Farewell, Paper Jepps

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It's the end of an era. After nearly a century of keeping pilots flipping, folding and cursing in cramped cockpits, **Jeppesen is calling it a day on its paper chart service.**

It will be retired by 31 Oct 2026, closing a chapter that began when Elrey Jeppesen first sold his little black book of hand-drawn airfield notes in the 1930s.

For many, it's like losing an old friend. One that was heavy, expensive and always due an update. But it never froze, crashed or ran out of battery.

If you still like the feel of paper in hand, Jeppesen says **a few options will remain…**

Why end a good thing?

Essentially, cost. Paper chart operations aren't cheap – printing, shipping, updates and physical inventory are all expensive. Something that Jeppesen itself refers to as the 'growing costs of managing paper.'

The industry has overwhelmingly transitioned to digital charts thanks to the proliferation of EFBs, tablets and integrated avionics. And all good things must come to an end.

Jeppesen's legacy paper chart service will end Oct next year.

But what is the operational impact of this change? And how will you be affected if still using paper in the flight deck?

Operational Impact

If your operation still relies on paper Jepps, now is the time to **plan ahead.** The exact impact depends on what part of the law you operate under.

Part 91:

With the exception of Part 91K, Part 91 operators can switch from paper to digital charts without FAA authorisation.

But there are a few caveats:

- The PIC must ensure that the electronic charts being used are **current and accurate.**

- You'll also need a **backup (a second device or app).** Printed charts also count (but obviously, you'll soon need to print them yourself).

In other words, you can switch at your own discretion as long as you cover the basics above.

The 'pathway to paperless' is a little more complicated.

All require OpSpec A061 that authorises EFB use. You'll need to adequately show that there are procedures and training in place for crew, and that there is a backup plan for failures.

There will also need to be procedures in place for **device mounting, power compliance and the update process**.

For Part 91K operators, the lead time is typically 1-3 months. In the case of Part 135, this is longer. Most go through a 'paperless transition' period – operating with both paper and electronic charts until fully approved.

Most (if not all) are likely already approved for EFB use.

If there are any outliers still out there, a **full formal approval is required.** This typically takes 3-6 months.

This involves the airline submitting a detailed EFB program to the FAA's Principal Operations Inspector.

The process is structured and lengthy and includes factors like power/heat analysis, training and other risk assessments. So much so that airlines have entire manuals dedicated to their EFB operations.

Only (most) Part 91 operators can avoid regulatory approval to transition to digital charts.

Jeppesen itself also provides solid guidance on this process.

I still want paper!

Fear not – it can still be done, just with a little more **elbow grease.**

Jeppesen will continue to sell it's (blank) 7 hole-punch paper via its online store here.

Most popular EFB services (including ForeFlight and FD Pro) support **user printing**.

The big man himself, Elrey Jeppesen.