

Compliance Countdown

BY GORDON GILBERT

Deadline BEFORE MAY 2005

Deadline AFTER SEPTEMBER 2005

■ Dec 6, 2004: Fuel Tank Safety

A new rule that requires air carriers (including regional airlines) to change the way airplane fuel tanks are inspected and maintained goes into effect Dec. 6, 2004.

■ Jan 1, 2005: Emergency Locator Transmitters

Under JAR-OPS 1.82 and ICAO Annex 6 and 10, after January 1 next year, all airplanes on long-range overwater flights must be equipped with at least one ELT that transmits on 406 MHz.

■ Jan. 1, 2005: TAWS in Europe

European-registered airplanes in commercial operations, manufactured before Jan. 1, 2003, and having an mtow of at least 12,500 pounds or more than nine passenger seats must be equipped with a class-A terrain awareness and warning system by this date.

■ Jan. 1, 2005: TCAS/ACAS in Europe

Turbine airplanes with an mtow of more than 12,500 pounds or between 19 and 30 pax seats must have traffic alert collision avoidance systems ACAS II (TCAS II with Change 7). JAA rule applies to large airplanes operating in Europe. (ACAS II is already required on aircraft with an mtow of at least 33,000 pounds or more than 30 pax seats.)

■ Jan. 20, 2005: U.S., Southern Canada RVSM

Reduced vertical separation minimum airspace is scheduled to go into effect in U.S. and Southern Canada airspace from FL290 through FL410, inclusive (FAR 91, Appendix G).

■ Feb. 17, 2005: Part 91 Subpart K

Fractional-ownership operators in existence before November 17 last year must show compliance with FAR 91 Subpart K by February 17 next year.

■ March 2005: Mode-S Enhanced Surveillance

Mode-S enhanced surveillance is scheduled for mandatory phasing in between March next year and March 2007, starting first in France, Germany and the UK. This will apply to all aircraft operations regardless of weight or country of registration (www.eurocontrol.int/mode_s/).

■ March 29, 2005: TAWS Part 91

U.S.-registered turbine airplanes manufactured on or before March 29, 2002, configured with six or more passenger seats and used in Part 91 operations must be equipped with a class-B TAWS by March 29 next year (FAR 91.223).

■ March 29, 2005: TAWS Part 135

U.S.-registered turbine airplanes manufactured on or before March 29, 2002, configured with six to nine passenger seats and used in Part 135 operations must have a class-B TAWS installed. Part 135 turbine airplanes with 10 or more passenger seats must be equipped with a class-A TAWS by March 29 next year (FAR 135.154).

■ **March 31, 2005:
Upgraded Mode-S**

Upgraded mode-S transponders with ID (aircraft registration number downlink) will be required after March 31 next year on all in-service aircraft for all IFR and VFR flights within European Civil Aviation Conference (ECAC) countries (www.eurocontrol.int/mode_s/).

■ **April 6, 2005:
Repair Station Training**

The compliance date is April 6, 2005, for repair stations to meet new regulations (FAR 145.163) for having an approved training program in effect. This date follows about 14 months after revised regulations go into effect for repair station operations (see Jan. 31, 2004, item above).

■ **Sept. 2, 2005:
Insulation Flammability**

Thermal and acoustic insulation materials installed after Sept. 2, 2005, in Part 91 or Part 135 transport airplanes manufactured before that date must meet new flammability standards. These types of airplane manufactured after Sept. 2, 2005, must meet the standards at the time of final production.

■ **Jan. 30, 2006:
SDR Revisions**

New service difficulty reporting (SDR) rules adopted in September 2000 have been delayed for the fourth time because the FAA said it hasn't resolved all the issues raised by the industry. The rules were originally scheduled to go into effect Jan. 16, 2001. (See FAR Parts 121, 135 and 145 (air carriers and repair stations).

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