 2024
- **Effective Date:** October 8, 2024
- **Source:** Amdt. 3–3, 89 FR 81312

The authority citation for part 3 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701, 44704, 46111, and 46103.

Add subpart C to read as follows:

Subpart C—Designated U.S. Agents for Service

Sec.

- 3.301 Applicability.
- 3.302 Definitions.
- 3.303 Designation of a U.S. agent for service.

§3.301 Applicability.

This subpart applies to individuals who:

(a) Do not have a U.S. physical address of record on file with the FAA;

- (b) Have a foreign address of record on file with the FAA; and
- (c) Hold or apply for certificates, ratings, or authorizations under part 47, 61, 63, 65, 67, or 107 of this chapter.

§3.302 Definitions.

U.S. agent address is an address in the States of the United States, the District of Columbia, or any U.S. territory or possession. If the U.S. agent is an entity, the address must be the U.S. agent's office address. If the U.S. agent is an individual, the address must be the U.S. agent's usual place of residence or, if applicable, the individual's U.S. military office address. If the U.S. agent is serving as a U.S. agent in their official capacity with the military, the address may be a military office address. A U.S. agent address may not be a post office box, military post office box, or a mail drop box.

U.S. agent for service (U.S. agent) is an entity or an adult (individual who is 18 or older) with a U.S. address who a certificate, rating, or authorization holder or applicant designates to receive FAA service on their behalf.

U.S. physical address is an address in the States of the United States, the District of Columbia, or any U.S. territory or possession, but excludes post office boxes, military post office boxes, mail drop boxes, and commercial addresses that are not also residential addresses.

§3.303 Designation of a U.S. agent for service.

(a) Individuals must designate a U.S. agent for service within the U.S. in writing to the FAA in a form and manner prescribed by the Administrator. Individuals designating a U.S. agent must ensure that the U.S. agent understands the requirements for receiving FAA service on behalf of the individual and is competent to perform that responsibility.

(b) The designation must include the U.S. agent's full name, U.S. agent address, email address, and certification by the individual that the U.S. agent has accepted responsibility for receiving FAA service on behalf of the individual. It may also include the U.S. agent's fax number and phone number.

(c) Individuals must notify the FAA in a form and manner prescribed by the Administrator of any change to their U.S. agent designation or the U.S. agent's contact information within 30 days of the change.

(d) Individuals must comply with the requirements listed in this subpart no later than:

(1) July 7, 2025, for holders of any certificate, rating, or authorization issued under part 47, 61, 63, 65, 67, or 107. These individuals who fail to timely designate a U.S. agent for service and comply with the requirements under this subpart may not exercise the privileges of any certificate, rating, or authorization issued under part 47, 61, 63, 65, 67, or 107, and an individual aircraft owner's aircraft registration certificate will be considered ineffective; and

(2) January 6, 2025, for applicants of any certificate, rating, or authorization issued under part 47, 61, 63, 65, 67, or 107. An applicant who fails to designate a U.S. agent for service and comply with the requirements under this subpart shall not be issued a certificate, rating, or authorization under part 47, 61, 63, 65, 67, or 107.

- **Change Date:** October 8, 2024
- **Effective Date:** January 6, 2025
- **Source:** Amdt. 3–3, 89 FR 81312

Effective January 6, 2025, amend §3.303 by revising paragraph (d) and adding paragraph (e) to read as follows:

§3.303 Designation of a U.S. agent for service.

* * * * *

(d) Individuals holding any certificate, rating, or authorization issued under part 47, 61, 63, 65, 67, or 107 must comply with the requirements listed in this subpart no later than July 7, 2025. These individuals who fail to timely designate a U.S. agent for service and comply with the requirements under this subpart may not exercise the privileges of any certificate, rating, or authorization issued under part 47, 61, 63, 65, 67, or 107, and an individual aircraft owner's aircraft registration certificate will be considered ineffective.

(e) No individual shall be issued a certificate, rating, or authorization under parts 47, 61, 63, 65, 67, or 107 of this chapter unless the individual has designated a U.S. agent as required under this subpart.

- **Change Date:** October 8, 2024
- **Effective Date:** July 7, 2025
- **Source:** Amdt. 3–3, 89 FR 81312

Effective July 7, 2025, amend §3.303 by revising paragraph (d) to read as follows:

§3.303 Designation of a U.S. agent for service.

* * * * *

(d) No individual shall exercise the privileges of any certificate, rating, or authorization issued under part 47, 61, 63, 65, 67, or 107 of this chapter unless the individual has designated a U.S. agent as required under this subpart. Aircraft registration certificates issued to individuals who fail to designate a U.S. agent as required under this subpart will be ineffective.

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PART 65 CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

- **Change Date:** October 1, 2024;
- **Effective Date:** December 1, 2024
- **Source:** Amdt. 65–65, 89 FR 80053

The authority citation for Part 65 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

Amend §65.55 by revising paragraph (b), and adding paragraph (c) to read as follows:

§65.55 Knowledge requirements.

* * * * *

(b) Except as provided in paragraph (c) of this section, the applicant must present documentary evidence satisfactory to the Administrator of having passed an aircraft dispatcher knowledge test within the preceding 24 calendar months.

(c) An applicant is eligible to take a practical test for an aircraft dispatcher certificate under this part with an expired written test report in accordance with §61.40 of this chapter.

Amend §65.71 by revising paragraphs (a)(4) and (b) to read as follows:

§65.71 Eligibility requirements: General.

(a) * * *

(4) Comply with the sections of this subpart that apply to the rating the applicant seeks.

(b) A certificated mechanic who applies for an additional rating must meet the requirements of §65.77 and, within a period of 24 calendar months, pass the tests prescribed by §§65.75 and 65.79 for the additional rating sought, except as provided in §65.75(d).

Amend §65.75 by adding paragraph (d) to read as follows:

§65.75 Knowledge requirements.

* * * * *

(d) An applicant is eligible to take a practical test for a mechanic certificate or rating under this part with an expired written test report in accordance with §61.40 of this chapter.

Amend §65.93 by revising paragraph (a) introductory text, and adding paragraph (d) to read as follows:

§65.93 Inspection authorization: Renewal.

(a) Except as provided in paragraph (d) of this section, to be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year, at the responsible Flight Standards office, that the applicant still meets the requirements of §65.91(c)(1) through (4). In addition, during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in paragraphs (a)(1) through (5) of this section by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period:

* * * * *

(d) A person who qualifies for the relief prescribed in §61.40 of this chapter is eligible to renew an expired inspection authorization under this section, provided the requirements of §61.40 of this chapter are met.

PART 91

GENERAL OPERATING AND FLIGHT RULES

► **Change Date:** August 22, 2024

► **Effective Date:** October 21, 2024

► **Source:** Amdt. 91–376, 89 FR 67849

The authority citation for Part 91 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 40101, 40103, 40105, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506–46507, 47122, 47508, 47528–47531, 47534, Pub. L. 114–190, 130 Stat. 615 (49 U.S.C. 44703 note); articles 12 and 29 of the Convention on International Civil Aviation (61 Stat. 1180), (126 Stat. 11).

► **Change Date:** August 22, 2024

► **Effective Date:** October 21, 2024

► **Source:** Amdt. 91–376, 89 FR 67849

Amend §91.107 by revising paragraph (a)(3)(i) to read as follows:

§91.107 Use of safety belts, shoulder harnesses, and child restraint systems.

(a) * * *

(3) * * *

(i) Be held by an adult, except as outlined in §91.108(j), who is occupying an approved seat or berth, provided that the person being held has not reached his or her second birthday and does not occupy or use any restraining device;

* * * * *

Add §91.108 to read as follows:

§91.108 Use of supplemental restraint systems.

(a) **Use of supplemental restraint systems.** Except as provided in this section, no person may conduct an operation in a civil aircraft in which any individual on board is secured with a supplemental restraint system, as defined in §1.1 of this chapter.

(b) **Doors opened or removed flight operations.** Except as provided under paragraph (k) of this section:

(1) No person may operate a civil aircraft with the doors opened or removed unless—

(i) Each individual on board occupies an approved seat or berth with a safety belt and, if installed, shoulder harness, properly secured about the individual or an approved child restraint system properly secured to an approved seat or berth with a safety belt and, if installed, shoulder harness in accordance with §91.107(a)(3)(iii) or §135.128(a)(2) of this chapter, during all phases of flight; or

(ii) Each individual on board—

(A) Occupies an approved seat or berth with a safety belt and, if installed, shoulder harness, properly secured about the individual during movement on the surface, takeoff, and landing; and

(B) Is secured during the remainder of the flight using a supplemental restraint system in accordance with, and that meets the requirements of, this section.

(2) Prior to releasing an FAA-approved safety belt and, if installed, shoulder harness during an operation with the doors opened or removed, an individual must be properly secured by a supplemental restraint system that is connected to an FAA-approved airframe attachment point. An individual cannot release their safety belt and, if installed, shoulder harness until the pilot in command authorizes them to do so.

(c) **Supplemental restraint system design requirements.** Each supplemental restraint system must:

(1) Have a harness that secures around the torso of the individual using the supplemental restraint system;

(2) Have a lanyard that connects the harness to an FAA-approved airframe attachment point or points inside the aircraft and that ensures the torso of the individual using the supplemental restraint system remains inside the aircraft at all times;

(3) Not impede egress from the aircraft in an emergency after being released; and

(4) Have a release mechanism that—

(i) Can be quickly operated by the individual using the supplemental restraint system with minimal difficulty;

(ii) Is attached to the front or side of the harness in a location easily accessible to and visible by the individual using the supplemental restraint system;

- (iii) Prevents inadvertent release; and
- (iv) Can be released without the use of a knife to cut the restraint, and without any additional tool or the assistance of any other individual.

(d) Who may provide the supplemental restraint system. The supplemental restraint system may be provided by the operator or by the individual using the supplemental restraint system. An operator or individual providing a supplemental restraint system must:

- (1) Confirm with the pilot in command, either verbally or in writing, as determined by the pilot in command, the system's continued serviceability and readiness for its intended purpose; and
- (2) Ensure the individual who will occupy the supplemental restraint system complies with the sizing criteria for which the system is rated.

(e) Supplemental restraint system operational requirements. The following are supplemental restraint system operational requirements:

- (1) A qualified person designated by the operator must—
 - (i) Connect the supplemental restraint system to an FAA-approved airframe attachment point or points rated equal to or greater than the weight of the individual using the supplemental restraint system (or the combined weight if there is more than one supplemental restraint system attached to an attachment point);
 - (ii) Not connect the supplemental restraint system to any airframe attachment point located in the flightdeck; and
 - (iii) Not connect the supplemental restraint system to any safety belt or shoulder harness attachment point(s) unless the attachment point is FAA-approved as described in paragraph (e)(1)(i) of this section.
- (2) A supplemental restraint system must fit the individual using it based on the sizing criteria for which the supplemental restraint system is rated.

(3) Nothing may attach to the supplemental restraint system that is not relevant to its function as defined under §1.1 of this chapter.

(f) Pilot in command. The pilot in command—

- (1) Has the overall responsibility to ensure that the supplemental restraint system meets the requirements of this section and must not permit an individual to use a supplemental restraint system that does not meet the requirements of this section;
- (2) Must receive confirmation from the operator or any individual providing the supplemental restraint system of the system's continued serviceability and readiness for its intended purpose before each takeoff;
- (3) May only permit an individual to use a supplemental restraint system provided by the operator or the pilot in command if that individual complies with the sizing criteria for which the supplemental restraint system is rated;
- (4) Has final authority regarding whether the supplemental restraint system may be used during flight operations; and
- (5) Has final authority to authorize an individual to release the FAA-approved safety belt and, if installed, shoulder harness and remain secured only by the supplemental restraint system.

(g) Passenger briefing. Before each takeoff, the pilot in command must ensure that each passenger who intends to use a supplemental restraint system has been briefed on:

- (1) How to use, secure, and release the supplemental restraint system properly. This requirement is not necessary for an individual providing their own supplemental restraint system, but that individual must meet the passenger demonstration requirements in paragraph (h) of this section.

(2) Means of direct communication between crewmembers and passengers during normal and emergency operating procedures regarding—

- (i) The use of headset and intercom systems, if installed;
- (ii) How passengers will be notified of an event requiring action, including emergencies, egress procedures, and other unforeseen circumstances;
- (iii) How each passenger will be notified when the passenger is permitted to release the FAA-approved safety belt and, if installed, shoulder harness, and move within the aircraft using the supplemental restraint system;
- (iv) How each passenger will be notified when the passenger must return to their seat and secure the FAA-approved safety belt and, if installed, shoulder harness; and
- (v) When and how to notify a crewmember of safety concerns.

(h) Passenger demonstration. After the briefing required by paragraph (g) of this section, prior to ground movement, any passenger intending to use a supplemental restraint system must demonstrate to the pilot in command, a crewmember, or other qualified person designated by the operator, the following:

- (1) The ability to use, secure, and release the FAA-approved safety belt and, if installed, shoulder harness, and
- (2) The ability to accomplish all actions required for quick release of the supplemental restraint system without assistance and with minimal difficulty.

(i) Individuals not permitted to use supplemental restraint systems. The following individuals are not permitted to use a supplemental restraint system, as defined in §1.1 of this chapter:

- (1) Any passenger who cannot demonstrate—
 - (i) That they are able to use, secure, and release the FAA-approved safety belt and, if installed, shoulder harness; or
 - (ii) That they are able to release quickly the supplemental restraint system with no assistance and with minimal difficulty.
- (2) Any individual who is less than 15 years of age.
- (3) Any individual seated in the flightdeck.
- (4) Any passenger who occupies or uses an approved child restraint system.

(j) Lap-held child. Notwithstanding any other requirement of this chapter, a child who has not reached their second birthday may not be held by an adult during civil aircraft operations when:

- (1) The adult uses a supplemental restraint system; or
- (2) The aircraft doors are opened or removed.

(k) Excluded operations. Unless otherwise stated:

(1) This section does not apply to operations conducted under part 105 or 133 of this chapter and does not apply to the persons described in §91.107(a)(3)(ii) of this chapter.

(2) Operators subject to the requirements of paragraph (b)(1) of this section may operate an aircraft with doors opened or removed, notwithstanding any flight crewmembers on board who are subject to the requirements of §§91.105 or 135.171 of this chapter and who need to unfasten their shoulder harnesses in accordance with those sections.

(3) Paragraph (b)(2) of this section does not apply to any flight crewmembers subject to §§91.105 or 135.171 of this chapter to the extent that the flight crewmembers need to unfasten their shoulder harnesses in accordance with those sections.

- **Change Date:** October 2, 2024
- **Effective Date:** December 2, 2024
- **Source:** Amdt. 91–378, 89 FR 80340

Revise §91.315 to read as follows:

§91.315 Limited category civil aircraft: Operating limitations.

Except as provided in §91.326, no person may operate a limited category civil aircraft carrying persons or property for compensation or hire in operations that:

- (a) Require an air carrier or commercial operator certificate issued under part 119 of this chapter;
- (b) Are listed in §119.1(e) of this chapter;
- (c) Require management specifications for a fractional ownership program issued in accordance with subpart K of this part; or
- (d) Are conducted under part 129, 133, or 137 of this chapter.

Amend §91.319 by:

- a. Revising paragraphs (a) introductory text, (a)(2), (d)(3), (e), and (f); and
- b. Removing and reserving paragraph (h).

The revisions read as follows:

§91.319 Aircraft having experimental certificates: Operating limitations.

(a) Except as provided in §91.326, no person may operate an aircraft that has an experimental certificate—

(2) Carrying persons or property for compensation or hire in operations that:

- (i) Require an air carrier or commercial operator certificate issued under part 119 of this chapter;
- (ii) Are listed in §119.1(e) of this chapter;
- (iii) Require management specifications for a fractional ownership program issued in accordance with subpart K of this part; or
- (iv) Are conducted under part 129, 133, or 137 of this chapter.

(d) ***

(3) Notify air traffic control of the experimental nature of the aircraft when utilizing air traffic services.

(e) No person may operate a light-sport aircraft that is issued an experimental certificate under §21.191 of this chapter for compensation or hire, except:

(1) A person may operate an aircraft issued an experimental certificate under §21.191(i)(1) of this chapter to tow a glider that is a light-sport aircraft or unpowered ultralight vehicle in accordance with §91.309; or

(2) A person may operate a light-sport aircraft issued an experimental certificate under §21.191 of this chapter to conduct operations authorized under §91.326.

(f) No person may lease a light-sport aircraft that is issued an experimental certificate under §21.191 of this chapter, except—

- (1) In accordance with paragraph (e)(1) of this section; or
- (2) To conduct a solo flight in accordance with a training program included as part of the deviation authority specified under §91.326(b).

Revise §91.325 to read as follows:

§91.325 Primary category aircraft: Operating limitations.

(a) Unless provided for in this section, no person may operate a primary category aircraft carrying persons or property for compensation or hire in operations that:

- (1) Require an air carrier or commercial operator certificate issued under part 119 of this chapter;
- (2) Are listed in §119.1(e) of this chapter;
- (3) Require management specifications for a fractional ownership program issued in accordance with subpart K of this part; or
- (4) Are conducted under part 129, 133, or 137 of this chapter.

(b) Except as provided in §91.326(c), no person may operate a primary category aircraft that is maintained by the pilot-owner under an approved special inspection and maintenance program except—

- (1) The pilot-owner; or
- (2) A designee of the pilot-owner, provided that the pilot-owner does not receive compensation for the use of the aircraft.

(c) A primary category aircraft that is maintained by an appropriately rated mechanic or an authorized certificated repair station in accordance with the applicable provisions of part 43 of this chapter may be used to conduct flight training, checking, and testing for compensation or hire.

Add §91.326 to read as follows:

§91.326 Exception to operating certain aircraft for the purposes of flight training, flightcrew member checking, or flightcrew member testing.

(a) **General.** Notwithstanding the prohibitions in §§91.315, 91.319(a), and 91.325, a person may conduct flight training, checking, or testing in a limited category aircraft, experimental aircraft, or primary category aircraft under the provisions of this section.

(b) **Operations requiring a letter of deviation authority.** Except as provided in paragraphs (c) and (d) of this section, no person may conduct flight training, checking, or testing in a limited category or experimental aircraft without deviation authority issued under this paragraph (b).

(1) No person may operate under this section without a letter of deviation authority (LODA) issued by the Administrator.

(2) The FAA may deny an application for a letter of deviation authority if it determines the deviation would not be in the interest of safety or is unnecessary. The FAA may cancel or amend a letter of deviation authority if it determines that the deviation holder has failed to comply with the conditions and limitations or at any time if the Administrator determines that the deviation is no longer necessary or in the interest of safety.

(3) An applicant must submit a request for deviation authority in a form and manner acceptable to the Administrator at least 60 days before the date of intended operations. A request for deviation authority must contain a complete description of the proposed operation that establishes a level of safety equivalent to that provided under the regulations for the deviation requested, including:

- (i) A letter identifying the name and address of the applicant;
- (ii) The name and contact information of the individual with ultimate responsibility for operations authorized under the deviation authority;
- (iii) Specific aircraft make(s), model(s), registration number(s), and serial number(s) to be used;
- (iv) Copies of each aircraft's airworthiness certificate, including the FAA-issued operating limitations, if applicable;
- (v) Ejection seat information, if applicable;

(vi) A detailed training program that demonstrates the proposed activities will meet the intended training objectives;

(vii) A description of the applicant's process to determine whether a trainee has a specific need for formation or aerobatic training, or training leading to the issuance of an endorsement, if those types of training are being requested; and

(viii) Any other information that the Administrator deems necessary to evaluate the application.

(4) The holder of a letter of deviation authority must comply with any conditions and limitations provided in that letter of deviation authority. Unless otherwise authorized by the Administrator, the deviation authority will include the following conditions and limitations:

(i) The operator must use the aircraft-specific flight and ground training program for the training authorized by the letter of deviation authority. Demonstration flights, discovery flights, experience flights, and other flights not related to the training program are not authorized.

(ii) As appropriate to the aircraft being flown, all trainees must hold category and class ratings; a type rating, Authorized Experimental Aircraft authorization, or temporary Letter of Authorization; and endorsements listed in §61.31 of this chapter, as appropriate, with the following exceptions:

(A) Persons receiving gyroplane training or training leading to the initial issuance of a sport pilot certificate or flight instructor certificate with a sport pilot rating in a low mass, high drag aircraft with an empty weight less than 650 pounds and a $V_H \leq 87$ Knots Calibrated Airspeed (KCAS) are not required to hold category or class ratings. For training leading to an endorsement for additional sport pilot privileges, the pilot receiving the training must hold at least a sport pilot certificate with appropriate category and class ratings and endorsements issued under §61.31 of this chapter, as appropriate.

(B) Persons with a specific need to receive training toward the issuance of an endorsement are not required to hold the §61.31 of this chapter endorsement sought. Any endorsements being provided must be authorized in the LODA.

(C) Persons receiving jet unusual attitude and upset recovery training, limited category type rating training, or authorized experimental aircraft authorization training, if required for the type of aircraft being flown, are not required to hold the applicable type rating, authorized experimental authorization rating, or a temporary Letter of Authorization prior to the commencement of training.

(D) For ultralight-style training, the person receiving training is not required to meet category and class ratings or §61.31 of this chapter endorsement requirements. However, if the flight training includes a solo flight segment, this does not relieve the person receiving training from the requirements of part 61, subpart C, of this chapter. This training is limited to a low mass, high drag aircraft with an empty weight less than 650 pounds and a maximum speed in level flight with maximum continuous power less than 87 KCAS.

(iii) If the aircraft is equipped with ejection seats and systems, such systems must be rigged, maintained, and inspected in accordance with the manufacturer's recommendations. Before providing training in aircraft equipped with operable ejection systems, whether armed or not armed, all aircraft occupants must complete a course of ejection seat training.

(iv) When conducting spin and upset training, the operator must maintain a minimum recovery altitude of 6,000 feet above ground level unless the Administrator authorizes a lower altitude.

(v) A copy of the LODA must be carried on board the aircraft during flight training conducted under the LODA.

(vi) The LODA holder must keep a record of the training given for a period of 36 calendar months from the completion date of the training. The authorized instructor must sign the trainee's training record certifying that the flight training or ground training was given. The training record must include the following:

(A) The name and certificate number (if applicable) of the trainee;

(B) The name, signature, and certificate number of the instructor;

(C) The date trained;

(D) The training received;

(E) The trainee's specific need for training, if applicable.

(vii) Notwithstanding §43.1(b) of this chapter or §91.409(c)(1), all aircraft must:

(A) Except for turbine powered or large aircraft, within the preceding 100 hours of time in service, have received an annual, 100-hour, or condition inspection equivalent to the scope and detail of appendix D to part 43 of this chapter and been approved for return to service in accordance with part 43. The 100-hour limitation may be exceeded by not more than 10 hours while enroute to reach a place where the inspection can be done. The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service; or

(B) Except for turbine powered or large aircraft, be inspected in accordance with an FAA-approved inspection program that includes provisions for ensuring continued airworthiness and recording the current status on life-limited parts and in accordance with the manufacturer's instructions.

(C) For turbine-powered or large aircraft, be inspected in accordance with an FAA-approved inspection program that meets the scope and detail of the requirements of §91.409(e), (f)(4), and (g) for ensuring continued airworthiness and recording time remaining on life-limited parts in accordance with the manufacturer's instructions.

(viii) Notwithstanding any exception due to the experimental airworthiness certification of the aircraft, LODA holders with experimental aircraft must comply with FAA Airworthiness Directives applicable to any corresponding make or model aircraft holding a different type of airworthiness certificate or applicable to any article installed on the aircraft. The LODA holder must evaluate the aircraft and its articles to determine if compliance with the FAA Airworthiness Directive is necessary for the continued safe operation of the aircraft. LODA holders must keep a maintenance record entry of those FAA Airworthiness Directives evaluated. For those FAA Airworthiness Directives for which the LODA holder determined compliance was necessary for the continued safe operation of the aircraft, the record must also include the method of compliance, and if the FAA Airworthiness Directive requires recurring action, the time and date when the next action is required.

(5) Only the following persons may be on board the aircraft during operations conducted under the deviation authority:

(i) The authorized instructor, designated examiner, person receiving flight training or being checked or tested, or persons essential for the safe operation of the aircraft; and

(ii) Notwithstanding any operating limitation applicable under §91.9(a) that prohibits the carriage of passengers for compensation or hire, up to two persons enrolled in a LODA training course for the same aircraft may observe the flight training from a forward-most observer seat with an unobstructed view of the flight deck, provided carriage of those persons is not prohibited by any other regulation.

(6) The Administrator may limit the types of training, testing, and checking authorized under this deviation authority. Training, testing, and checking under this deviation authority must be con-

ducted consistent with the training program submitted for FAA review.

(c) Operations not requiring a letter of deviation authority. The following operations may be conducted without a letter of deviation authority.

(1) An authorized instructor, registered owner, lessor, or lessee of an aircraft is not required to obtain a letter of deviation authority from the Administrator to allow, conduct, or receive flight training, checking, or testing in a limited category aircraft, experimental aircraft, or primary category aircraft if—

(i) The authorized instructor is not providing both the training and the aircraft;

(ii) No person advertises or broadly offers the aircraft as available for flight training, checking, or testing; and

(iii) No person receives compensation for the use of the aircraft for any flight during which flight training, checking, or testing was received, other than expenses for owning, operating, and maintaining the aircraft. Compensation for the use of the aircraft for profit is prohibited.

(2) A person may operate a limited category aircraft, experimental aircraft, or primary category aircraft to conduct flight training, checking, or testing without a letter of deviation authority if no person provides and no person receives compensation for the flight training, checking, or testing, or for the use of the aircraft.

(d) Previously issued letters of deviation authority. For deviation authority issued under §91.319 prior to December 2, 2024, the following requirements apply—

(1) The deviation holder may continue to operate under the letter of deviation authority until December 1, 2026;

(2) The deviation holder must continue to comply with the conditions and limitations in the letter of deviation authority when conducting an operation under the letter of deviation authority in accordance with paragraph (b)(1) of this section;

(3) The letter of deviation authority may be cancelled or amended at any time; and

(4) The letter of deviation authority terminates on December 1, 2026.

Amend §91.327 by revising paragraph (a)(2) to read as follows:

§91.327 Aircraft having a special airworthiness certificate in the light-sport category: Operating limitations.

(a) ***

(2) To conduct flight training, checking, and testing.

► **Change Date:** August 23, 2024

► **Effective Date:** October 22, 2024

► **Source:** Amdt. 91–377, 89 FR 68100

Amend §91.517 by revising paragraph (a) to read as follows:

§91.517 Passenger information.

(a) Except as provided in paragraph (b) of this section, no person may operate an airplane carrying passengers unless it is equipped with signs that are visible to passengers and flight attendants to notify them when smoking is prohibited and when safety belts must be fastened.

(1) The signs that notify when safety belts must be fastened must be so constructed that the crew can turn them on and off.

(2) The signs that prohibit smoking and signs that notify when safety belts must be fastened must be illuminated during airplane movement on the surface, for each takeoff, for each landing,

and when otherwise considered to be necessary by the pilot in command.

► **Change Date:** June 10, 2021

► **Effective Date:** September 9, 2024

► **Source:** Amdt. 91–363, 86 FR 31060

Effective September 9, 2024, §91.1051 is removed.

§91.1051 [Removed]

► **Change Date:** June 18, 2024

► **Effective Date:** July 18, 2024

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

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

§91.1063 Testing and training: Applicability and terms used.

(b) ***

(2) ***

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

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

► **Change Date:** October 16, 2024

► **Effective Date:** October 16, 2024

► **Source:** Amdt. 91–353C, 89 FR 83427

Amend §91.1605 by revising paragraph (e) to read as follows:

§91.1605 Special Federal Aviation Regulation No. 77— Prohibition Against Certain Flights in the Baghdad Flight Information Region (FIR) (ORBB).

(e) **Expiration.** This SFAR will remain in effect until October 26, 2027. The FAA may amend, rescind, or extend this SFAR, as necessary.

► **Change Date:** October 3, 2024

► **Effective Date:** October 3, 2024

► **Source:** Amdt. 91–359B, 89 FR 80390

Amend §91.1617 by revising paragraph (e) to read as follows:

§91.1617 Special Federal Aviation Regulation No. 117— Prohibition Against Certain Flights in the Tehran Flight Information Region (FIR) (OIIX).

(e) **Expiration.** This SFAR will remain in effect until October 31, 2027. The FAA may amend, rescind, or extend this SFAR as necessary.

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

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

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

* * * * *

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

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

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

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

(2) *Operations permitted under an approval or exemption issued by the FAA.* Flight operations may be conducted in the Kabul Flight Information Region (FIR) (OAKX) at altitudes below FL320, provided that such flight operations occur under a contract, grant, or cooperative agreement with a department, agency, or instrumentality of the U.S. Government (or under a subcontract between the prime contractor of the U.S. Government department, agency, or instrumentality and the person described in paragraph (a) of this section) with the approval of the FAA or under an exemption issued by the FAA. The FAA will consider requests for approval or exemption in a timely manner, with the order of preference being: first, for those operations in support of U.S. Government-sponsored activities; second, for those operations in support of government-sponsored activities of a foreign country with the support of a U.S. Government department, agency, or instrumentality; and third, for all other operations.

* * * * *

PART 125

**CERTIFICATION AND OPERATIONS: AIRCRAFT
HAVING A SEATING CAPACITY OF 20 OR MORE
PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY
OF 6,000 POUNDS OR MORE; AND RULES
GOVERNING PERSONS ON BOARD SUCH AIRCRAFT**

- **Change Date:** August 23, 2024
- **Effective Date:** October 22, 2024
- **Source:** Amdt. 125–76, 89 FR 68100

Amend §125.207 by revising paragraph (a)(3) to read as follows:

§125.207 Emergency equipment requirements.

(a) * * *

(3) Signs that meet the following requirements:

(i) Signs that are visible to all occupants to notify them when safety belts should be fastened. These signs must be so constructed that they can be turned on and off by a crewmember. They must be turned on for each takeoff and each landing and when otherwise considered to be necessary by the pilot in command.

(ii) Signs that are visible to all occupants to notify them when smoking is prohibited. These signs must be turned on for each takeoff and each landing and when otherwise considered to be necessary by the pilot in command.

* * * * *

Amend §125.217 by revising paragraph (a) to read as follows:

§125.217 Passenger information.

(a) Except as provided in paragraph (b) of this section, no person may operate an airplane carrying passengers unless it is equipped with signs that meet the requirements of §25.791 of this chapter and that are visible to passengers and flight attendants to notify them when smoking is prohibited and when safety belts must be fastened.

(1) The signs that notify when safety belts must be fastened must be so constructed that the crew can turn them on and off.

(2) The signs that prohibit smoking and signs that notify when safety belts must be fastened must be illuminated during airplane movement on the surface, for each takeoff, for each landing, and when otherwise considered to be necessary by the pilot in command.

* * * * *

PART 135

**OPERATING REQUIREMENTS: COMMUTER AND ON
DEMAND OPERATIONS AND RULES GOVERNING
PERSONS ON BOARD SUCH AIRCRAFT**

- **Change Date:** August 22, 2024
- **Effective Date:** October 21, 2024
- **Source:** Amdt. 135–146, 89 FR 67850

The authority citation for Part 135 is revised to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 41706, 44701–44702, 44705, 44709, 44711–44713, 44715–44717, 44722, 44730, 45101–45105; Pub. L. 112–95, 126 Stat. 58 (49 U.S.C. 44730).

- **Change Date:** June 18, 2024
- **Effective Date:** July 18, 2024
- **Source:** Amdt. 135–145, 89 FR 51430

Amend §135.3 by revising paragraphs (d)(1) and (2) to read as follows:

§135.3 Rules applicable to operations subject to this part.

* * * * *

(d) * * *

(1) *Upgrade training.*

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

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

(2) *Initial and recurrent leadership and command and mentoring training.* Certificate holders are not required to include leadership and command training in §§121.409(b)(2)(ii)(F), 121.419(c)(1),

121.424(b) and 121.427(d)(1) of this chapter and mentoring training in §§121.419(c)(2) and 121.427(d)(1) of this chapter in initial and recurrent training for pilots in command who serve in operations that use only one pilot.

Revise §135.113 to read as follows:

§135.113 Passenger occupancy of pilot seat.

No certificate holder may operate an aircraft type certificated after October 15, 1971, that has a passenger seating configuration, excluding any pilot seat, of more than eight seats if any person other than the pilot in command, a second in command, a company check pilot, or an authorized representative of the Administrator, the National Transportation Safety Board, or the United States Postal Service occupies a pilot seat.

■ **Change Date:** August 22, 2024

■ **Effective Date:** October 21, 2024

■ **Source:** Amdt. 135–146, 89 FR 67850

Amend §135.117 by adding paragraph (g) to read as follows:

§135.117 Briefing of passengers before flight.

(g) If any passengers on board a flight conducted under this part are secured with a supplemental restraint system, the pilot in command of that flight must ensure those passengers are briefed in accordance with §91.108(g) of this chapter.

Amend §135.128 by revising paragraph (a)(1) to read as follows:

§135.128 Use of safety belts and child restraint systems.

(a) ***

(1) Be held by an adult, except as outlined in §91.108(j) of this chapter, who is occupying an approved seat or berth, provided the child has not reached his or her second birthday and the child does not occupy or use any restraining device; or

■ **Change Date:** June 18, 2024

■ **Effective Date:** July 18, 2024

■ **Source:** Amdt. 135–145, 89 FR 51430

Amend §135.297 by revising paragraph (c)(2) to read as follows:

§135.297 Pilot in command: Instrument proficiency check requirements.

(c) ***

(2) The instrument proficiency check must be given by an authorized check pilot or by the Administrator.

Amend §135.321 by revising paragraph (a)(2) to read as follows:

§135.321 Applicability and terms used.

(a) ***

(2) Each certificate holder for establishing and maintaining an approved training program for crewmembers, check pilots and instructors, and other operations personnel employed or used by that certificate holder; and

Amend §135.323 by revising paragraphs (a)(1) and (4), and (c) to read as follows:

§135.323 Training program: General.

(a) ***

(1) Establish and implement a training program that satisfies the requirements of this subpart and that ensures that each crewmember, aircraft dispatcher, flight instructor, and check pilot is adequately trained to perform his or her assigned duties. Prior to implementation, the certificate holder must obtain initial and final FAA approval of the training program.

(4) Provide enough flight instructors, check pilots, and FSTD instructors to conduct required flight training and flight checks and FSTD training courses allowed under this subpart.

(c) Each instructor, supervisor, or check pilot who is responsible for a particular ground training subject, segment of flight training, course of training, flight check, or competence check under this part shall certify as to the proficiency and knowledge of the crewmember, flight instructor, or check pilot concerned upon completion of that training or check. That certification shall be made a part of the crewmember's record. When the certification required by this paragraph is made by an entry in a computerized record-keeping system, the certifying instructor, supervisor, or check pilot, must be identified with that entry. However, the signature of the certifying instructor, supervisor, or check pilot is not required for computerized entries.

Amend §135.324 by revising paragraph (b)(4) to read as follows:

§135.324 Training program: Special rules.

(b) ***

(4) Has sufficient instructor and check pilots qualified under the applicable requirements of §§135.337 through 135.340 to provide training, testing, and checking to persons subject to the requirements of this subpart.

Revise §135.337 to read as follows:

§135.337 Qualifications: Check pilots.

(a) For the purposes of this part:

(1) A check pilot (aircraft) is a person who is qualified to conduct flight checks in an aircraft for a particular type aircraft.

(2) A check-pilot (FSTD) is a person who is qualified to conduct flight checks only in an FSTD for a particular type aircraft.

(3) Check pilots are those persons who perform the functions described in §§135.321(a) and 135.323(a)(4) and (c).

(b) No certificate holder may use a person, nor may any person serve as a check pilot in a training program established under this subpart unless, with respect to the aircraft type involved, that person—

(1) Holds the pilot certificates and ratings required to serve as a pilot in command in operations under this part;

(2) Has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a pilot in command in operations under this part;

(3) Has satisfactorily completed the proficiency or competency checks that are required to serve as a pilot in command in operations under this part;

(4) Has satisfactorily completed the applicable training requirements of §135.339;

(5) Has been approved by the Administrator for the check pilot duties involved.

(c) Completion of the requirements in paragraphs (b)(2), (3), and (4) of this section, as applicable, shall be entered in the individual's training record maintained by the certificate holder.

(d) A check pilot (FSTD) must accomplish the following—

(1) Fly at least two flight segments as a required crewmember for the type, class, or category aircraft involved within the 12-month period preceding the performance of any check-pilot duty in an FSTD; or

(2) Satisfactorily complete an approved line-observation program within the period prescribed by that program and that must precede the performance of any check pilot duty in an FSTD.

(e) The flight segments or line-observation program required in paragraph (d) of this section are considered to be completed in the month required if completed in the calendar month before or the calendar month after the month in which they are due.

(f) A person who serves as a required flightcrew member while performing check pilot duties must also meet the requirements of this chapter for the duty position in which they are serving.

Revise §135.338 to read as follows:

§135.338 Qualifications: Flight instructors.

(a) For the purposes of this part:

(1) A flight instructor (aircraft) is a person who is qualified to instruct in an aircraft for a particular type, class, or category aircraft.

(2) A flight instructor (FSTD) is a person who is qualified to instruct only in an FSTD for a particular type, class, or category aircraft.

(3) Flight instructors are those instructors who perform the functions described in §§135.321(a) and 135.323(a)(4) and (c).

(b) No certificate holder may use a person, nor may any person serve as a flight instructor in a training program established under this subpart unless, with respect to the type, class, or category aircraft involved, that person—

(1) Holds the pilot certificates and ratings required to serve as a pilot in command in operations under this part;

(2) Has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a pilot in command in operations under this part;

(3) Has satisfactorily completed the proficiency or competency checks that are required to serve as a pilot in command in operations under this part;

(4) Has satisfactorily completed the applicable training requirements of §135.340.

(c) Completion of the requirements in paragraphs (b)(2), (3), and (4) of this section shall be entered in the individual's training record maintained by the certificate holder.

(d) A flight instructor (FSTD) must accomplish the following—

(1) Fly at least two flight segments as a required crewmember for the type, class, or category aircraft involved within the 12-month period preceding the performance of any flight instructor duty in an FSTD; or

(2) Satisfactorily complete an approved line-observation program within the period prescribed by that program preceding the performance of any flight instructor duty in an FSTD.

(e) The flight segments or line-observation program required in paragraph (d) of this section are considered completed in the month required if completed in the calendar month before, or in the calendar month after, the month in which they are due.

(f) A person who serves as a required flightcrew member while performing flight instructor duties must also meet the requirements of this chapter for the duty position in which they are serving.

Amend §135.339 by revising paragraphs (a) introductory text, (a)(1), (c) introductory text, (c)(1), (d), (e) introductory text and (g) introductory text to read as follows:

§135.339 Initial and transition training and checking: Check pilots.

(a) No certificate holder may use a person nor may any person serve as a check pilot unless—

(1) That person has satisfactorily completed initial or transition check pilot training; and

(c) The initial ground training for check pilots must include the following:

(1) Check pilot duties, functions, and responsibilities.

(d) The transition ground training for check pilots must include the approved methods, procedures, and limitations for performing the required normal, abnormal, and emergency procedures applicable to the aircraft to which the check pilot is in transition.

(e) The initial and transition flight training for check pilots (aircraft) must include the following—

(g) The initial and transition flight training for check pilots (FSTD) must include the following:

Amend §135.340 by revising paragraph (a)(2) and paragraph (g) introductory text to read as follows:

§135.340 Initial and transition training and checking: Flight instructors.

(a) ***

(2) Within the preceding 24 calendar months, that person satisfactorily conducts instruction under the observation of an FAA inspector, an operator check pilot, or an aircrew designated examiner employed by the operator. The observation check may be accomplished in part or in full in an aircraft, in a flight simulator, or in a flight training device.

(g) The initial and transition flight training for a flight instructor (FSTD) must include the following:
