



CHANGES FROM LAST YEAR'S FAR/AIM

*Changes between the Jeppesen 2010 handbook (JS314550-008)
and the 2011 handbook (JS314550-009)*

This summary covers significant changes incorporated into the *Jeppesen FAR/AIM 2011*. Note that these are only summaries of changes. For the exact text of the changes, see the Federal Register citations, or the FARs and AIM at <http://www.faa.gov>.

The Jeppesen FAR/AIM 2011 (JS314550-009) includes the AIM Basic Manual, effective February 11, 2010. The Jeppesen FAR/AIM 2010 (JS314550-008) included AIM Change 2, dated March 31, 2009. At the end of the regulations amendments, you will find the AIM Explanation of Changes showing the changes from the last year's manual to this year's.

Federal Aviation Regulations

Transportation Security Regulations

Changes through May 15, 2010

Airworthiness Standards; Aircraft Engine Standards Overtorque Limits

Federal Register: September 2, 2009 [Page 45307-45311]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 1 and 33
[Docket No. 2007-28502; Amendment No. 1-65, 33-30]
RIN 2120-AJ06

ACTION: Final rule.

SUMMARY: This rule will amend the certification standards for aircraft engines to establish requirements for approval of maximum engine overtorque. Specifically, this action will add a new engine overtorque test, amend engine ratings and operating limits, and define maximum engine overtorque for certain turbopropeller and turboshaft engines. The rule will harmonize applicable United States (U.S.) and European standards and simplify airworthiness approvals for import and export of aircraft engines.

DATES: This amendment becomes effective November 2, 2009.

Production and Airworthiness Approvals, Part Marking, and Miscellaneous Amendments

Federal Register: October 16, 2009 [Page 53367-53395]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 1, 21, 43, and 45

[Docket No. FAA-2006-25877; Amendment Nos. 1-64, 21-92, 43-43, and 45-26]

RIN 2120-AJ44

ACTION: Final rule.

SUMMARY: The FAA is amending its certification procedures and identification requirements for aeronautical products and articles. The amendments will update and standardize those requirements for production approval holders (PAHs), revise export airworthiness approval requirements to facilitate global manufacturing, move all part marking requirements from part 21 to part 45, and amend the identification requirements for products and articles. The intent of these changes is to continue to promote safety by ensuring that aircraft, and products and articles designed specifically for use in aircraft, wherever manufactured, meet appropriate minimum standards for design and construction. As a result of this action, the FAA's regulations now better reflect the current global aircraft and aircraft products and articles manufacturing environment.

DATES: This rule is effective April 14, 2010.

Production and Airworthiness Approval, Part Marking, and Miscellaneous Amendments; Correction

Federal Register: March 1, 2010 [Page 9095]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 1, 21, 43, and 45

[Docket No. FAA-2006-25877; Amendment Nos. 21-92A and 43-43A]

RIN 2120-AJ44]

ACTION: Final rule; correction.

SUMMARY: The FAA is making certain corrections to the Certification Procedures and Identification Requirements for Aeronautical Products and Articles final rule published on October 16, 2009 (74 FR 53368). The purpose of that final rule was to update and standardize those requirements for production approval holders (PAHs), revise export airworthiness approval requirements to facilitate global manufacturing, move all part marking requirements from part 21 to part 45, and amend the identification requirements for products and articles. In the amendatory language and the preamble, we inadvertently referred to incorrect paragraphs and text. This document corrects those errors.

DATES: These corrections, including a correction to the effective date of the October 16, 2009, final rule, will become effective on April 14, 2010.

Certification of Aircraft and Airmen for the Operation of Light- Sport Aircraft; Modifications to Rules for Sport Pilots and Flight Instructors With a Sport Pilot Rating

Federal Register: February 1, 2010 [Page 5203-5223]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 43, 61, 91, and 141

[Docket No. 2007-29015; Amendment Nos. 43-44, 61-125, 91-311, and 141-13]

RIN 2120-AJ10]

ACTION: Final rule.

SUMMARY: The FAA is amending its rules for sport pilots and flight instructors with a sport pilot rating to address airman certification and operational issues that have arisen since regulations for the certification of aircraft and airmen for the operation of light-sport aircraft were implemented in 2004. These changes will update those regulations to reflect operational experience that has been gained since the original regulations became effective.

DATES: These amendments become effective April 2, 2010. Affected parties, however, do not have to comply with the information collection requirement in Sec. 91.419 until the FAA publishes in the Federal Register the control number assigned by the Office of Management and Budget (OMB) for this information collection requirement. Publication of the control number notifies the public that OMB has approved this information collection requirement under the Paperwork Reduction Act of 1995.

Certification of Aircraft and Airmen for the Operation of Light- Sport Aircraft; Modifications to Rules for Sport Pilots and Flight Instructors With a Sport Pilot Rating; Correction

Federal Register: March 30, 2010 [Page 15609-15610]

REGULATIONS: Federal Aviation Administration

14 CFR Part 61

[Docket No. FAA-2007-29015; Amdt. No. 61-125A]

RIN 2120-AJ10

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a final rule published on February 1, 2010. In that rule, the FAA amended its regulations for sport pilots and flight instructors with a sport pilot rating to address airman certification and operational issues that have arisen since regulations for the certification of aircraft and airmen for the operation of light-sport aircraft were implemented in 2004. This document corrects errors in the codified text of that document.

DATES: The final rule and this correction will become effective April 2, 2010.

Drug and Alcohol Testing Program

Federal Register: May 14, 2009 [Page 22649-22668]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 61, 63, 65, 91, 120, 121, 135
[Docket No. FAA-2008-0937;
Amendment Nos. 61-122, 63-37, 65-53, 91-307, 120-0, 121-343, 135-117]
RIN 2120-AJ37

ACTION: Final rule.

SUMMARY: This action amends the FAA's drug and alcohol regulations to place them in a new part. The FAA is not making any substantive changes to the drug and alcohol regulations in this rulemaking.

DATES: Effective Date: July 13, 2009.

Editor's Note—The new Part 120 that was created by this amendment is not included in the Jeppesen student FAR/AIM.

Drug and Alcohol Testing Program; Technical Amendment

Federal Register: July 9, 2009 [Page 32803-32804]

REGULATIONS: Federal Aviation Administration
14 CFR Part 91
[Docket No. FAA-2008-0937; Amendment No. 91-308]
RIN 2120-AJ37

ACTION: Final rule; technical amendment.

SUMMARY: The Federal Aviation Administration (FAA) is making minor technical changes to a final rule published in the Federal Register on May 14, 2009. That final rule amended the FAA's drug and alcohol regulations to place them in a new part. In that final rule the FAA inadvertently did not include an instruction to amend a cross-reference to two appendices.

DATES: Effective on July 13, 2009.

Part 121 Pilot Age Limit

Federal Register: July 15, 2009 [Page 34229-34235]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 61 and 121
[Docket No. FAA-2006-26139; Amendment Nos. 61-123 and 121-344]
RIN 2120-AJ01

ACTION: Final rule.

SUMMARY: This action amends the Code of Federal Regulations to conform certain regulations with recent legislation raising the upper age limit for pilots serving in domestic, flag, and supplemental operations until they reach their 65th birthday. The legislation, known as the "Fair Treatment for Experienced Pilots Act," raised the upper age limit from age 60 to age 65. The legislation became effective December 13, 2007. The intended effect of this action is to update the Code of Federal Regulations to reflect the recent legislation.

DATES: These amendments become effective July 15, 2009. Except as otherwise required by statute, affected parties do not have to comply with the information collection requirements in Sec. Sec. 61.23 and 121.440 until the FAA publishes in the Federal Register the control number assigned by the Office of Management and Budget (OMB) for these information collection requirements. Publication of the control number notifies the public that OMB has approved these information collection requirements under the Paperwork Reduction Act of 1995.

Manual Requirements

Federal Register: August 4, 2009 [Page 38522-38523]

REGULATIONS: Federal Aviation Administration
14 CFR Part 135
Docket No. FAA-1999-5401; Amendment No. 135-118

ACTION: Final rule; technical amendment.

SUMMARY: The Federal Aviation Administration (FAA) is making a minor technical change to a final rule published in the Federal Register on February 2, 2005. This final rule established new manual requirements for aging aircraft under 14 CFR part 135. In the final rule, the FAA inadvertently changed one of the regulatory references in Sec. 135.427(a).

DATES: Effective on August 4, 2009.

Pilot, Flight Instructor, and Pilot School Certification

Federal Register: August 21, 2009 [Page 42499-42571]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 61, 91, and 141

[Docket No. FAA-2006-26661; Amendment Nos. 61-124, 91-309, and 141-12]

RIN 2120-AI86

ACTION: Final rule.

SUMMARY: This final rule revises the training, qualification, certification, and operating requirements for pilots, flight instructors, ground instructors, and pilot schools. These changes are needed to clarify, update, and correct our existing regulations. These changes are intended to update and clarify the training and qualifications rules for pilots, flight instructors, ground instructors, and pilot schools to ensure a better understanding of these rules that relate to aircraft operations in the National Airspace System.

DATES: This final rule is effective October 20, 2009.

Pilot, Flight Instructor, and Pilot School Certification; Correction

Federal Register: October 20, 2009 [Page 53643-53648]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 61, 91, and 141

[Docket No. FAA-2006-26661; Amendment Nos. 61-124A, 91-309A, and 141-12A]

RIN 2120-AI86

ACTION: Final rule; correction.

SUMMARY: The Federal Aviation Administration (FAA) is making several corrections to its “Pilot, Flight Instructor, and Pilot School Certification” final rule published in the Federal Register on August 21, 2009. The FAA corrections include standardizing certain part 61 time period durations from “60 days” to now read “2 calendar months.” We are also correcting an omission and errors to the prerequisite eligibility requirements for use of flight simulators. Additionally, we are correcting the duration of a student pilot certificate to 60 calendar months for a student pilot seeking a sport pilot certificate. Finally, we are correcting a sentence in the preamble to conform with the final rule regarding the use of flight training devices.

DATES: These corrections are effective on October 20, 2009.

Removal of Regulations Allowing for Polished Frost

Federal Register: December 1, 2009 [Page 62691-62697]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 91, 125 and 135
[Docket No. FAA-2007-29281; Amendment Nos. 91-310, 125-58, 135-119]
RIN 2120-AJ09

ACTION: Final rule.

SUMMARY: The FAA is removing certain provisions in its regulations that allow for operations with "polished frost" (i.e., frost polished to make it smooth) on the wings and stabilizing and control surfaces of aircraft. The rule is expected to increase safety by not allowing operations with "polished frost," which the FAA has determined increases the risk of unsafe flight.

DATES: These amendments become effective February 1, 2010.

Filtered Flight Data

Federal Register: February 19, 2010 [Page 7345-7357]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 121, 125, and 135
[Docket No. FAA-2006-26135; Amendment Nos. 121-347, 125-59, and 135-120]
RIN 2120-AI79

ACTION: Final rule.

SUMMARY: The FAA amends digital flight data recorder regulations affecting certain air carriers and operators. This final rule prohibits the filtering of some original flight recorder sensor signals unless a certificate holder can show that the data can be accurately reconstructed. This final rule improves the integrity and quality of the data recorded on digital flight data recorders while giving aircraft designers and operators more flexibility in system design and operation where allowable.

DATES: These amendments become effective April 20, 2010.

Aircraft Noise Certification Documents for International Operations

Federal Register: Mar. 2, 2010 [Page 9327-9333]

REGULATIONS: Federal Aviation Administration
14 CFR Part 91
[Docket No.: FAA-2008-1097; Amendment No. 91-312]
RIN 2120-AJ31

ACTION: Final rule.

SUMMARY: This action amends the operating rules to require U.S. operators flying outside the United States to carry aircraft noise certification information on board the aircraft. This rule is intended to ensure that affected U.S. operators have the appropriate noise certification information on board when they fly outside the United States as required by the International Civil Aviation Organization (ICAO), and to ensure compliance between domestic U.S. regulations and ICAO Annex 16, Amendment 8.

DATES: This amendment becomes effective May 3, 2010.

Extension of the Compliance Date for Cockpit Voice Recorder and Digital Flight Data Recorder Regulations

Federal Register: April 5, 2010 [Page 17041-17047]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 27, 29, 91, 121, 125, and 135
[Docket No. FAA-2005-20245; Amendment No. 27-45, 29-52, 91-313, 121-349, 125-60 and 135-121]
RIN 2120-AJ65

ACTION: Final rule.

SUMMARY: On March 7, 2008, the FAA published a final rule titled "Revisions to Cockpit Voice Recorder and Digital Flight Data Recorder Regulations." The rule required certain upgrades of cockpit voice recorder and digital flight data recorder equipment on certain aircraft beginning April 7, 2010. That compliance date is being changed for certain requirements on certain aircraft.

DATES: These amendments are effective April 5, 2010.

Operating Requirements: Domestic, Flag, Supplemental, Commuter, and On-Demand Operations: Corrections and Editorial Changes

Federal Register: May 12, 2010 [Page 26645-26646]

REGULATIONS: Federal Aviation Administration
14 CFR Part 119
[Docket No. 28154; Amendment No. 119-13]
RIN 2120-AG03

ACTION: Final rule; technical amendment.

SUMMARY: The Federal Aviation Administration (FAA) is making minor technical changes to a final rule published in the Federal Register on June 14, 1996. That final rule adopted corrections and editorial changes to several parts, which included an amendment to a section of part 119 that removed two subparagraphs. However, the FAA inadvertently did not also amend a separate section of part 119 to remove reference to the two obsolete subparagraphs. The FAA is issuing this technical amendment to correct that oversight.

DATES: Effective Date: Effective on May 12, 2010.

Operations in Controlled Airspace Designated for an Airport

Federal Register: March 26, 2009 [Page 13098-13099]

REGULATIONS: Federal Aviation Administration
14 CFR Part 137 (No amendment Number)

ACTION: Final rule; technical amendment.

SUMMARY: This final rule revises an incorrect cross-reference in the regulations regarding operations in controlled airspace designated for an airport. The current regulations cross-reference a particular paragraph that no longer exists. This final rule updates the cross-reference so that the reader will be able to find the appropriate weather minimum limitations on visual flight rules for aircraft in controlled airspace near airports.

DATES: Effective Date: This final rule is effective March 26, 2009.

Aeronautical Information Manual

Explanation of Changes

February 11, 2010

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

This change updates the definition of ILS minimums to reflect new criteria.

b. 1-2-1. Area Navigation (RNAV)

This change updates the language to reflect new policy regarding not using the word “via” in departure and missed approach instructions.

c. 1-2-3. Use of Suitable Area Navigation (RNAV) Systems on Conventional Procedures and Routes

This change is added to emphasize an exception to policy regarding lateral navigation.

d. 2-1-6. Runway Status Lights (RWSL) System

This change adds the execution of a missed approach to the list of actions that require a pilot to notify the airport traffic control tower.

e. 2-3-5. Holding Position Markings

This change is added to improve upon the clarity of the depicted runway markings.

f. 4-5-8. Traffic Information Service-Broadcast (TIS-B) 4-5-9. Flight Information Service-Broadcast (FIS-B)

These changes announce the availability of initial Automatic Dependent Surveillance-Broadcast (ADS-B) Traffic Information Service-Broadcast and Flight Information Services-Broadcast capability, and the deployment of supporting infrastructure in selected areas of the National Airspace System. These changes describe the technology, procedures and approvals, as well as the outage reporting and Notices to Airmen notification process necessary to make use of this new ADS-B capability. Further information about this subject can be found in Advisory Circular 91-83, Automatic Dependent Surveillance-Broadcast (ADS-B)-Essential Services, dated August 25, 2009.

g. 5-1-3. Notice to Airmen (NOTAM) System

This change updates guidance to reflect changes in other regulatory material. Examples are also added for clarity.

h. 5-4-1. Standard Terminal Arrival (STAR), Area Navigation (RNAV) STAR, and Flight Management System Procedures (FMSP) for Arrivals

This change updates the arrival procedures guidance to reflect the elimination of Type A and Type B procedures due to the publication of Advisory Circular 90-100A.

i. 5-4-5. Instrument Approach Procedure Charts

This change updates guidance for single pilot operations, expands the annotation criteria for approaches, and adds “LP” as another type of WAAS approach.

j. 5-4-9. Procedure Turn and Hold-in-Lieu of Procedure Turn

This change provides clarification and consistency in the guidance that the procedure must be flown as published. Additional information has been added for clarification.

k. 6-2-7. Search and Rescue

This change updates the contact information for the Alaskan Air Command Rescue Coordination Center.

l. 6-3-4. Special Emergency (Air Piracy)

This change adds information a pilot can expect after an intercept.

m. 7-1-4. Preflight Briefing

References to Local NOTAMs are deleted and specific SUA NOTAMs are listed as either mandatory or upon request briefing items. Also, the "100 NM extension around the flight plan area" is removed as is the redundant remark concerning Military Training Routes, which is contained in the note following the paragraph. This paragraph now mirrors the instructions in FAA Order JO 7110.10, Flight Services, paragraph 3-2-1.

**n. 7-6-4. Unidentified Flying Object (UFO) Reports
Appendix 4. Abbreviations/Acronyms**

This change corrects one of the organizations to which UFO/unexplained phenomena activity can be reported. It also includes contact information.

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

This change updates the graphic illustration for the Enroute Low Altitude Instrument Charts for the Conterminous U.S.

p. Entire publication.

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

Aeronautical Information Manual

Explanation of Changes

Effective: August 27, 2009

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

This change updates the definition of ILS minimums to reflect new criteria.

b. 1-1-14. User Reports on NAVAID Performance

4-5-6. Traffic Information Service (TIS)

4-5-7. Automatic Dependent Surveillance-Broadcast (ADS) Services

4-5-8. Traffic Information Service-Broadcast (TIS-B)

This change updates the reference to Form 8000-7 which has been superseded by Form 8740-5.

c. 1-2-1. Area Navigation (RNAV)

1-2-2. Required Navigation Performance (RNP)

1-2-3. Use of Suitable Area Navigation (RNAV) Systems on Conventional Procedures and Routes

This change updates guidance to reflect changes in other regulatory material.

d. 2-1-6. Runway Status Lights (RWSL) System

This change updates the paragraph to include a description of the Final Approach Runway Occupancy Signal (FAROS).

e. 3-2-4. Class C Airspace

This change is added to reflect current airport names.

f. 4-1-21. Hazardous Area Reporting Service

5-1-8. Flight Plan-IFR Flights

7-1-1. National Weather Service Aviation Products

7-1-2. FAA Weather Services 7-1-5. En Route Flight Advisory Service (EFAS)

7-1-6. Inflight Aviation Weather Advisories

This change is the result of Lockheed Martin Flight Services closing the “automated flight service stations” and using “radio sectors” at the consolidated facilities.

g. 4-1-22. Airport Reservation Operations and Special Traffic Management Programs

This change updates guidance on the Airport Reservation Office and the processing of reservations for unscheduled operations at airports designated by the Administrator under FAA-adopted rules.

h. 4-3-24. Flight Inspection/‘Flight Check’ Aircraft in Terminal Areas

This change removes the reference to “flight check recorded.”

i. 5-1-3. Notice to Airmen (NOTAM) System

This change reflects the elimination of NOTAM Ls due to the expansion of NOTAM D criteria. Additional information has been added to update NOTAM classification.

j. 5-1-15. RNAV and RNP Operations

5-5-16. RNAV and RNP Operations

This change updates the RNAV and RNP Operations guidance to reflect the RAIM prediction requirement.

k. 5-2-8. Instrument Departure Procedures (DP)- Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)

This change is added to emphasize operator responsibility in case of an engine failure. This change also clarifies pilot responsibilities when faced with a departure procedure that contains a non-standard ATC climb gradient

and/or a non-standard climb gradient necessary to support procedure design constraints, obstacle clearance, and/or airspace restrictions.

l. 5-3-3. Additional Reports

This change updates guidance to reflect ICAO reporting requirements for the North Atlantic.

m. 5-4-5. Instrument Approach Procedure Charts

This change updates the charting descriptions to reflect reduced Category I ILS Landing Minima. This change also provides clarification for the operational aspects of flying the visual segment of a published instrument approach procedure.

n. 5-4-9. Procedure Turn and Hold-in-Lieu of Procedure Turn

This change provides updated procedure turn guidance to reflect new operational procedures. This change also provides clarification and consistency in the guidance that the procedure must be flown as published.

o. 5-4-19. Side-Step Maneuver

This change updates the side-step maneuver guidance to reflect the intended TERPS evaluation method.

p. 5-6-1. National Security

This change removes the reference to “SCATANA” and replaces it with “ESCAT.” The reference to “military” is also replaced with “Air Traffic Control System Command Center (ATCSCC)” because the facilities will receive instructions from the ATCSCC, and not directly from the military.

q. 7-1-4. Preflight Briefing

This change expands the explanations of adverse conditions in a standard weather briefing.

r. Table 7-1-4. Approach Category/Minimum RVR Table

This change updates the Approach Category/Minimum RVR Table to reflect new criteria.

s. 7-1-11. Flight Information Services

This change updates the Flight Information Service-Broadcast (FIS-B) guidance to provide details of its implementation.

t. Entire publication.

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