



## **FMZ NAV DATA BASE EFFECTIVE TIME**

**JO 7400.2G 4/10/08**

2-5-2 Processing Nonrulemaking Airspace Actions

2-5-5 EFFECTIVE DATE OF NONRULEMAKING ACTIONS

Nonrulemaking actions shall be made effective at **0901 UTC** and shall coincide with en route charting dates as furnished by Airspace and Rules.

Honeywell databases **typically expire at 0900Z the day AFTER** the expiration date on the IDENT page of the FMS. They do this because of the airline traffic that typically is in transit at that time.

Some company's maintenance policy is to consider it expired at 2359Z of the last day of validity to prevent any maintenance tracking or overrun issues.

Collins databases generally roll over at 0100Z.

The file generation process gives somewhat arbitrary expiration dates and are aligned to a common date after each file type is generated by the compiler used to create the data.

In all cases an aircraft in transit will not see an expired database message until the aircraft is on the ground and power is cycled.

## POLICY FOR CARRYING CURRENT CHARTS

FOM 2.6.1

OPSPECS

A009. Airport Aeronautical Data

a. The system described or referenced in this paragraph is used by the certificate holder to obtain, maintain, and distribute current aeronautical data for the airports it uses.

(1) Jeppesen and NOS approach and enroute VFR and IFR charts will be used and any other FAA approved charts. Procedures for obtaining, maintaining and distributing current aeronautical data will be as stated in the operator's Flight Operations Manual (FOM).

\* Revisions to onboard documents must be installed within 45 days of receipt by Documents Central Distribution. The FAA FSDO may, on case-by-case basis, verbally extend this time. Contact Dispatch for a copy of any missing/damaged pages.

The term "charts" is not found in the FAA's Part 91 regulations (other than for large and turbine-powered multiengine airplanes in 91.503[a]). The specific FAA regulation, FAR 91.103 "Preflight Actions," states that each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. What is not specifically addressed in the regulation is a requirement for charts. An expired chart will not show updated frequencies or obstructions and hazards to flight that may have been added.

- The only FAA/FAR requirements that pertain to charts are: Title 14 CFR section 91.503[a] (Large and Turbojet powered aircraft)
- Title 14 CFR section 135.83 (Air Carriers-Little Airplane)
- Title 14 CFR section 121.549 (Air Carrier-Big Airplanes)

1. The subject of current charts was thoroughly covered in an article in the FAA's July/August 1997 issue of FAA Aviation News. That article was cleared through the FAA's Chief Counsel's office. In that article the FAA stated the following: "You can carry old charts in your aircraft." "It is not FAA policy to violate anyone for having outdated charts in the aircraft."

2. "Not all pilots are required to carry a chart." "91.503..requires the pilot in command of large and multiengine airplanes to have charts." "Other operating sections of the FAR such as Part 121 and Part 135 operations have similar requirements."

3. ..."since some pilots thought they could be violated for having outdated or no charts on board during a flight, we need to clarify an important issue. As we have said, it is NOT FAA policy to initiate enforcement action against a pilot for having an old chart on board or no chart on board." That's because there is no regulation on the issue.

4. "If a pilot is involved in an enforcement investigation and there is evidence that the use of an out-of-date chart, no chart, or an out-of-date database contributed to the condition that brought on the enforcement investigation, then that information could be used in any enforcement action that might be taken."

AIM 1-1-19 b. 3. (b) Database Currency (1) In many receivers, an up-datable database is used for navigation fixes, airports and instrument procedures. These databases must be maintained to the current update for IFR operations, but no such requirement exists for VFR use. (2) However,...

AIM 1-1-19 f. 1. (b) Equipment and Database Requirements - For IFR Operations "All approach procedures to be flown must be retrievable from the current airborne navigation database..."

AC 90-100, U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS, paragraph 8. a. (3): The onboard navigation data must be current and appropriate for the region of intended operation and must include the navigation aids, waypoints, and relevant coded terminal airspace procedures for the departure, arrival, and alternate airfields.

NOTE: Navigation databases are expected to be current for the duration of the flight. If the AIRAC cycle will change during flight, operators and pilots should establish procedures to ensure the accuracy of navigation data, including suitability of navigation facilities used to define the routes and procedures for flight. Traditionally, this has been accomplished by verifying electronic data against paper products. One acceptable means is to compare aeronautical charts (new and old) to verify navigation fixes prior to dispatch. If an amended chart is published for the procedure, the database must not be used to conduct the operation."

Published instrument procedures and routes are incorporated by reference into 14 CFR Part 95 and 14 CFR Part 97, are regulatory. They are "effective" only during the AIRAC cycle dates specified on the enroute chart/TPP covers or on the side of the chart when printed from the digital-TPP. If you are using a published procedure before or after the dates specified on the chart under IFR, it is technically a violation.