

Changes!

Summary of Provisions
in the New Regulatory
Relief Final Rule
(Part 61, 91, 135, 141)

On June 27, 2018, the FAA published a final rule with provisions that will reduce or relieve existing regulatory burdens and costs on the general aviation (GA) community including pilots, flight schools, and part 135 operators. Many of these rule changes resulted from GA community recommendations including petitions for rulemaking, industry/agency meetings, and requests for legal interpretation. Here are brief descriptions for each of the 13 provisions; please note the scheduled effective dates for each. To view the complete final rule, go to: www.gpo.gov/fdsys/pkg/FR-2018-06-27/pdf/2018-12800.pdf

Provision 1 – Instructor Requirement Change: Remove the requirement to have an instructor present to certify experience requirements for instrument recency in a Full Flight Simulator (FFS), Flight Training Device (FTD), or FAA-approved Aviation Training Device (ATD).

Regulation: 61.51(g)
Effective: 07/27/18

Provision 2 - Instrument Currency in ATDs: Reduce frequency of instrument recency flight experience accomplished exclusively in ATDs from every two months to every six months.

Regulation: 61.57(c)
Effective: 11/26/2018

Provision 3 - Logging Part 135 SIC Time: Allow a pilot to log Second-in-Command (SIC) flight time in a multi-engine or turbine driven single engine airplane in a part 135 operation that does not normally require an SIC. This time can be credited for the ATP certificate experience requirements.

Regulation(s): 61.1; 61.39(a); 61.51(e), (f); 61.159; 61.161(c), (d), (e); and 135.99(c), (d)
Effective: 11/26/2018

Provision 4 – Instrument Currency in Part 135: Amendment provides the detailed instrument experience (currency) requirements and tasks within the part 135 regulations that previously referenced part 61.
Regulation(s): 61.57 (c)(1), (2); 135.245 (a), (c)
Effective: 07/27/2018

Provision 5 – TAA and Commercial Training: Allow a Technically Advanced Airplane (TAA) to be used to meet some or all of the required 10 hours of training that can be completed in a complex or turbine-powered airplane for the single engine commercial pilot certificate.

Regulation(s): 61.1; 61.129(a)(3), (ii), (j); Part 141 Appendix D; 61.31(e), (f)
Effective: 08/26/2018

Provision 6 - Instrument Instructors: Remove requirement for a flight instructor with instrument-airplane or instrument-helicopter (only) rating, to have category and class ratings on their flight instructor certificate, to facilitate training specific to the instrument rating in an airplane or helicopter.

Regulation: 61.195(b), (c)
Effective: 07/27/2018



John Steuernagle Photo



Provision 7 – Sport Pilot Instructor Training Privilege:

Allow a flight instructor with a sport pilot rating (Subpart K) to provide training on control and maneuvering solely by reference to the flight instruments (for sport pilot students only).

Regulation(s): 61.412; 61.415(h); 91.109(c)

Effective: 08/27/2018

Provision 8 - Sport Pilot Training Credit: Allow sport pilots to credit training received as a student pilot for certain aeronautical experience requirements for a recreational or private pilot certificate.

Regulation(s): 61.99; 61.109(l)

Effective: 07/27/2018

Provision 9 – Part 141 Pilot School Special Curricula Graduates: Allow part 141 pilot schools to count FAA-approved “special curricula” course completions towards pilot school certificate renewal requirements.

Regulation: 141.5(d)

Effective: 11/26/2018

Provision 10 – Airline Airman Validation Documents:

Allow a confirmation document issued by a part 119 certificate holder, or by a Part 91 Subpart K manager, to serve as a temporary verification of the airman and/or medical certificate during operations within the U.S. for up to 72 hours.

Regulation(s): 61.3; 63.3; 63.16; 91.1015(h); 121.383; 135.95

Effective: 12/24/2018

Provision 11- Military Instructor Equivalency Credit:

Allow the addition of a flight instructor rating based on military equivalency experience to “simultaneously qualify” an airman for reinstatement of their expired FAA flight instructor certificate.

Regulation(s): 61.197; 61.199

Effective: 08/27/2018

Provision 12 – Restricted Category A/C Type Training:

Allow an operator to request and obtain a letter of deviation authority to conduct training and testing, and other directly related activities, for employees to obtain a “type” rating in restricted category aircraft.

Regulation: 91.313

Effective: 12/24/2018

Provision 13 – Large Military Aircraft: Allow pilots to operate certain large and turbojet-powered airplanes (specifically former military and some airplanes not type-certificated in the standard category) without a pilot who is designated as SIC. This is specific to large military aircraft “designed” with a single pilot seat or station.

Regulation: 91.531

Effective: 07/27/2018 

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