# ASA's 2027 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 2027 *FAR for Aviation Maintenance Technicians* book is current through June 3, 2026. With this Update, information is current through **November 11, 2026**.

## TITLE 14: AERONAUTICS AND SPACE

### PART 91
### GENERAL OPERATING AND FLIGHT RULES

➧ ***Change Date:*** *November 10, 2026*
➧ ***Effective Date:*** *January 11, 2027*
➧ ***Source:*** *Amdt. 91–385, 91 FR 72405*

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

**Authority:** 49 U.S.C. 106(f), 1155, 40101, 40103, 40105, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 44740, 46306, 46315, 46316, 46504, 46506–46507, 47122, 47508, 47528–47531, 47534, Pub. L. 112–95, 126 Stat. 11; 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.

➧ ***Change Date:*** *July 31, 2026*
➧ ***Effective Date:*** *September 29, 2026*
➧ ***Source:*** *Amdt. 91–384, 91 FR 48697*

Add §91.220 to read as follows:

**§91.220 Radio Altimeter Systems**

**(a)** After October 31, 2034, unless otherwise authorized by the Administrator, no person may operate an aircraft in the airspace of the 48 contiguous United States and the District of Columbia with a radio altimeter unless the radio altimeter system meets the performance requirements of paragraph (b) of this section.

**(b)** The radio altimeter system must operate at an altitude of 0–500 feet above ground level in the interference environment defined in table 1 of this paragraph:

TABLE 1 TO PARAGRAPH (b)

| Frequency range (MHz) | Power flux-density, single polarization, root mean square ($dBW/m^2/MHz$) |
|---|---|
| 3000 ≤ f < 4000 | 9.5 |
| 4000 ≤ f < 4100 | 9.5 |
| 4100 ≤ f < 4150 | 9.5 |
| 4150 ≤ f < 4160 | 6.5 |
| 4160 ≤ f < 4170 | –1 |
| 4170 ≤ f < 4180 | –7 |
| 4180 ≤ f < 4190 | –17 |
| 4190 ≤ f < 4200 | –34 |
| 4200 ≤ f ≤ 4400 | –82 |
| 4400 < f ≤ 4410 | –33 |
| 4410 < f ≤ 4430 | –21 |
| 4430 < f ≤ 4440 | –8 |
| 4440 < f ≤ 4450 | –1 |
| 4450 < f ≤ 4460 | 6.5 |
| 4460 < f ≤ 4500 | 9.5 |
| 4500 < f ≤ 4600 | 9.5 |
| 4600 < f ≤ 5600 | 9.5 |

➧ ***Change Date:*** *November 10, 2026*
➧ ***Effective Date:*** *January 11, 2027*
➧ ***Source:*** *Amdt. 91–385, 91 FR 72405*

Revise §91.401(c) to read as follows:

**§91.401 Applicability.**

* * * * *

**(c)** Sections 91.405 and 91.409 of this part do not apply to—

(1) An airplane inspected in accordance with part 125 of this chapter;

(2) An aircraft inspected in accordance with an approved aircraft inspection program under part 135 of this chapter and so identified by the registration number in the operations specifications of the certificate holder having the approved aircraft inspection program.

(3) An aircraft that carries a special flight permit.

(4) An aircraft that carries a current experimental, light-sport, or provisional airworthiness certificate, unless specified in an additional operating limitation under §91.317 or §91.319 of this part.

Amend §91.403 by revising paragraph (c) and adding paragraph (e) to read as follows:

**§91.403 General.**

* * * * *

**(c)** No person may operate an aircraft for which a manufacturer's maintenance manual or instructions for continued airworthiness has been issued that contains an airworthiness limitations section unless:

(1) The mandatory replacement times, inspection intervals, and related procedures specified in the airworthiness limitations section have been complied with; or

(2) Alternative inspection intervals and related procedures set forth in a continuous airworthiness maintenance program approved by the Administrator and authorized by operations specifications under part 121 or 135 of this chapter, or management specifications under subpart K of this part have been complied with; or

(3) Alternative inspection intervals and related procedures set forth in an inspection program authorized for use under §91.409(f) have been complied with.

* * * * *

**(e)** No person may operate an aircraft under a special flight permit unless it is operated in accordance with any conditions and limitations issued by the Administrator and it has been inspected to the extent necessary to determine the aircraft is in a condition for safe operation for the intended flight.

In §91.405, the introductory text is republished and paragraphs (a), (c), and (d) are revised to read as follows:

**§91.405 Maintenance required.**

Each owner or operator of an aircraft—

**(a)** Shall have that aircraft inspected as prescribed in this subpart and shall, between required inspections, except as provided in paragraph (c) of this section, have discrepancies evaluated and dispositioned or corrected, as appropriate, through inspection, overhaul, repair, preservation, or the replacement of parts, in accordance with part 43 of this chapter, or appropriately deferred as provided in §91.213;

* * * * *

**(c)** Shall, at each required inspection, have any inoperative instrument or item of equipment that is permitted to be inoperative by §91.213(d)(2), and that has not been repaired, replaced, removed, or inspected to ensure that the inoperative instrument or item of equipment will not have an adverse effect on the continued safe operation of the aircraft; and

**(d)** Shall ensure that when inoperative instruments or equipment are present, a placard marking it ''inoperative'' has been installed as required by §43.11 of this chapter.

Amend §91.409 by:

a. Revising paragraphs (a), (b), (c), and (e);
b. Revising the introductory text of paragraph (f), and paragraphs (f)(1), (3), and (4); and
c. Revising the introductory text of paragraph (g), and paragraph (g)(1).

The revisions read as follows:

**§91.409 Inspections.**

**(a)** ***Annual Inspections.*** Except as provided in paragraph (c) of this section, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had—

(1) An annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by §43.7 of this chapter; or

(2) An inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter.

No inspection performed under paragraph (b) of this section may be substituted for any inspection required by this paragraph unless it is performed by a person authorized to perform annual inspections and is entered as an ''annual'' inspection in the required maintenance records.

**(b)** ***100-Hour Inspection.*** Except as provided in paragraph (c) of this section, no person may operate an aircraft carrying any person (other than a crewmember) for hire, no person may give flight instruction for hire in an aircraft which that person provides, and no person may operate an aircraft over congested areas under part 137 of this chapter, unless within the preceding 100 hours of time in service the aircraft has received an annual or 100-hour inspection and been approved for return to service in accordance with part 43 of this chapter or has received an inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter. The 100-hour limitation may be exceeded by not more than 10 hours while en route 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.

**(c)** ***Exceptions.*** Paragraphs (a) and (b) of this section do not apply to—

(1) An aircraft authorized by the Administrator to be inspected in accordance with a progressive inspection program under paragraph (d) of this section;

(2) An aircraft subject to the requirements of paragraph (e)(1) of this section; or

(3) Turbine-powered rotorcraft or single-engine turbine-powered airplanes when the owner or operator elects to inspect that aircraft in accordance with paragraph (e)(2) of this section.

* * * * *

**(e)** ***Large airplanes (which are not inspected in accordance with part 125 of this chapter), turbine-powered airplanes and rotorcraft, and unmanned aircraft.***

(1) *Large airplanes, multiengine turbine-powered airplanes, and unmanned aircraft.* Except as specified in §91.401 of this part, no person may operate a large airplane, multiengine turbine-powered airplane, or unmanned aircraft unless the replacement times for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the aircraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with an inspection program selected under the provisions of paragraph (f) of this section.

(2) *Turbine-powered rotorcraft and single-engine turbine-powered airplanes.* In lieu of paragraphs (a), (b), or (d) of this section, the owner or operator of a turbine-powered rotorcraft or a single-engine turbine-powered airplane may elect to use an inspection program selected under the provisions of paragraph (f) of this section. If an alternate inspection program is selected, no person may operate the aircraft unless the replacement times for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the aircraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with the inspection program.

**(f)** ***Selection of inspection program under paragraph (e) of this section.*** The registered owner or operator of each aircraft that is required to or has opted to use an inspection program under this section, as described in paragraph (e) of this section, must select, identify in the aircraft maintenance records, and use one of the following programs for the inspection of the aircraft. Each operator shall make a copy of the selected program available to the person performing inspections on the aircraft and, upon request, to the Administrator.

(1) An inspection program that is part of a continuous airworthiness maintenance program currently in use by a person holding an air carrier certificate or an operating certificate issued under part 121 or 135 of this chapter and operating that make and model aircraft under part 121 of this chapter or operating that make and model under part 135 of this chapter and maintaining it under §135.411(a)(2) of this chapter.

* * * * *

(3) An inspection program recommended by the manufacturer that was the most current program available at the time of selection and identified in the aircraft maintenance records.

(4) Any other inspection program established by the registered owner or operator and approved by the Administrator for that aircraft under paragraph (g) of this section. The Administrator may require revision of this inspection program in accordance with the provisions of §91.415.

**(g)** ***Inspection program approved under paragraph (e) of this section.*** Each operator of an aircraft desiring to establish or change an approved inspection program under paragraph (f)(4) of this section must submit the program for approval in a manner acceptable to FAA. The program must be in writing and include at least the following information:

(1) Instructions and procedures for the conduct of inspections for the particular make and model aircraft, including necessary tests and checks. The instructions and procedures must set forth in detail the parts and areas of the airframe, engines, propellers, rotors, and appliances, including survival and emergency equipment required to be inspected.

* * * * *

Revise §91.415(a) to read as follows:

**§91.415 Changes to aircraft inspection programs.**

**(a)** Whenever the Administrator finds that revisions to an inspection program approved under §91.409(f)(4) or §91.1109 or §125.247(e)(3) of this chapter are necessary for the continued adequacy of the program, the owner or operator must, after notification by the Administrator, make any changes in the program found to be necessary by the Administrator.

* * * * *

Revise §91.501(a) to read as follows:

**§91.501 Applicability.**

**(a)** This subpart prescribes operating rules, in addition to those prescribed in other subparts of this part, governing the operation of large airplanes of U.S. registry, turbojet-powered multiengine civil airplanes of U.S. registry, and fractional ownership program aircraft of U.S. registry that are operating under subpart K of this part in operations not involving common carriage. The operating rules in this subpart do not apply to those aircraft when they are required to be operated under parts 121, 125, 129, 135, and 137 of this chapter.

* * * * *

Amend §91.1415 by revising the section heading and paragraph (d) to read as follows:

**§91.1415 CAMP: Service difficulty reports.**

* * * * *

**(d)** Each program manager shall submit each report required by this section, covering each 24-hour period beginning at 0900 local time of each day and ending at 0900 local time on the next day, to the FAA offices in Oklahoma City, Oklahoma. Each report of occurrences during a 24-hour period shall be submitted to the collection point within the next 96 hours. However, a report that is due on Saturday or Sunday may be submitted on the following Monday, and a report due on a holiday may be submitted on the next workday.

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# 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:*** *November 10, 2026*
➨ ***Effective Date:*** *January 11, 2027*
➨ ***Source:*** *Amdt. 125–78, 91 FR 72406*

The authority citation for part 125 is revised to read as follows:

**Authority:** 49 U.S.C. 106(f), 40113, 44701–44702, 44705, 44710–44711, 44713, 44716–44717, 44722.

Amend §125.247 by revising paragraphs (a)(3), (d), and (e) to read as follows:

**§125.247 Inspection programs and maintenance.**

**(a)** * * *

(3) The airplane, including airframe, aircraft engines, propellers, appliances, and survival and emergency equipment, and their component parts, is inspected in accordance with an inspection program authorized by the Administrator under paragraph (e) of this section.

* * * * *

**(d)** No person may operate an airplane subject to this part unless—

(1) The installed engines have been maintained in accordance with the overhaul periods recommended by the manufacturer or a period approved by the Administrator; and

(2) The engine overhaul periods, or a reference to where they can be found, are specified in the certificate holder's operations specifications.

**(e)** Inspection programs that may be authorized for use under this part include, but are not limited to—

(1) An inspection program that is a part of a current continuous airworthiness maintenance program approved for use by a certificate holder under part 121 or 135 of this chapter;

(2) An inspection program recommended by the manufacturer of the aircraft that was the most current program available at the time of selection and authorization under this part; or

(3) An inspection program developed by a certificate holder under this part and approved by the Administrator. The Administrator may require revision of this inspection program in accordance with the provisions of §91.415 of this chapter.

# PART 135
## OPERATING REQUIREMENTS: COMMUTER AND ON DEMAND OPERATIONS AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

➨ ***Change Date:*** *November 10, 2026*
➨ ***Effective Date:*** *January 11, 2027*
➨ ***Source:*** *Amdt. 135–150, 91 FR 72407*

Revise §135.411(a)(2) to read as follows:

**§135.411 Applicability.**

**(a)** * * *

(2) Aircraft that are type certificated for a passenger seating configuration, excluding any pilot seat, of ten seats or more, shall be maintained under a continuous airworthiness maintenance program in §§135.415, 135.417, and 135.423 through 135.443.

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# PART 145
## REPAIR STATIONS

➨ ***Change Date:*** *November 10, 2026*
➨ ***Effective Date:*** *January 11, 2027*
➨ ***Source:*** *Amdt. 145–34, 91 FR 72407*

Revise §145.109(d) to read as follows:

**§145.109 Equipment, materials, and data requirements.**

* * * * *

**(d)** A certificated repair station must maintain, in a format acceptable to FAA, the documents and data required for the performance of maintenance, preventive maintenance, and alterations under its repair station certificate and operations specifications in accordance with part 43 of this chapter. These documents and data must be accessible when the relevant work is being done.

Amend §145.201 by revising paragraph (a)(2) and the introductory text of paragraph (c) to read as follows:

**§145.201 Privileges and limitations of certificate.**

**(a)** * * *

(2) Arrange for another person to perform the maintenance, preventive maintenance, or alterations of any article. The certificated repair station may approve the work for return to service following the maintenance, preventive maintenance, or alterations performed on the article by the other person if—

(i) The certificated repair station is rated to perform maintenance, preventive maintenance, or alterations on the article; and

(ii) The requirements in §145.217 have been met.

* * * * *

**(c)** A certificated repair station may not approve for return to service the work performed on—

* * * * *

Amend §145.211 by revising paragraph (c)(1)(v) to read as follows:

**§145.211 Quality control system.**

**(c)** * * *

(1) * * *

(v) Establishing and maintaining technical data for maintaining articles;

* * * * *

Amend §145.217 by revising paragraphs (a) and (b)(3) to read as follows:

**§145.217 Contract maintenance.**

**(a)** A certificated repair station may approve the work for return to service following the maintenance, preventive maintenance, or alterations performed on an article by an outside source under contract or other arrangement, in accordance with §145.201(a)(2), provided all the following conditions are met:

(1) The Administrator approves the maintenance function to be contracted.

(2) The repair station maintains and makes available to its responsible Flight Standards office, in a format acceptable to the Administrator, the following information:

(i) The maintenance functions contracted to the outside source; and

(ii) The name of each outside source to whom the repair station contracts maintenance functions and the type of certificate and rating, if any, held by the outside source.

**(b)** * * *

(3) The certificated repair station verifies, by test or inspection, or both, that the work has been performed satisfactorily by the noncertificated person and that the article is airworthy before approving the work for return to service.

* * * * *