

CHANGES FROM LAST YEAR'S FAR/AIM

Changes between the Jeppesen 2009 handbook (JS314550-007) and the 2010 handbook (JS314550-008)

This summary covers significant changes incorporated into the *Jeppesen FAR/AIM 2009*. Note that these are only summaries of changes. For specific information, see the current FARs and AIM.

The Jeppesen FAR/AIM 2010 (JS314550-008) includes AIM Change 2, dated March 31, 2009. The Jeppesen FAR/AIM 2009 (JS314550-007) included AIM Change 1, dated July 31, 2008. 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

Hazardous Materials Regulations

Transportation Security Regulations

Changes through June 15, 2008

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 become 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.

Communication and Area Navigation Equipment (RNAV) Operations in Remote Locations and Mountainous Terrain

Federal Register: May 1, 2009 [Page 20202-20205]

REGULATIONS: Federal Aviation Administration
14 CFR Parts 91 and 135
[Docket No. FAA-2002-14002; Amendment Nos. 91-306 and 135-116]
RIN 2120-AJ46

ACTION: Final Rule.

SUMMARY: This final rule amends the regulations to allow the use of the published Obstacle Departure Procedures (ODP) or an alternative procedure or route assigned by Air Traffic Control (ATC). Also, this final rule amends the requirements to facilitate compliance and accurately reflect operating conditions in areas in which the terrain impedes communications. In August 2007, the FAA issued regulations relating to ODPs and Area Navigation equipment (RNAV). Among the amendments, the FAA prohibited Instrument Flight Rules (IFR) takeoffs from airports with published ODPs for the takeoff runway to be used unless the pilot uses the ODP for that runway. Following publication of the rule, the FAA determined that this requirement is unnecessarily restrictive because it prohibits pilots from using Standard Instrument Departure (SID) procedures and air traffic control (ATC) radar vectoring. The final rule also amended the communication and navigation equipment requirements for aircraft operations under Visual Flight Rules (VFR). The FAA determined that compliance with the new communications requirements may not be possible in remote locations and areas of mountainous terrain. This final rule is adopted without prior notice and public comment, but the public may comment prior to the effective date of the rule.

DATES: This amendment becomes effective June 30, 2009.

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 becomes effective December 19, 2008.

Aeronautical Information Manual

Explanation of Changes

Effective: August 27, 2009

Changes since Jeppesen published the FAR/AIM 2010 handbook (JS314550-008)

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 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 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.