

JEPPESEN FAR/M CHANGE REPORT

*Changes between the Jeppesen 2009 FAR/M handbook (JS312616-014)
and the 2010 FAR/M handbook (JS312616-015)*

This report covers significant changes incorporated into the *Jeppesen Handbook for Aviation Maintenance Technicians (FAR/M) 2010*. Note that these are only summaries of changes. For specific information, see the current FARs at <http://www.faa.gov>.

FEDERAL AVIATION REGULATIONS HAZARDOUS MATERIALS REGULATIONS TRANSPORTATION SECURITY REGULATIONS

Changes through April 15, 2009

Drug Enforcement Assistance

Federal Register: February 28, 2008 [Page 10662-10668]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 47, 61, 63, and 65

[Docket No. FAA-2006-26714; Amendment Nos. 47-28, 61-118, 63-36, and 65-51]

RIN 2120-AI43

ACTION: Final Rule.

SUMMARY: The FAA is implementing changes to its airmen certification and aircraft registration requirements. Two years after this rule becomes effective, paper pilot certificates may no longer be used to exercise piloting privileges. Five years after this rule becomes effective, certain other paper airmen certificates, such as those of flight engineers and mechanics, may no longer be used to exercise the privileges authorized by those certificates. To exercise the privileges after those respective dates, the airmen must hold upgraded, counterfeit-resistant plastic certificates. Student pilot certificates, temporary certificates, and authorizations are not affected. In addition, those who transfer ownership of U.S.-registered aircraft have 21 days from the transaction to notify the FAA Aircraft Registry. Those who apply for aircraft registration must include their printed or typed name with their signature. These changes are responsive to concerns raised in the FAA Drug Enforcement Assistance Act. The purpose of the changes is to upgrade the quality of data and documents to assist Federal, State, and local agencies to enforce the Nation's drug laws.

DATES: These amendments became effective on March 31, 2008.

Extended Operations (ETOPS) of Multi-Engine Airplanes

Federal Register: June 16, 2008 [Page 33879-33882]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 121 and 135
[Docket No. FAA-2002-6717, Amendment No. 121-339, 135-115]
RIN 2120-AJ26

ACTION: Final Rule; immediately adopted.

SUMMARY: The Federal Aviation Administration is amending its regulations governing extended range operations of turbine powered multi-engine airplanes operated by air carriers and in commuter and on-demand passenger carrying operations. This action clarifies the qualifications of individuals who certify by signature the ETOPS pre-departure service check for ETOPS flights. This change follows current FAA guidance and clarifies the regulations for the affected public.

DATES: This action became effective June 16, 2008.

Reduction of Fuel Tank Flammability in Transport Category Airplanes

Federal Register: July 21, 2008 [Page 42443-42504]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 25, 26, 121, 125, and 129
[Docket No. FAA-2005-22997; Amendment Nos. 25-125, 26-2, 121-340, 125-55, and 129-46]
RIN 2120-AI23

ACTION: Final rule, request for comments.

SUMMARY: This final rule amends FAA regulations that require operators and manufacturers of transport category airplanes to take steps that, in combination with other required actions, should greatly reduce the chances of a catastrophic fuel tank explosion. The final rule does not direct the adoption of specific inerting technology either by manufacturers or operators, but establishes a performance-based set of requirements that set acceptable flammability exposure values in tanks most prone to explosion or require the installation of an ignition mitigation means in an affected fuel tank. Technology now provides a variety of commercially feasible methods to accomplish these vital safety objectives.

DATES: These amendments became September 19, 2008. Comments were due by January 20, 2009.

Modification of Certain Medical Standards and Procedures and Duration of Certain Medical Certificates

Federal Register: July 24, 2008 [Page 43059-43066]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 61, 65, 67, and 183

[Docket No. FAA-2007-27812; Amendment Nos. 61-121, 65-52, 67-20, and 183-13]

RIN 2120-AI91

ACTION: Final Rule.

SUMMARY: This rule extends the duration of first- and third-class medical certificates for certain individuals. A first-class medical certificate is required when exercising airline transport pilot privileges and at least a third-class medical certificate when exercising private pilot privileges. Certain conforming amendments to medical certification procedures and some general editorial amendments are also adopted. The intent of this action is to improve the efficiency of the medical certification program and service provided to medical certificate applicants.

DATES: These amendments became effective August 25, 2008 except for the amendments to Sec. 61.23(d) which became effective on July 24, 2008.

Special Awareness Training for the Washington, DC Metropolitan Area

Federal Register: August 12, 2008 [Page 46797-46804]

REGULATIONS: Federal Aviation Administration

14 CFR Part 91

[Docket No. FAA-2006-25250; Amdt. No. 91-302]

RIN 2120-AI63

ACTION: Final Rule.

SUMMARY: The FAA is requiring "special awareness" training for any pilot who flies under visual flight rules (VFR) within a 60-nautical-mile (NM) radius of the Washington, DC VHF omni-directional range/ distance measuring equipment (DCA VOR/DME). This training has been developed and provided by the FAA on its www.FAASafety.gov Web site and focuses primarily on training pilots on the procedures for flying in and around the Washington, DC Metropolitan Area Defense Identification Zone (ADIZ) and the Washington, DC Metropolitan Area Flight Restricted Zone (FRZ). The rule will reduce the number of unauthorized flights into the airspace of the Washington, DC Metropolitan Area ADIZ and FRZ through education of the pilot community.

DATES: This final rule is effective on February 9, 2009.

Airworthiness Standards: Rotorcraft Turbine Engines One-Engine- Inoperative (OEI) Ratings, Type Certification Standards

Federal Register: August 19, 2008 [Page 48119-48125]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 1 and 33
[Docket No. FAA-2007-27899; Amendment No. 33-25]
RIN 2120-AI96

ACTION: Final Rule.

SUMMARY: The Federal Aviation Administration (FAA) is amending the One- Engine-Inoperative (OEI) rating definitions and type certification standards for 30-second OEI, 2-minute OEI, and 30-minute OEI ratings for rotorcraft turbine engines. This action revises the ratings' standards to reflect recent analyses of the ratings' use and lessons learned from completed engine certifications and service experience. This rule harmonizes FAA type certification standards for these ratings with the requirements of the European Aviation Safety Agency in the Certification Specifications for Engines and with proposed requirements for Transport Canada Civil Aviation, thus simplifying airworthiness approvals for import and export.

DATES: This amendment became effective October 17, 2008.

Airworthiness Standards; Engine Control System Requirements

Federal Register: August 19, 2008 [Page 48279-48286]

REGULATIONS: Federal Aviation Administration
14 CFR Part 33
[Docket No. FAA-2007-27311, Amendment No. 33-26]
RIN 2120-AI94

ACTION: Final Rule.

SUMMARY: The FAA is amending type certification standards for aircraft engine control systems. These changes reflect current industry practices and harmonize FAA standards with those recently adopted by the European Aviation Safety Agency (EASA). These changes establish uniform standards for all engine control systems for aircraft engines certificated by both U.S. and European countries and will simplify airworthiness approvals for import and export.

DATES: This amendment became effective October 20, 2008.

Airworthiness Standards; Aircraft Engine Standards for Pressurized Engine Static Parts

Federal Register: September 25, 2008 [Page 55435-55437]

REGULATIONS: Federal Aviation Administration
14 CFR Part 33
[Docket No. FAA-2007-28501; Amendment No. 33-27]
RIN 2120-AJ05

ACTION: Final Rule.

SUMMARY: The FAA is amending the aircraft engine type certification standards by adding standards for pressurized engine static parts that are equivalent to those already adopted by the European Aviation Safety Agency. This rule establishes uniform standards for the certification of these parts in the United States and in Europe. U.S. manufacturers already meet the European requirements.

DATES: This amendment became effective November 24, 2008.

Airworthiness Standards; Propellers

Federal Register: October 24, 2008 [Page 63339-63349]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 23, 25, 33, and 35
[Docket No. 2007-27310; Amendment Nos. 23-59, 25-126, 33-28, and 35-8]
RIN 2120-AI95

ACTION: Final Rule.

SUMMARY: The FAA amends the airworthiness standards for issuance of original and amended type certificates for airplane propellers. The previous propeller requirements did not adequately address the technological advances of the past twenty years. The new standards address these advances in technology and harmonize FAA and European Aviation Safety Agency propeller certification requirements, thereby simplifying airworthiness approvals for imports and exports.

DATES: These amendments became effective December 23, 2008.

Security Related Considerations in the Design and Operation of Transport Category Airplanes

Federal Register: October 28, 2008 [Page 63867-63880]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 25 and 121
[Docket No. FAA-2006-26722; Amendment Nos. 25-127, 121-341]
RIN 2120-AI66

ACTION: Final Rule.

SUMMARY: The rule adopts several standards of the International Civil Aviation Organization (ICAO) and requires manufacturers to incorporate certain security features in the design of new transport category airplanes. Specifically, manufacturers of affected airplanes must design flightdecks that are protected from penetration by projectiles and intrusion by unauthorized persons. The flightdeck, passenger cabin, and cargo compartments of these aircraft must be protected from the effects of detonation of an explosive or incendiary device. The rule also requires that manufacturers of new transport category airplanes design a "least risk bomb location" and that operators of certain existing airplanes designate such a location.

DATES: These amendments became effective November 28, 2008.

Parachute Equipment and Packing

Federal Register: November 19, 2008 [Page 69526-69531]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 91 and 105
[Docket No. FAA-2005-21829; Amendment Nos. 91-305, 105-13]
RIN 2120-AI85

ACTION: Final Rule.

SUMMARY: The FAA is amending the regulations governing the packing interval for certain types of parachutes. Currently, the FAA prohibits most parachutes from being used or carried aboard an aircraft and available for emergency use unless they have been packed within the previous 120 days. New reliability data from the parachute industry and other sources indicate that the packing interval should be increased; therefore, we are lengthening the interval from 120 to 180 days. This final rule revises the parachute packing interval and ensures safe use.

DATES: This amendment became effective December 19, 2008.

Revisions to Digital Flight Data Recorder Regulations for Boeing 737 Airplanes and for All Part 125 Airplanes

Federal Register: December 2, 2008 [Page 73171-73180]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 91, 121, and 125

[Docket No. FAA-1999-6482; Amendment No. 91-304, 125-56, 121-342]

RIN 2120-AG87

ACTION: Final Rule.

SUMMARY: The FAA amends the regulations governing flight data recorders to increase the number of digital flight data recorder parameters for all Boeing 737 series airplanes manufactured after August 18, 2000. This change is based on safety recommendations from the National Transportation Safety Board following its investigations of two accidents and several incidents involving 737s. The rule also adopts a prohibition on deviations from flight recorder requirements for all airplanes operated under part 125.

DATES: These amendments became effective February 2, 2009.

Requirements for Amateur Rocket Activities

Federal Register: December 4, 2008 [Page 73768-73782]

REGULATIONS: Federal Aviation Administration

14 CFR Parts 1, 101, 400, 401, and 420

[Docket No. FAA-2007-27390; Amendment Nos. 1-62, 101-8, 400-2, 401-6, and 420-4]

RIN 2120-2120-AI88

ACTION: Final Rule.

SUMMARY: This final rule amends amateur rocket regulations to preserve the level of safety associated with amateur rocketry and to reflect current industry practice. The new regulations update and align FAA regulations with widely used advances in the amateur rocket industry, specify the required information collected from operators of advanced amateur rocket launches, and define amateur rocket classifications. This action also corrects minor inconsistencies in the current rule.

DATES: These amendments became effective February 2, 2009.

Washington, DC Metropolitan Area Special Flight Rules Area

Federal Register: December 16, 2008 [Page 76195-76215]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 1 and 93
[Docket No. FAA-2004-17005; Amdt. No. 1-63 and 93-90]
RIN 2120-AI17

ACTION: Final Rule.

SUMMARY: This action codifies special flight rules and airspace and flight restrictions for certain aircraft operations in the Washington, DC Metropolitan Area. The FAA takes this action in the interest of national security. This action is necessary to enable the Department of Homeland Security (DHS) and the Department of Defense (DOD) to effectively execute their respective constitutional and Congressionally-mandated duties to secure, protect, and defend the United States.

DATES: Effective February 17, 2009.