

# Compliance Countdown

B Y G O R D O N G I L B E R T

**Deadline IN 2003**

**Deadline IN 2004**

**Deadline IN 2005**

■ **October 6, 2003:**  
**Repair Station Rules**

New rules, published in August 2001, update and revise the regulations for repair stations contained in Parts 91, 121, 135 and 145. With the exception on parts, the effective date of these rules has been delayed to October 6, 2003.

■ **November 27, 2003:**  
**Middle East, Asia-Europe South of Himalayas RVSM**

Reduced Vertical Separation Minimum airspace is scheduled to be implemented in the Middle East on this date. Altitudes TBD.

■ **January 1, 2004:**  
**ELTs**

Emergency locator transmitters will be required in all U.S.-registered jet airplanes with max payloads less than 18,000 pounds (FAR 91.207). Operators may want to consider using airplanes with 406-MHz ELTs instead of 121.5-MHz units. In 2009, satellite-based monitoring of 121.5-MHz ELTs is scheduled to end in favor of the 406-MHz ELTs.

■ **January 16, 2004:**  
**SDR Revisions**

New service difficulty reporting (SDR) rules adopted September 2001 and originally scheduled to go into effect January 16, 2002, but delayed to July 16, have been delayed again, to January 16, 2004. The FAA said it delayed the effective date because it will publish an NPRM to address industry concerns.

■ **March 31, 2004:**  
**Upgraded Mode-S**

Upgraded Mode-S transponders with ID (ATC-assigned number downlink) will be required after March 31, 2004, on all new-production aircraft in-service aircraft for all IFR and VFR flights with European Civil Aviation Conference (ECAC) countries.

■ **May 12, 2004:**  
**AED/EMK**

Regional and major carriers have until May 12, 2004, to equip their larger turbine aircraft with automated external defibrillators (AEDs) and enhanced emergency medical kits (EMKs). The rules require them on all scheduled Part 135 and 121 aircraft with a capacity of at least 30 passengers.

■ **December 6, 2004:**  
**Fuel Tank Safety**

Implementation of a new rule that requires air carriers (including regional airlines) to change the way airplane fuel tanks are inspected and maintained has been delayed six months. Operators now have until December 6, 2004, to incorporate FAA-approved maintenance and inspection programs required by the new rules.

■ **January 1, 2005:**  
**TAWS in Europe**

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

■ **January 1, 2005:**  
**TCAS/ACAS in Europe**

Turbine airplanes with an mtow of more than 12,500 lbs or more than 19 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. (ACASII is already required on aircraft with an mtow of 33,000 lbs or more than 30 pax seats.)

■ **January 20, 2005:**  
**U.S., Southern Canada RVSM**

Reduced Vertical Separation Minimum airspace is tentatively scheduled to go into effect in U.S. airspace, affecting FL290 through FL410, inclusive, was pushed back from December 2004 to January 2005.

■ **March 2005:**  
**Mode-S Enhanced Surveillance**

Mode-S enhanced surveillance is scheduled for mandatory phasing in between March 2005 and March 2007, starting first in France, Germany and the UK. This will apply to all aircraft operations regardless of country of registration.

■ **March 29, 2005:**  
**TAWS Part 91**

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, 2005.

■ **March 29, 2005:**  
**TAWS Part 135**

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, 2005.

■ **March 31, 2005: Upgraded Mode-S XPDR**

Upgraded Mode-S transponders with ID (aircraft registration number downlink) will be required after March 31, 2005, on all in-service aircraft for all IFR and VFR flights within European Civil Aviation Conference (ECAC) countries. ■

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