# *Final Documents/Your Two Cents—June 2016*

*This list includes Federal Register (FR) publications such as rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. The date shown is the date of FR publication or other official release. Proposals opened for public comment represent your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.*

**Hyperlinks provided in blue text take you to the full document. If this link is broken, go to** http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

***June 1, 2016***

*FAA Final rules*

**AD: Airbus Defense and Space S.A. (Formerly Known as Construcciones Aeronauticas, S.A.)**

Published 06/01/2016 Docket #: FAA-2015-8465 Effective date 07/06/2016

The FAA is superseding Airworthiness Directive (AD) 2001-12-18 for certain CASA Model CN-235 series airplanes. AD 2001-12-18 required modification of the rigging of the engine control cable assembly and replacement of either the entire engine control cable assembly or a segment of the control cables. This new AD would retain the requirements of AD 2001-12-18. This new AD also requires repetitive replacements of each power lever and condition lever Teleflex cable with a new or serviceable part, and removes airplanes from the applicability. This AD was prompted by reports of new occurrences of cable disruption on a certain part number; the disruption is caused by microcracks along the cable surface. We are issuing this AD to prevent fatigue of the engine control cables, leading to breakage of the cables, which could result in reduced controllability of the airplane.

**AD: The Boeing Company Airplanes**

Published 06/01/2016 Docket #: FAA-2015-0496 Effective date 07/06/2016

The FAA is superseding Airworthiness Directive (AD) 2005-18-18 for certain The Boeing Company Model 757 airplanes. AD 2005-18-18 required inspections of certain wire bundles in the left and right engine-to-wing aft fairings for discrepancies; installation of back-to-back p-clamps between the wire and hydraulic supply tube at the aft end of the right-hand strut only; and associated re-routing of the wire bundles, if necessary. This new AD also requires an installation of spiral cable wrap on fuel shutoff valve (FSV) wires at the aft end of the strut, for both left and right engines, and related investigative and corrective actions. This AD was prompted by a determination that the service information referenced in AD 2005-18-18 did not adequately address FSV wires at the aft end of the struts. We are issuing this AD to prevent chafing between the wire bundle and the structure of the aft fairing, which could result in electrical arcing and subsequent ignition of flammable vapors and a possible uncontrollable fire.

**AD: The Boeing Company Airplanes**

Published Docket #: FAA-2015-1273 Effective date 06/06/2016
06/01/2016

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 777 airplanes. This AD was prompted by reports of unreliable performance of the fuel scavenge system. This AD requires changing the main fuel tank water scavenge system, center fuel tank fuel scavenge system, and certain electrical panels; doing related investigative actions; doing corrective actions if necessary; and, for certain airplanes, changing the fuel scavenge system to give redundant control of the center override/jettison fuel pumps and main jettison fuel pumps. We are issuing this AD to prevent fuel exhaustion and subsequent power loss of all engines due to loss of capability to scavenge fuel in the center fuel tank.

**AD: The Boeing Company Airplanes**

Published Docket #: FAA-2015-5812 Effective date 07/06/2016
06/01/2016

The FAA is superseding Airworthiness Directive (AD) 2011-23-05 for all The Boeing Company Model 737-300, -400, and -500 series airplanes. AD 2011-23-05 required repetitive inspections for cracking of the 1.04-inch nominal diameter wire penetration hole, and applicable related investigative and corrective actions. This new AD adds new inspection areas, a modification that terminates certain inspections, post-modification inspections, and repair if necessary. This AD was prompted by an evaluation by the design approval holder (DAH) that indicates the fuselage frames and frame reinforcements are subject to widespread fatigue damage (WFD). We are issuing this AD to detect and correct fatigue cracking of the fuselage frames and frame reinforcements that could result in reduced structural integrity of the airplane.

**Final Rule: Amendment of Class E Airspace for the Following South Dakota Towns; Belle Fourche, SD; Madison, SD; Mobrigde, SD; and Vermillion, SD**

Published Docket #: FAA-2016-0525 Effective date 09/15/2016
06/01/2016

This action modifies Class E airspace extending upward from 700 feet above the surface at Belle Fourche Municipal Airport, Belle Fourche, SD; Madison Municipal Airport, Madison, SD; Mobridge Municipal Airport, Mobridge, SD; and Harold Davidson Field, Vermillion, SD. The decommissioning of non-directional radio beacons (NDB) and/or cancellation of NDB approaches due to advances in Global Positioning System (GPS) capabilities have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above airports.

**Final Rule: Amendment of Class E Airspace; Taos, NM**

Published Docket #: FAA-2016-0526 Effective date 01/05/2017
06/01/2016

This action modifies Class E airspace extending upward from 700 feet above the surface at Taos Regional Airport, Taos, NM. Decommissioning of non-directional radio beacon (NDB) and cancellation of the NDB approaches due to advances in Global Positioning System (GPS) capabilities have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at Taos Regional Airport.

*FAA Proposed Rules*

**NPRM AD: Fokker Services B.V. Airplanes**

Published Docket #: FAA-2016-6895 Comments 07/18/2016
06/01/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Fokker Services B.V. Model F.28 airplanes. This proposed AD prompted by reports indicating that the main landing gear (MLG) could not be extended and locked down during approach. This proposed AD would require a detailed inspection of the restrictor check valve filter screens to detect any degraded or failed filter screens, and installation of serviceable parts. We are proposing this AD to detect and correct any degraded or failed filter screens. This condition, if not corrected, could prevent MLG extension and lock-down and result in an emergency landing with consequent injury to occupants and damage to the airplane.

**NPRM AD: RUAG Aerospace Services GmbH Airplanes**

Published Docket #: FAA-2016-6983 Comments due 07/18/2016
06/01/2016

The FAA proposes to adopt a new airworthiness directive (AD) for RUAG Aerospace Services GmbH Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 airplanes that would supersede AD 2009-13-04. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as excessive wear on the guide pin of the power lever or condition lever which could cause functional loss of the flight idle stop. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**NPRM: Updates to Rulemaking and Waiver Procedures and Expansion of the Equivalent Level of Safety Option*****

Published 06/01/2016 Docket #: FAA-2016-6761 Comments due 08/01/2016

This action would streamline and improve commercial space transportation regulations' general rulemaking and petition procedures by reflecting current practice; reorganizing the regulations for clarity and flow; and allowing petitioners to file their petitions to the FAA's Office of Commercial Space Transportation electronically. Further, it would expand the option to satisfy commercial space transportation requirements by demonstrating an equivalent level of safety. These changes are necessary to ensure the regulations are current, accurate, and are not unnecessarily burdensome. The intended effect of these changes is to improve the clarity of the regulations and reduce burden on the industry and on the FAA.

***June 2, 2016***

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Maintenance Annex Guidance Between the Federal Aviation Administration for the United States of America and the European Aviation Safety Agency for the European Union*****

Issued 06/01/2016

Revision 6 for the Maintenance Annex Guide.

***June 3, 2016***

**Press releases**

**FAA Breaks Ground for New Air Traffic Control Tower at Charlotte Douglas International Airport**

U.S. Transportation Secretary Anthony Foxx and Federal Aviation Administration (FAA) Deputy Administrator Michael G. Whitaker broke ground today for a new 370-foot-tall air traffic control tower and radar approach control at Charlotte Douglas International Airport (CLT). The new tower will enable air traffic controllers to continue to provide the safest, most efficient service to flights at the nation's fifth busiest tower.

**FAA Regulations**

*FAA Final rules*

**AD: BLANIK LIMITED Gliders**

Published 06/03/2016 Docket #: FAA-2016-4231 Effective date 07/08/2016

The FAA is superseding airworthiness directive (AD) 2000-20-11 for BLANIK LIMITED Models L-13 Blanik and L-13 AC Blanik gliders (type certificate previously held by LET Aeronautical Works). This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as insufficient material strength of the tail-fuselage attachment fitting. We are issuing this AD to require actions to address the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: Ameri-King Corporation Emergency Locator Transmitters**

Published 06/03/2016 Docket #: FAA-2016-6673 Comments due 07/18/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Ameri-King Corporation emergency locator transmitters (ELTs) as installed on various aircraft. This proposed AD was prompted by multiple reports of ELT failure. This proposed AD was also prompted by a report of noncompliance to quality standards and manufacturer processes related to Ameri-King Corporation ELTs. Failure to adhere to these standards and processes could result in ELTs that do not function. This proposed AD would require repetitive inspections of the ELT for discrepancies; repetitive checks, tests, and verifications, as applicable, to ensure that the ELT is functioning; and corrective actions if necessary. This proposed AD also allows for optional replacement of affected ELTs and, for aircraft on which an ELT is not required by operating regulations, optional removal of affected ELTs. We are proposing this AD to detect and correct nonfunctioning ELTs, which could delay or impede the rescue of the flightcrew and passengers after an emergency landing.

**NPRM AD: The Boeing Company Airplanes**

Published 06/03/2016 Docket #: FAA-2016-6672 Comments due 07/18/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 airplanes. This proposed AD was prompted by a report that the grounding jumper between the environmental control system (ECS) bracket and the current return network (CRN) strap near passenger 1 left and 1 right entry doors was not bonded correctly during manufacturing. This proposed AD would require changing the configuration of the grounding jumpers connecting the ECS brackets and CRN straps; measuring the bond resistance; and related investigative and corrective actions if necessary. We are proposing this AD to prevent an incorrectly bonded jumper between the ECS bracket and the CRN strap, which does not provide proper grounding to the door frames at door 1 left and 1 right. If a fault occurs, an electrical shock hazard can exist to passengers and flight crew and could result in personal or fatal injury.

*FAA Proposed Special Conditions*

**SC: Bell Helicopter Textron, Inc. (BHTI), Model 525 Helicopters; Crew Alerting System (CAS)**

Published 06/03/2016 Docket #: FAA-2016-6940 Comments due 07/18/2016

The FAA proposes special conditions for the BHTI Model 525 helicopter. This helicopter will have a novel or unusual design feature associated with the electronic CAS. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received; AeroLogix Consulting Inc.: Correction**

Published 06/03/2016 Document #: 2016-13074 Comments due 06/23/2016

The petitioner is seeking relief to amend Exemption No. 11370 to operate higher than 400 feet AGL (Condition No. 4), proximity to nonparticipating persons, vessels, vehicles, and structures (Condition No. 26), and changes to permissions to operate over private or controlled-access property (Condition No. 27).

**Notice: Petition for Exemption; Summary of Petition Received; Aviation Systems Engineering Company: Extension**

Published 06/03/2016 Document #: 2016-13075 Comments due 06/23/2016

The petitioner is seeking relief to amend Exemption No. 11509 to operate within 500 feet from nonparticipating persons, as well as relief from the minimum fuel requirement.

**Notice: Petition for Exemption; Summary of Petition Received; Falcon Skydiving Team**

Published 06/23/2016 Document #: 2016-13076 Comments due 06/23/2016

Falcon Skydiving Team (FST) request an exemption to permit FST to train "non-certificated person(s)" to pack main parachutes of tandem parachute systems and main parachutes of sport parachute systems without the direct supervision of a certificated parachute rigger.

**Notice: Public Notice For Waiver for Aeronautical Land-Use Assurance at Pleasanton Municipal Airport, Pleasanton, TX**

Published 06/03/2016 Document #: 2016-13147 Comments due 07/05/2016

The Federal Aviation Administration (FAA) is considering a proposal to change a portion of the airport from aeronautical use to nonaeronautical use and to authorize the conversion of the airport property. The proposal consists of one parcel of land containing a total of approximately 1.6 acres to be used for a fire station. Additionally, the change-in-use of 0.19 acres from aeronautical to non-aeronautical use, approved in 1999 for a fire station that was never constructed, will now revert back to aeronautical use.

**Notice: Public Notice For Waiver of Aeronautical Land-Use Assurance; Former Willmar Municipal Airport Willmar, MN**

Meeting date 06/03/2016 Document #: 2016-13143 Comments due 07/05/2016

The Federal Aviation Administration (FAA) is considering a proposal to authorize the release of approximately 482.21 acres of the airport property at the Former Willmar Municipal Airport, Willmar MN.

***June 6, 2016***

**Press releases**

FAA Breaks Ground for New Air Traffic Control Tower at Charlotte Douglas International Airport

U.S. Transportation Secretary Anthony Foxx and Federal Aviation Administration (FAA) Deputy Administrator Michael G. Whitaker broke ground today for a new 370-foot-tall air traffic control tower and radar approach control at Charlotte Douglas International Airport (CLT). The new tower will enable air traffic controllers to continue to provide the safest, most efficient service to flights at the nation's fifth busiest tower.

**FAA Regulations**

*FAA Final rules*

**AD: Airbus Helicopters Deutschland GmbH (Previously Eurocopter Deutschland GmbH) (Airbus Helicopters)**

Published 06/06/2016 Docket #: FAA-2014-0903 Effective date 07/11/2016

The FAA is adopting a new airworthiness directive (AD) for Airbus Helicopters Model EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters. This AD requires reducing the life limit of certain parts and removing each part that has reached its life limit. The actions of this AD are intended to reduce the life limits of certain critical parts to prevent failure of a part and subsequent loss of control of the helicopter.

**AD: Piper Aircraft, Inc. Airplanes**

Published 06/06/2016 Docket #: FAA-2014-0338 Effective date 06/16/2016

The FAA is correcting an airworthiness directive (AD) that published in the Federal Register. That AD applies to certain Piper Aircraft, Inc. Model PA-31-350 airplanes. The wing locations of engine TIO-540-J2B and LTIO-540-J2B in table 1 of the Applicability, paragraph (c), section are incorrect. This document corrects that error. In all other respects, the original document remains the same; however we are publishing the entire rule in the Federal Register.

**Final Rule: Amendment of Class D and Class E Airspace for the Following Oklahoma Towns: Antlers, OK; Oklahoma City, OK; Oklahoma City Wiley Post Airport, OK; and Shawnee, OK**

Published 06/06/2016 Docket #: FAA-2015-7857 Effective date 09/15/2016

This action modifies Class D airspace, Class E airspace designated as surface areas, and Class E airspace extending upward from 700 feet above the surface at Antlers Municipal Airport, Antlers, OK; El Reno Regional Airport, Oklahoma City, OK; Wiley Post Airport, Oklahoma City Wiley Post Airport, OK; and Shawnee Regional Airport, Shawnee, OK. The decommissioning of non-directional radio beacons (NDB) and/or cancellation of NDB approaches due to advances in Global Positioning System (GPS) capabilities have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above locations. This action also updates the airport names of University of Oklahoma Westheimer Airport, Norman, OK; David Jay Perry Airport, Goldsby, OK; El Reno Regional Airport; Shawnee Regional Airport; Chandler Regional Airport, OK; and Sundance Airport, Oklahoma City, OK, to coincide with the FAA's aeronautical database. Additionally, this action updates the geographic coordinates for Tinker AFB, Oklahoma City, OK; El Reno Regional Airport; Wiley Post Airport; Antlers Municipal Airport; Sundance Airport; Seminole Municipal Airport, OK; Prague Municipal Airport, OK; Chandler Regional Airport, OK; Tilghman NDB; Cushing Municipal Airport, OK; Cushing NDB; and Cushing Regional Hospital Heliport, OK, to coincide with the FAA's aeronautical database.

**Final Rule: Amendment of Class E Airspace; Clovis, NM**

Published 06/06/2016 Docket #: FAA-2016-0449 Effective date 09/15/2016

This action modifies Class E airspace extending upward from 700 feet above the surface at Portales Municipal Airport, Clovis, NM. Decommissioning of the Portales non-directional radio beacon (NDB), cancellation of NDB approaches at Portales Municipal Airport, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the airport. This action also updates the geographic coordinates for Portales Municipal Airport to coincide with the FAA's aeronautical database.

**Final Rule: Notice of Policy on Evaluating Disputed Changes of Sponsorship at Federally Obligated Airports**

Published 06/06/2016 Docket #: FAA-2016-13177 Effective date 06/6/2016

This document clarifies the FAA's legal authority and policy for addressing disputed changes of sponsorship at federally obligated, publicly owned airports. This document also explains the requirements for state or local government entities to coordinate with the FAA when contemplating actions that may impact an airport's ownership, sponsorship, governance, or operations.

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes**

Published 06/06/2016 Docket #: FAA-2016-3631 Comments due 07/21/2016

The FAA is revising an earlier proposed airworthiness directive (AD) for certain Airbus Model A330-200 and -300 series airplanes; Model A330-200 Freighter series airplanes; and Model A340-200, -300, -500, and -600 series airplanes. The NPRM proposed to require modifying the cockpit door frame structure, installing bonding-leads to the upper cockpit door frame, and modifying the upper cockpit door plate cover. The NPRM was prompted by reports of chafed wiring at the upper left corner of the cockpit door. The affected wire bundle was not grounded on the cockpit door frame. This action revises the NPRM by also requiring, for certain airplanes, installing a noise-reduced cockpit door locking system (CDLS). We are proposing this supplemental NPRM (SNPRM) to prevent electrical shock injury to persons contacting the cockpit door. Since these actions impose an additional burden over those proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

**NPRM: Proposed Modification of Class D Airspace; Peru, IN**

Published 06/06/2016 Docket #: FAA-2016-6006 Comments due 7/21/2016

This action proposes to modify Class D airspace at Grissom Air Reserve Base (ARB), IN, to allow for a lower Circling Minimum Descent Altitude, where Instrument Flight Rules Category E circling procedures are being used. This action would increase the area of the existing controlled airspace for Grissom ARB, IN. Additionally, this action would add Peru, Grissom ARB, IN to the subtitle of the airspace designation.

**FAA Guidance Documents and Notices**

*Notices*

**Notice: Notice of Intent To Rule on Request To Release Airport Property at Ralph Wenz Field, Pinedale, Wyoming**

Published 06/06/2016 Document #: 2016-36378 Comments due 07/06/2016

The FAA proposes to rule and invite public comment on the release of land at Ralph Wenz Field under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21), now 49 U.S.C. 47107(h)(2).

**Notice:** **Notice of Request To Release Airport Property**

Published 06/06/2016 Document #: 2016-13183 Comments due 07/06/2016

The FAA proposes to rule and invites public comment on the release of land at the Ankeny Regional Airport, Ankeny, Iowa, under the provisions of 49 U.S.C. 47107(h)(2).

*Flight Standards Service Draft Advisory Circular*

**AC:** **AC 135-7B, Part 135: Additional Maintenance Requirements for Aircraft Type Certificated for Nine or Less Passenger Seats*****

Updated 06/02/2016 Reference #: Title 14 Part 135 Comments due 07/05/2016

This advisory circular (AC) provides guidance for establishing acceptable methods of compliance with additional Title 14 of the Code of Federal Regulation (14 CFR) part 135 maintenance requirements for certain air carriers and commercial operators. This AC also provides part 135 certificate holders with an acceptable means, but not the only means, of complying with regulations.

*Draft Master Minimum Equipment List*

**MMEL:** **MMEL DA-2000EX Rev 2, Dassault Aviation**

Updated 06/03/2016 Revision 2 Comments due 07/02/2016

***June 7, 2016***

**Press releases**

**FAA Offers Incentive to General Aviation Aircraft Owners to Equip Aircraft with Automatic Dependent Surveillance-Broadcast (ADS-B)**

Today on a national press call, U.S. Transportation Secretary Anthony Foxx and Deputy Administrator Michael G. Whitaker announced a $500 rebate incentive for General Aviation (GA) aircraft owners who equip their aircraft with required avionics technology. Accelerating compliance is critical to ensuring that pilots, manufacturers, and retail facilities have adequate time and capacity to equip aircraft in a timely and efficient manner, ahead of a 2020 regulatory deadline.

## FAA Regulations

*FAA Final rules*

**AD: Airbus Airplanes**

Published 06/07/2016 Docket #: FAA-2015-7533 Effective date 07/12/2016

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-200 and -300 series airplanes, Model A330-200 Freighter series airplanes, and Model A340-541 and A340-642 airplanes. This AD was prompted by a report of an under-torqued forward engine mount bolt. This AD requires a one-time torque check of the forward and aft engine mount bolts and corrective actions if necessary. We are issuing this AD to detect and correct improperly torqued engine mount bolts, which could lead to detachment of the engine from the airplane during flight and consequent damage to the airplane and injury to persons on the ground.

**AD: EVEKTOR, spol. S.r.o. Gliders**

Published 06/07/2016 Docket #: FAA-2016-4232 Effective date 07/12/2016

The FAA is adopting a new airworthiness directive (AD) for EVEKTOR, spol. s.r.o. Models L 13 SEH VIVAT and L 13 SDM VIVAT gliders (type certificate previously held by AEROTECHNIK s.r.o.). This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as lack of distinct color marking of the elevator drive. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: Fokker Services B.V. Airplanes**

Published 06/07/2016 Docket #: FAA-2015-5810 Effective date 07/12/2016

The FAA is adopting a new airworthiness directive (AD) for certain Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes. This AD was prompted by a design review that revealed that a wiring failure, external to the center wing fuel tank, could cause a hot short circuit to a maximum level sensor wire, and result in excessive heating of the maximum level sensor element. This AD requires modifying the wiring of the maximum level sensors in the center wing fuel tank, performing after-installation tests, and corrective action if necessary. This AD also requires revising the airplane maintenance or inspection program to incorporate fuel airworthiness limitation items and critical design configuration control limitations. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

**AD: Fokker Services B.V. Airplanes**

Published 06/07/2016 Docket #: FAA-2016-0464 Effective date 07/12/2016

The FAA is adopting a new airworthiness directive (AD) for all Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes. This AD was prompted by the need for more restrictive airworthiness limitations. This AD requires revising the maintenance or inspection program, as applicable, to incorporate certain maintenance requirement tasks, thresholds, and intervals. We are issuing this AD to reduce the potential for significant failure conditions and consequent loss of controllability of the airplane.

**AD: Fokker Services B.V. Airplanes**

Published 06/07/2016 Docket #: FAA-2015-8466 Effective date 07/12/2016

The FAA is adopting a new airworthiness directive (AD) for all Fokker Services B.V. Model F28 Mark 0070 and 0100 airplanes. This AD was prompted by the need for more restrictive fuel system airworthiness limitations. This AD requires revising the maintenance program or inspection program, as applicable, to incorporate certain fuel system airworthiness limitations. We are issuing this AD to reduce the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

**AD: The Boeing Company Airplanes**

Published 06/07/2016 Docket #: FAA-2015-2985 Effective date 07/12/2016

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 787 airplanes. This AD was prompted by the disclosure that the inner diameters of some batches of landing gear pins were not shot peened in accordance with design specifications, and need to be replaced. This AD requires inspection for improperly manufactured landing gear pins, and replacement if necessary. We are issuing this AD to detect and correct insufficient shot peening that could lead to stress corrosion cracking and failure of the landing gear pin, and cause landing gear collapse and inability to control the airplane at high speeds on the ground.

**AD: The Boeing Company Airplanes**

Published 06/07/2016 Docket #: FAA-2015-3987 Effective date 07/12/2016

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 airplanes. This AD was prompted by a report of wire chafing caused by a left wing spoiler actuator wire not having enough separation from a certain bracket when the spoiler is in the deployed position. This AD requires measuring the separation between a certain electro-mechanical actuator wire of the left wing, spoiler 4, and the support bracket of the flap variable camber trim unit; and related investigative and corrective actions if necessary. We are issuing this AD to detect and correct wire chafing. Such chafing could result in an electrical short and potential fire in a flammable fluid leakage zone and possible loss of several functions essential for safe flight.

**AD: The Boeing Company Airplanes**

Published 06/07/2016 Docket #: FAA-2015-8130 Effective date 07/12/2016

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 777-200 and -300 series airplanes equipped with Pratt and Whitney engines. This AD was prompted by reports of blocked drain lines at the engine forward strut that caused flammable fluid to accumulate in a flammable leakage zone. This AD requires doing the following actions on the left strut and right strut: A one-time cleaning of certain forward strut drain lines; installing new forward strut drain lines and insulation blankets; a leak check of the forward strut drain lines; and repair if any leak is found. This AD also requires revising the maintenance or inspection program, as applicable, to incorporate a certain airworthiness limitation. We are issuing this AD to prevent blockage of forward strut drain lines. This condition could cause flammable fluids to collect in the forward strut area and potentially cause an uncontrolled fire or cause failure of engine attachment structure and consequent airplane loss.

## FAA Guidance Documents and Notices

*Flight Standards Service Information for Operators (InFO)*

**InFO: Automotive Detailing Companies Working on Aircraft**

Issued 3/28/2016 InFO #: 16005

This InFo discusses rules and regulations concerning maintenance, preventative maintenance and washing of aircraft.

*Notices*

**Notice: Recommendations for Facilities Realignments To Support Transition to NextGen as Part of Section 804 of the FAA Modernization and Reform Act of 2012-Part 2; Request for Comments**

Published 06/07/2016 Document FAA: 2016-4000 Comments due 07/22/2016

This document announces the availability of the FAA National Facilities Realignment and Consolidation Report, Part 2. The report was developed in response to Section 804 of the FAA Modernization and Reform Act of 2012 (Pub. L. 112-95). The report and recommendations contained therein have been developed collaboratively with the National Air Traffic Controllers Association (NATCA) and the Professional Aviation Safety Specialists (PASS) labor unions and with input from stakeholders. The FAA seeks comments on this report.

***June 8, 2016***

## FAA Regulations

*FAA Final rules*

*FAA Proposed Rules*

**NPRM AD: Bombardier, Inc. Airplanes**

Published 06/08/2016 Docket #: FAA-2016-#6897 Comments due 07/25/2016

The FAA proposes to supersede Airworthiness Directive (AD) 2015-03-01, for all Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. AD 2015-03-01 currently requires installing additional attaching hardware on the left and right fan cowl access panels and the nacelle attaching structures. Since we issued AD 2015-03-01, there have been updates to the weight and balance data needed to calculate the center of gravity for affected airplanes. This proposed AD would require weight and balance data to be included in the Weight and Balance Manual and applicable logbooks for airplanes modified per Bombardier Service Bulletin 601R-71-034, Revision B, dated August 1, 2014. The proposed AD would also require the weight and balance data to be used in order to calculate the center of gravity for affected airplanes. We are proposing this AD to prevent damage to the fuselage and flight control surfaces from dislodged engine fan cowl panels, and prevent incorrect weight and balance calculations. Incorrect weight and balance calculations may shift the center of gravity beyond approved design parameters and affect in-flight control, which could endanger passengers and crew.

**NPRM AD: PILATUS AIRCRAFT LTD. Airplanes**

Published 06/08/2016 Docket #: FAA-2016-7003 Comments due 07/25/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all PILATUS AIRCRAFT LTD. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes that would supersede AD 2014-22-01. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a need to incorporate new revisions into the Limitations section, Chapter 4, of the FAA-approved maintenance program (e.g., maintenance manual). We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**NPRM: Proposed Establishment of Class E Airspace; Lakota, ND**

Published 06/08/2016 Docket #: FAA-2016-13304 Comments due 07/25/2016

This action proposes to establish Class E airspace at Lakota, ND. Controlled airspace is necessary to accommodate new Standard Instrument Approach Procedures developed at Lakota Municipal Airport, for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

**FAA Guidance Documents and Notices**

*Orders*

**Order: Suspected Unapproved Parts Program**

Issued 06/03/2016 Document #: 8120.16A Comments due M/D/YYYY

This order describes policies and procedures for the Federal Aviation Administration's Suspected Unapproved Parts (SUP) Program. The order applies to all personnel in the Office of Avaiation Safety who initiate, investigate, coordinate, and complete Sup cases.

*Notices*

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Automatic Dependent Surveillance-Broadcast (ADS-B) Rebate System**

Published 06/08/2016 Document #: 2016-13307 Comments due 08/08/2016

In accordance with the Paperwork Reduction Act of 1995, the FAA invites public comments about its intention to request Office of Management and Budget (OMB) approval for a new information collection. The FAA is launching a rebate program to emphasize the urgent need for pilots to comply with Automatic Dependent Surveillance Broadcast (ADS-B) Out requirements ahead of the January 1, 2020, compliance deadline. This program will defray costs associated with the ADS-B equipment and installation for eligible general aviation aircraft, and help ensure that all general aviation aircraft are equipped by the compliance date.

**Notice: Notice of Intent To Release Airport Property at St. Petersburg-Clearwater International (PIE), St. Petersburg, FL**

Published 06/08/2016 Document #: 2016-13554 Comments due 07/08/2016

The FAA hereby provides notice of intent to release certain airport properties of approximately 16.88 acres at St. Petersburg-Clearwater International (PIE), St. Petersburg, FL from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the Pinellas County, dated 11 March 1941. The release of property will allow Pinellas County to dispose of the property for Florida Department of Transportation roadway right of way project.

*Draft Master Minimum Equipment List*

**MMEL: MMEL DA-2000EX EASy Rev 6, Dassault Aviation**

Updated 06/07/2016 Revision 6 Draft X Comments due 07/06/2016

***June 9, 2016***

## FAA Regulations

*FAA Final rules*

**AD: BLANIK LIMITED Gliders**

Published 06/09/2016 Docket #: FAA-2016-4233 Effective date 07/14/2016

The FAA is superseding airworthiness directive (AD) 99-19-33 for BLANIK LIMITED Models L-13 Blanik and L-13 AC Blanik gliders (type certificate previously held by LET Aeronautical Works). This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as lack of distinct color marking of the elevator drive. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: EVEKTOR, spol. s.r.o. Gliders**

Published 06/09/2016 Docket #: FAA-2016-4230 Effective date 07/14/2016

The FAA is superseding airworthiness directive (AD) 2000-20-12 for EVEKTOR, spol. s.r.o. Models L 13 SEH VIVAT and L 13 SDM VIVAT gliders (type certificate previously held by AEROTECHNIK s.r.o.). This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as insufficient material strength of the tail-fuselage attachment fitting. We are issuing this AD to require actions to address the unsafe condition on these products.

**Final Rule: Amendment of Class C Airspace; Billings Logan International Airport, MT**

Published 06/09/2016 Docket #: FAA-2016-0149 Effective date 09/15/2016

This action amends geographic coordinates of Billings Logan International Airport, Billings, MT, under Class C airspace, due to recent surveys of the airport. This action does not change the boundaries or operating requirements of the airspace.

**Final Rule: Amendment of Class C Airspace; Capital Region International Airport, MI**

Published 06/09/2016 Docket #: FAA-2015-4452 Effective date 09/15/2016

This action modifies the Lansing, MI, Class C airspace at the Capital Region International Airport, formerly the Lansing Capital City Airport, by removing a cutout from the surface area that was put in place to accommodate operations at an airport that is now permanently closed. This action also updates the Capital Region International Airport name and geographic coordinates to reflect the current information in the FAA's aeronautical database. The FAA is taking this action to ensure the safe and efficient operations at Capital Region International Airport.

*FAA Proposed Rules*

**NPRM AD: PILATUS Aircraft Ltd. Airplanes.**

Published 06/09/2016 Docket #: FAA-2016-7026 Comments due 07/25/2016

We propose to adopt a new airworthiness directive (AD) for PILATUS Aircraft Ltd. Model PC-7 airplanes. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as stress corrosion cracking on the main frame on frame 11 left and right fittings. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Legal Interpretations*

**Legal Interpretation: Bond-Duncan&Allen - (2016) Legal Interpretation**

Issued 06/08/2016 Public Law 49 USC 40125(a)(2)

Regarding public aircraft status of Turlock Irrigation District to operate UAS.

*Flight Standards Service Information for Operators (InFO)*

**InFO: Non-Revenue Flight Procedures**

Issued 05/29/2016 InFO #: 16006 Comments due M/D/YYYY

This InFO provides information and best practices for non-revenue flights.

*Orders*

**Order: Maintenance of NAS En Route Stage A — Air Traffic Control System**

Issued 06/08/2016 Document JO 6100.1l Comments due M/D/YYYY

This document's content can only be accessed from within the FAA network. Cancels order JO 6100.1H.

*Draft Technical Standards Orders*

**TSO: Electronic Flight Instrument System (EFIS) Display**

Updated 06/08/2016 Comments due 07/11/2016

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, FAA) tell you what minimum performance standards (MPS) your Electronic Flight Instrument System (EFIS) Display must first meet for approval and identification with the applicable TSO marking.

*Draft Master Minimum Equipment List*

**MMEL: MMEL LR-60 Rev 5, Learjet Model 60, Learjet Inc.**
Updated 06/08/2016 Revision 5 Comments due 07/07/2016

**MMEL: MMEL DA-2000EX EASy Rev 6, Dassault Aviation**
Updated 06/08/2016 Revision 6 Comments due 07/06/2016

***June 10, 2016***

**Press releases**

**U.S. Commercial Aviation Community Targets Pilot Mental Fitness**
The U.S. Department of Transportation's Federal Aviation Administration (FAA) is working with commercial airlines and pilots' unions to improve mental health evaluations, and encourage voluntary reporting of pilot mental health issues.

**FAA Regulations**

*FAA Final rules*
**AD: Airbus Airplanes**
Published 06/10/2016 Docket #: FAA-2015-4813 Effective date 07/15/2016
The FAA is superseding Airworthiness Directive (AD) 99-16-01 for certain Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes). AD 99-16-01 required repetitive inspections of certain bolt holes where parts of the main landing gear (MLG) are attached to the wing rear spar, and repair if necessary. Since we issued AD 99-16-01, we have determined that the risk of cracking in the wing rear spar is higher than initially determined. This new AD adds airplanes to the applicability, reduces the compliance times and repetitive intervals for the inspections, and changes the inspection procedures. This AD was prompted by a determination that the risk of cracking in the wing rear spar is higher than initially determined. We are issuing this AD to detect and correct cracking of the rear spar of the wing, which could result in reduced structural integrity of the airplane.

**AD: B/E Aerospace Protective Breathing Equipment Part Number 119003-11**
Published 06/10/2016 Docket #: FAA-2015-2134 Effective date 07/15/2016
The FAA is adopting a new airworthiness directive (AD) for certain B/E Aerospace protective breathing equipment (PBE) that is installed on airplanes. This AD was prompted by a report of a PBE catching fire upon activation by a crewmember. This AD requires replacing the PBE. We are issuing this AD to correct the unsafe condition on these products.

**AD: Fokker Services B.V. Airplanes**

Published 06/10/2016 Docket #: FAA-2015-8138 Effective date 07/15/2016

The FAA is superseding Airworthiness Directive (AD) 99-16-01 for certain Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes). AD 99-16-01 required repetitive inspections of certain bolt holes where parts of the main landing gear (MLG) are attached to the wing rear spar, and repair if necessary. Since we issued AD 99-16-01, we have determined that the risk of cracking in the wing rear spar is higher than initially determined. This new AD adds airplanes to the applicability, reduces the compliance times and repetitive intervals for the inspections, and changes the inspection procedures. This AD was prompted by a determination that the risk of cracking in the wing rear spar is higher than initially determined. We are issuing this AD to detect and correct cracking of the rear spar of the wing, which could result in reduced structural integrity of the airplane.

**AD: PILATUS AIRCRAFT LTD. Airplanes**

Published 06/10/2016 Docket #: FAA-2016-5284 Effective date 07/15/2016

The FAA is adopting a new airworthiness directive (AD) for PILATUS AIRCRAFT LTD. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as incorrect installation instructions of the torlon plates in the airplane maintenance manual resulting in the incorrect installation of the torlon plates in the forward wing-to-fuselage attachment. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: Various Aircraft Equipped With BRP-Powertrain GmbH & Co KG 912 A Series Engine**

Published 06/10/2016 Docket #: FAA-2016-4878 Effective date 07/15/2016

The FAA is adopting a new airworthiness directive (AD) for various aircraft equipped with a BRP-Powertrain GmbH & Co KG (formerly Rotax Aircraft Engines) 912 A series engine. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a design change of the engine cylinder head temperature sensor without a concurrent revision of the engine model designation, the engine part number, or the cockpit indication to the pilot. We are issuing this AD to require actions to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*Draft Technical Standards Orders*

**TSO: Electronic Flight Instrument System (EFIS) Display**
Updated 06/09/2016 Comments due 07/11/2016
This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, FAA) tell you what minimum performance standards (MPS) your Electronic Flight Instrument System (EFIS) Display must first meet for approval and identification with the applicable TSO marking

*Draft Master Minimum Equipment List*

**MMEL: MMEL CE-208/208B Rev 11a,Cessna**
Updated 06/09/2016 Revision 11a Comments due 07/08/2016

***June 13, 2016***

**FAA Regulations**

*FAA Final rules*
**Final Rule: Amendment of Restricted Areas R-6602A, R-6602B, and R-6602C; Fort Pickett, VA**
Published 06/13/2016 Docket #: FAA-2016-7005 Effective date M/D/YYYY
This action updates the using agency information for restricted areas R-6602A, R-6602B, and R-6602C, Fort Pickett, VA. This is an administrative change to reflect the current organization tasked with using agency responsibilities for the restricted areas. It does not affect the boundaries, designated altitudes, time of designation or activities conducted within the restricted areas.

*FAA Proposed Rules*

**NPRM AD: PILATUS AIRCRAFT LTD. Airplanes**
Published 06/13/2016 Docket #: FAA-2016-13854 Comments due 07/28/2016
The FAA proposes to adopt a new airworthiness directive (AD) for PILATUS AIRCRAFT LTD. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes installed with an affected engine mounting frame assembly. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as longitudinal material separation on the internal surface of the engine mounting frame assembly tubes. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**NPRM: The Boeing Company Airplanes**

Published 06/13/2016 Docket #: FAA-2016-6898 Comments due 07/28/16

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model MD-90-30 airplanes. This proposed AD was prompted by reports of stick shaker activation at airspeeds that were above the stall protection system's stick shaker schedule. This proposed AD would require installing angle-of-attack (AOA) sensor external case heaters and AOA sensors, changing wires, and doing a functional test and applicable corrective actions. We are proposing this AD to correct water intrusion and subsequent ice formation between the AOA sensor vane and face plate, which could cause the vane to become immobilized. If the vane becomes immobilized, the stall protection system could become unreliable or non-functional, which could result in loss of control of the airplane.

*FAA Special Conditions*

**SC: Ultramagic, S.A., Mark-32 Burner Series**

Published 06/13/2016 Docket #: FAA-2016-5424 Effective date 06/13/2016

This action proposes special conditions for the Ultramagic, S.A., balloon models F-18, H-56, H-65, H-77, M-56, M-56C, M-65, M-65C, M-77, M-77C, M-90, M-105, M-120, M-130, M-145, M-160, N-180, N-210, N-250, N-300, N-355, N-425, S-70, S-90, S-105, S-130, S-160, T-150, T-180, T-210, V-56, V-65, V-77, V-90, V-105, and Z-90. These models will have a novel or unusual design feature associated with having the new Mark-32 Burner series. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These final special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

***June 14, 2016***

**Press releases**

**FAA Proposes $350,000 Civil Penalty Against Amazon.com, Inc**

The U.S. Department of Transportation's Federal Aviation Administration (FAA) proposes a $350,000 civil penalty against Amazon.com, Inc. of Seattle, Wash., for allegedly violating the Hazardous Materials Regulations.

## FAA Regulations

*FAA Final rules*

**AD: Airbus Airplanes**

Published 06/14/2016 Docket #: FAA-#2016-6900 Effective date 06/29/2016

The FAA is superseding Airworthiness Directive (AD) 2016-09-07 for all Airbus Model A318, A319, A320, and A321 series airplanes. AD 2016-09-07 required replacing certain pitot probes on the captain, first officer, and standby sides. This new AD retains those requirements, but with a revised compliance time. Since we issued AD 2016-09-07, we received additional reports of airspeed indication discrepancies during flight at high altitudes in inclement weather. We are issuing this AD to prevent airspeed indication discrepancies caused by accumulation of ice crystals during inclement weather, which, depending on the prevailing altitude, could lead to reduced controllability of the airplane.

**AD: Airbus Airplanes**

Published 06/14/2016 Docket #: FAA-2016-6899 Effective date 06/29/2016

The FAA is superseding Airworthiness Directive (AD) 2016-09-11 for certain Airbus Model A330-200, -200 Freighter, and -300 series airplanes; and Model A340-200 and -300 series airplanes. AD 2016-09-11 required removing fasteners, doing a rototest inspection of fastener holes, installing new fasteners, oversizing the holes and doing rototest inspections for cracks if necessary, and repairing any cracking that is found. This new AD requires the same actions as AD 2016-09-11, but includes Model A330-300 series airplanes in paragraph (g)(2) of this AD. This AD was prompted by the discovery of missing affected airplanes in paragraph (g)(2) of AD 2016-09-11 that resulted from converting a table in the proposed AD to text in AD 2016-09-11. We are issuing this AD to detect and correct cracking on certain holes of certain frames of the center wing box (CWB), which could affect the structural integrity of the airplane.

**Final Rule: Company Name Aircraft/Engine Model Airplanes/Helicopters/Engines/Etc.**

Published 06/14/2016 Docket #: FAA-2016-0554 Effective date 06/23/2016

This final rule replaces the existing process by which the Federal Aviation Administration (Agency or FAA) approves portable oxygen concentrators (POC) for use on board aircraft in air carrier operations, commercial operations, and certain other operations using large aircraft. The FAA currently assesses each POC make and model on a case-by-case basis and if the FAA determines that a particular POC is safe for use on board an aircraft, the FAA conducts rulemaking to identify the specific POC model in an FAA regulation. This final rule replaces the current process and allows passengers to use a POC on board an aircraft if the POC satisfies certain acceptance criteria and bears a label indicating conformance with the acceptance criteria. The labeling requirement only affects POCs intended for use on board aircraft that were not previously approved for use on aircraft by the FAA. Additionally, this rulemaking will eliminate redundant operational requirements and paperwork requirements related to the physician's statement. As a result, this rulemaking will reduce burdens for POC manufacturers, passengers who use POCs while traveling, and affected aircraft operators. This final rule also makes conforming amendments to the Department of Transportation's (Department or DOT) rule implementing the Air Carrier Access Act (ACAA) to require carriers to accept all POC models that meet FAA acceptance criteria as detailed in this rule.

**Final Rule: Modification of VOR Federal Airway V-552; Mississippi**

Published 06/14/2016 Docket #: FAA-2016-5573 Effective date 09/15/2016

This action modifies VOR Federal airway V-552 by amending the route description to exclude the airspace within restricted area R-4403F, Stennis Space Center, MS, during periods when the restricted area is in use.

## FAA Guidance Documents and Notices

*Flight Standards Service Information for Operators (InFO)*

**InFO: Expanded Delegation of Alternative Method of Compliance (AMOC) Approvals to Boeing**

Issued 05/25/2016 InFO #: 16007 Comments due M/D/YYYY

This InFo provides information regarding delegation of AMOC approvals to Boeing ODA Unit members (UM) for deviations not elated to an unsafe condition identified in an airworthiness directive (AD).

*Notices*

**Notice: Notice of Land Use Change and Release of Grant Assurance Restrictions at the Sacramento International Airport (SMF), Sacramento, California**

Published 06/14/2016 Document #: 2016-14069 Comments due 7/14/2016

The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a land-use change for approximately 31.1 acres of airport property at Sacramento International Airport (SMF), Sacramento. The land use change will allow airport land to be released from the aeronautical use provisions of the Grant Assurances that require it to serve an airport purposes since the land is not needed for aeronautical uses. The reuse of the land for solar energy generating arrays represents a compatible land use that will not interfere with the airport or its operations. The solar generated electricity will benefit the airport by producing a market return on the land while reducing electrical costs. Cost savings will equal or exceed the fair market rental value of the land occupied by the solar farms. These benefits will serve the interest of civil aviation and contribute to the self-sustainability of the airport.

**Notice: Petition for Exemption; Summary of Petition Received; Raytheon Space and Airborne Systems**

Published 06/14/2016 Document #: 2016-13957 Comments due 07/05/2016

This notice contains a summary of a petition seeking relief from specified requirements of Title 14 of the Code of Federal Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

*Draft Master Minimum Equipment List*

**MMEL: MMEL LR-60 Rev 5, Learjet Model 60, Learjet Inc.**

Updated 06/13/2016 Revision 5 Comments due 07/07/2016

***June 15, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Airbus Airplanes**

Published 06/15/2016 Docket #: FAA-2015-3635 Effective date 07/20/2016

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A318 series airplanes; A319 series airplanes; A320-211, -212, -214, -231, -232, and -233 airplanes; and A321 series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that certain structural repair manual (SRM) inspection requirements for the fuselage skin repairs are insufficient to detect cracks. This AD requires an inspection to determine whether any fuselage external skin (doubler) repairs have been accomplished, an inspection for cracking of certain repaired external fuselage skin areas in the fuselage, and repair if necessary. We are issuing this AD to detect and correct fatigue cracking of the fuselage skin, which could result in reduced structural integrity of the airplane.

**AD: GROB Aircraft AG Airplanes**

Published 06/15/2016 Docket #: FAA-2016-7057 Effective date 07/20/2016

The FAA is adopting a new airworthiness directive (AD) for GROB Aircraft AG Model G115EG airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks in the bonded joint of the rear horizontal stabilizer frame. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: Saab AB, Saab Aeronautics (Formerly Known as Saab AB, Saab Aerosystems)**

Published 06/15/2016 Docket #: FAA-2015-7524 Effective date 07/20/2016

The FAA is superseding Airworthiness Directive (AD) 2014-15-04 for certain Saab AB, Saab Aeronautics Model SAAB 2000 airplanes. AD 2014-15-04 required deactivating the potable water system, or alternatively filling and activating the potable water system. This new AD requires inspecting the in-line heater for correct brazing and corrective action if needed, and installing a shrinkable tube on the water line and a spray shield on the in-line heater. This AD was prompted by a report of rudder pedal restriction which was the result of water leakage at the inlet tubing of an in-line heater in the lower part of the forward fuselage. This AD was also prompted by the development of a modification that would address the unsafe condition. We are issuing this AD to prevent rudder pedal restriction due to the pitch control mechanism becoming frozen as the result of water spray, which could prevent disconnection of the pitch control mechanism and normal pitch control, and consequently result in reduced controllability of the airplane.

**Final Rule: Policy on the Non-Aeronautical Use of Airport Hangars**

Published 06/15/2016 Docket #: FAA-2014-0463 Effective date 07/01/2016

This action clarifies the FAA's policy regarding storage of non-aeronautical items in airport facilities designated for aeronautical use. Under Federal law, airport operators that have accepted federal grants and/or those that have obligations contained in property deeds for property transferred under various Federal laws such as the Surplus Property Act generally may use airport property only for aviation-related purposes unless otherwise approved by the FAA. In some cases, airports have allowed non-aeronautical storage or uses in some hangars intended for aeronautical use, which the FAA has found to interfere with or entirely displace aeronautical use of the hangar. At the same time, the FAA recognizes that storage of some items in a hangar that is otherwise used for aircraft storage will have no effect on the aeronautical utility of the hangar. This action also amends the definition of aeronautical use to include construction of amateur-built aircraft and provides additional guidance on permissible non-aeronautical use of a hangar."

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes**

Published 06/15/2016 Docket #: FAA-2016-6144 Comments due 09/19/2016

This document announces an extension of the comment period for the above-referenced NPRM, which proposed the adoption of a new airworthiness directive (AD) for certain Airbus Model A318, A319, and A320 series airplanes; Model A330-200, -200 Freighter, and -300 series airplanes; and Model A340-200, -300, -500, and -600 series airplanes. That NPRM invited comments concerning the proposed requirement to modify the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the center fuel tank due to electrical fault conditions. This extension of the comment period is necessary to provide all interested persons an opportunity to present their views on the proposed requirements of that NPRM.

**NPRM AD: Airbus Airplanes**

Published 06/15/2016 Docket #: FAA-2016-6143 Comments due 09/19/2016

This document announces an extension of the comment period for the above-referenced NPRM, which proposed the adoption of a new airworthiness directive (AD) for all Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes), and Model A310 series airplanes. That NPRM invited comments concerning the proposed requirement to modify the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the center fuel tank due to electrical fault conditions. This extension of the comment period is necessary to provide all interested persons an opportunity to present their views on the proposed requirements of that NPRM.

**NPRM AD: The Boeing Company Airplanes**

Published 06/15/2016 Docket #: FAA-2016-6140 Comments due 09/19/2016

This document announces an extension of the comment period for the above-referenced NPRM, which proposed the adoption of a new airworthiness directive (AD) for certain The Boeing Company Model 777 airplanes. That NPRM invited comments concerning the proposed requirement to modify the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the center fuel tank due to electrical fault conditions. This extension of the comment period is necessary to provide all interested persons an opportunity to present their views on the proposed requirements of that NPRM.

**NPRM AD: The Boeing Company Airplanes**

Published 06/15/2016 Docket #: FAA-2016-6139 Comments due 09/19/2016

This document announces an extension of the comment period for the above-referenced NPRM, which proposed the adoption of a new airworthiness directive (AD) for certain The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. That NPRM invited comments concerning the proposed requirement to modify the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the center fuel tank due to electrical fault conditions. This extension of the comment period is necessary to provide all interested persons an opportunity to present their views on the proposed requirements of that NPRM.

**NPRM AD: The Boeing Company Airplanes**

Published 06/15/2016 Docket #: FAA-2016-6141 Comments due 09/19/2016

This document announces an extension of the comment period for the above-referenced NPRM, which proposed the adoption of a new airworthiness directive (AD) for certain The Boeing Company Model 767 airplanes. That NPRM invited comments concerning the proposed requirement to modify the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the center fuel tank due to electrical fault conditions. This extension of the comment period is necessary to provide all interested persons an opportunity to present their views on the proposed requirements of that NPRM.

**NPRM AD: The Boeing Company Airplanes**

Published 06/15/2016 Docket #: FAA-2016-6145 Comments due 09/19/2016

This document announces an extension of the comment period for the above-referenced NPRM, which proposed the adoption of a new airworthiness directive (AD) for certain The Boeing Company Model 747-400, 747-400D, and 747-400F series airplanes. That NPRM invited comments concerning the proposed requirement to modify the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the center fuel tank due to electrical fault conditions. This extension of the comment period is necessary to provide all interested persons an opportunity to present their views on the proposed requirements of that NPRM.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Change 460 to 8900.1**
Issued 06/02/2016

**FSIMS: General**
Issued 06/02/2016 8900.1, Vol. 2, Ch. 10, Sec. 1
Revision to certification guidance for part 142 training centers

**FSIMS: Evaluate Part 147 Aviation Maintenance Technician School's Curriculum / Revision and Instructor Qualifications**
Issued 06/02/2016 8900.1, Vol. 2, Ch. 12, Sec. 3

**FSIMS: Evaluate Part 147 Aviation Maintenance Technician School Facilities, Equipment, Materials, Tools and Records**
Issued 06/02/2016 8900.1, Vol. 2, Ch. 12, Sec. 2

**FSIMS: General**
Issued 06/02/2016 8900.1, Vol. 2, Ch. 12, Sec. 1
Revision to certification guidance for part 147 aviation maintenance technician schools

***June 16, 2016***
**FAA Regulations**

*FAA Final rules*

**Final Rule: Slot Management and Transparency for LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport**
Published 06/16/2016 Docket #: FAA-2014-1073 Effective date 05/16/2016
The DOT is withdrawing a previously published Notice of Proposed Rulemaking (NPRM) that would have replaced the Orders limiting scheduled operations at John F. Kennedy International Airport (JFK), Newark Liberty International Airport (EWR), and LaGuardia Airport (LGA) with longer-term limits on scheduled and unscheduled operations at JFK, EWR, and LGA, and requested comment on options to establish a secondary market for the purchase, sale, lease, or trade of slots at these airports, as well as procedures that would codify the review of slot transactions arising from the secondary market for public interest and anti-competitive effects.

**Final Rule:** **Amendment of Class E Airspace; Little Rock, AR**

Published 06/16/2016 Docket #: FAA-2015-3085 Effective date 09/15/16

This action amends Class E airspace at Little Rock Air Force Base (AFB), Little Rock, AR. Airspace reconfiguration is necessary due to closure of the air traffic control tower and associated approaches at Dennis F. Cantrell Field, Conway, AR. Dennis F. Cantrell Field is being removed from the airspace designation and legal description as it is no longer needed to describe the boundaries of Little Rock AFB. This action is necessary to ensure continued safety within the National Airspace System (NAS). Additionally, the geographic coordinates for Little Rock AFB and Saline County Airport, Benton, AR, are being adjusted.

*FAA Proposed Rules*

**NPRM:** **Proposed Establishment of Class E Airspace; Jetmore, KS**

Published 06/16/2016 Docket #: FAA-2016-3085 Comments due 08/01/2016

This action proposes to establish Class E airspace at Jetmore, KS. Controlled airspace is necessary to accommodate new Standard Instrument Approach Procedures developed at Jetmore Municipal Airport, for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

**FAA Guidance Documents and Notices**

*Notices*

**Notice:** **Notice of Opportunity for Public Comment on a Parcel Swap at Belfast Municipal Airport in Belfast, ME**

Published 06/16/2016 Document #: 2016-13935 Comments due 07/18/2016

Under our provisions this notice is being given that the FAA is considering a request from the City of Belfast in Belfast, ME to swap two parcels of land between the City of Belfast and the State of Maine Department of Defense and Veterans Services (Military Bureau) for the construction of a parallel taxiway at Belfast Municipal Airport in Belfast, ME.

**Meeting:** **Tenth Meeting: RTCA Special Committee 228 (SC-228) Minimum Operational Performance Standards for Unmanned Aircraft Systems**

Meeting date 06/16/2016 Meeting time 9:00am – 4:30pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of the Tenth RTCA Special Committee 228 meeting.

***June 17, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Airbus Airplanes**

Published 06/17/2016 Docket #: FAA-2016-3988 Effective date 07/22/2016

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-200, -200 Freighter, and -300 series airplanes; and all Airbus Model A340-200, -300, -500, and -600 series airplanes. This AD was prompted by reports of chafing of the feeder cable at the pylon-wing junction due to vibration; one report revealed that the cable loom plastic support bracket of the G-route was broken due to vibration; and another report revealed wire chafing due to clamp damage. This AD requires modifying the cable loom support bracket of the G-route of the inboard pylons at the pylon-wing junction. We are issuing this AD to prevent chafing of the wiring in the pylon-wing area, which could result in an electrical short circuit near a flammable fluid vapor zone, and consequent fire or fuel tank explosion.

**AD: Fokker Services B.V. Airplanes**

Published 06/17/2016 Docket #: FAA-2015-8137 Effective date 07/22/2016

The FAA is superseding Airworthiness Directive (AD) 2008-05-18 R1 for certain Fokker Services B.V. Model F.27 Mark 050, 200, 300, 400, 500, 600, and 700 airplanes. AD 2008-05-18 R1 required revising the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness to incorporate new limitations for fuel tank systems. This new AD requires a new maintenance or inspection program revision to incorporate the revised Airworthiness Limitation Items (ALIs) and critical design configuration control limitations (CDCCLs). This new AD also adds certain airplanes to the applicability. This AD was prompted by the issuance of revised service information to update the Fuel ALIs and CDCCLs that address fuel tank system ignition sources. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

**AD: Fokker Services B.V. Airplanes**

Published 06/17/2016 Docket #: FAA-2015-8467 Effective date 07/22/2016

The FAA is adopting a new airworthiness directive (AD) for all Fokker Services B.V. Model F.28 Mark 1000, 2000, 3000, and 4000 airplanes. This AD was prompted by a design review that revealed no controlled bonding provisions are present on a number of critical locations inside the fuel tanks or connected to the walls of the fuel tanks. This AD requires installing additional and improved bonding provisions in the fuel tanks and revising the airplane maintenance or inspection program, as applicable, by incorporating fuel airworthiness limitation items and critical design configuration control limitations (CDCCLs). We are issuing this AD to prevent an ignition source in the fuel tank vapor space, which could result in a fuel tank explosion and consequent loss of the airplane.

**AD: The Boeing Company Airplanes**

Published 06/17/2016 Docket #: FAA-2011-0027 Effective date 07/22/2016

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 777-200 and -300 series airplanes equipped with Rolls-Royce Model RB211-Trent 800 engines. This AD was prompted by reports of thrust reverser (T/R) events related to thermal damage of the T/R inner wall. Depending on the airplane configuration, this AD requires a records review and applicable repetitive inspections, replacements, and installations of the T/R inner wall; and related investigative and corrective actions if necessary. This AD also requires installation of serviceable T/R halves, which would terminate the repetitive actions. This AD also requires revising the inspection or maintenance program by incorporating new airworthiness limitations. We are issuing this AD to detect and correct a degraded T/R inner wall panel. A degraded T/R inner wall panel could lead to failure of the T/R and adjacent components and their consequent separation from the airplane, which could result in a rejected takeoff (RTO) and cause asymmetric thrust and consequent loss of control of the airplane during reverse thrust operation. If a T/R inner wall overheats, separated components could cause structural damage to the airplane, damage to other airplanes, or possible injury to people on the ground.

**AD: Turbomeca S.A. Turboshaft Engines**

Published 06/17/2016 Docket #: FAA-2015-8257 Effective date 07/22/2016

The FAA is adopting a new airworthiness directive (AD) for all Turbomeca S.A. MAKILA 2A and MAKILA 2A1 turboshaft engines. This AD requires repetitive diffuser inspections and replacement of those diffusers that fail inspection. This AD was prompted by two occurrences of crack initiation on a ferrule of the diffuser. We are issuing this AD to prevent rupture of the ferrule of the diffuser, which could result in engine fire and damage to the helicopter.

**Final Rule: Amendment of Class E Airspace; Ogden-Hinckley, UT**

Published 06/17/2016 Docket #: FAA-2016-0021 Effective date 09/17/2016

This action modifies the Class E airspace designated as an extension to the Class D surface area at Ogden-Hinckley Airport, Ogden, UT. The FAA's Aeronautical Information Services identified that the width of the Class E extension to the Class D surface area did not meet the current criteria. This action redefines the controlled airspace area and enhances the safety and management of Standard Instrument Approach Procedures for Instrument Flight Rules (IFR) operations at the airport.

**Final Rule:** **Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

Published 06/17/2016 Docket #: FAA-2016-14116 Effective date 06/17/2016

This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**Final Rule:** **Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

Published 06/17/2016 Docket #: FAA-2016-14132 Effective date 06/17/2016

This rule amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**Final Rule:** **Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

Published 06/17/2016 Docket #: FAA-2016-14136 Effective date 06/17/2016

This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**Final Rule: Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

Published 06/17/2016 Docket #: FAA-2016-14134 Effective date 06/17/2016

This rule amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**Final Rule: Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

Published 06/17/2016 Docket #: FAA-2016-14165 Effective date 06/17/2016

This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**Final Rule: Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

Published 06/17/2016 Docket #: FAA-2016-14135 Effective date 06/17/2016

This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

*FAA Proposed Rules*

**NPRM AD: Dassault Aviation Airplanes**

Published 06/17/2016 Docket #: FAA-2015-3753 Comments due 08/16/2016

The FAA proposes to supersede airworthiness directive (AD) 2016-04-12 that applies to certain Turbomeca S.A. Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2 turboshaft engines. AD 2016-04-12 requires spectrometric oil analysis (SOA) inspection of the engine accessory gearbox (AGB), and, depending on the results, removal of the engine AGB. Since we issued AD 2016-04-12, we determined that wear inspections of the engine AGB cover are also required. This proposed AD would require initial and repetitive inspections of the AGB, and wear inspections of the engine AGB cover. We are proposing this AD to prevent failure of the engine AGB, uncommanded in-flight shutdown (IFSD), damage to the engine, and damage to the helicopter.

**NPRM AD: Turbomeca S.A. Turboshaft Engines**

Published 06/17/2016 Docket #: FAA-2015-3629 Comments due 08/01/2016

The FAA is revising an earlier proposed airworthiness directive (AD) for certain Dassault Aviation Model MYSTERE-FALCON 50, MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX airplanes. The NPRM proposed to require modification of the anti-collision light bonding. The NPRM was prompted by a report of an in-flight lightning strike to the WHELEN anti-collision light located on the top of the vertical fin tip that caused severe damage and resulted in the loss of some airplane functions. This action revises the NPRM by clarifying the applicability. We are proposing this supplemental NPRM (SNPRM) to prevent loss of electrical power and essential airplane functions, and possible reduced control of the airplane. Since these actions impose an additional burden over those proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

**NPRM: Proposed Amendment of Class E Airspace, and Revocation of Class E Airspace; Miles City, MT**

Published 06/17/2016 Docket #: FAA-2016-7046 Comments due 08/01/2016

This action proposes to modify Class E surface airspace, remove Class E airspace designated as an extension to the Class E surface area, and modify Class E airspace extending upward from 700 feet above the surface at Frank Wiley Field Airport, Miles City, MT. The FAA found it necessary to account for the rising terrain for the safety and management of Standard Instrument Approach Procedures for Instrument Flight Rules (IFR) operations at the airport.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Airworthiness Approval for Aircraft Weather Radar Systems**

Issued M/D/YYYY Document #: AC 20-182A Comment date 07/15/2016

This advisory circular (AC) provides guidance for the initial and follow-on airworthiness approval of aircraft weather radar systems meeting the latest revision of the Technical Standard Order (TSO) C63, Airborne Weather Radar Equipment. This AC covers aircraft radar systems with weather detection, ground mapping, forward-looking windshear detection, turbulence detection, and atmospheric threat awareness capability. The guidance is applicable to Title 14 of the Code of Federal Regulations, parts 23, 25, 27, and 29 aircraft. For forward-looking windshear and/or turbulence detection capability, the guidance in this AC applies to parts 25 and 23 fixed-wing airplane installations.

**AC: Parts Manufacturer Approval (PMA) Metallic Part Material Compliance Using Comparative Test and Analysis Method for Turbine Engines or Auxiliary Power Units**

Issued M/D/YYYY Document #: AC 33.15-3 Comment date 07/20/2016

One/two sentence description of the AC. Typically found in the first few paragraphs of the AC.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Aviation Safety Inspector (Operations) Qualifications and Status**

Issued 06/08/16 8900.1,Vol.5,Ch1,Sec2

Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Approve Training Course Outlines for a Part 141 Pilot School**

Issued 06/08/16 8900.1,Vol.3,Ch53,Sec2

Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Integrated Airman Certification and/or Rating Application Process**

Issued 06/08/16 8900.1,Vol.5,Ch2,Sec4

Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Flight Reviews and Competency Checks**

Issued 06/08/16 8900.1,Vol.5,Ch2,Sec3

Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Considerations for the Practical Test**

Issued 06/08/16 8900.1,Vol.5,Ch1,Sec4

Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Use of Airman Certification Standards in Lieu of Practical Test Standards (Date - 06/08/2016)**

Issued 06/08/16 N 8900.365
Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Conduct an Instrument Rating Certification**
Issued 06/08/16 8900.1,Vol.5,Ch2,Sec9
Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Safety Assurance System: Acronyms and Abbreviations**
Issued 06/08/16 8900.1,Vol.1,Ch1,Sec3_SAS
Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Change 462 to 8900.1 -- Dated 06/8/2016**
Issued 06/08/16 8900.1,CHG462
Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

**FSIMS: Saab 340A/B -- Date 06/7/2016**
Issued 06/07/16 FSB Saab 340A/B
Revision # of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

*Notices*

**Notice: CHANGES PER FAA ORDER 7110.65, AIR TRAFFIC CONTROL.**
Published 06/16/2016 Document JO 7110.713 Comments due M/D/YYYY
The phone number to the Domestic Events Network (DEN) has changed.

**Notice: CHANGES PER FAA ORDER 7610.4, SPECIAL OPERATIONS**
Published 06/16/2016 Document JO 7610.109 Comments due M/D/YYYY
The phone number to the Domestic Events Network (DEN) has changed.

**Notice: CHANGES PER FAA ORDER 7210.3, FACILITY OPERATION AND ADMINISTRATION.**
Published 06/16/2016 Document JO 7210.896 Comments due M/D/YYYY
The phone number to the Domestic Events Network (DEN) has changed.

*Draft Technical Standards Orders*

**TSO: Aircraft Wheels, Brakes and Wheel/Brake Assemblies for Parts 23, 27 and 29 Aircraft**

Updated 06/16/2016 Comments due 07/18/2016

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your aircraft type certificated via the requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 23, 27, or 29 aircraft Wheels (without brakes), Brakes (without wheels) and Wheel and Brake assemblies with either hydraulically or electrically actuated brakes must first meet for approval and identification with the applicable TSO markings.

**TSO: Airborne Weather Radar Equipment**

Updated 06/16/2016 Comments due 07/12/2016

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your Airborne Weather Radar equipment must first meet for approval and identification with the applicable TSO marking. This TSO addresses forward looking windshear capability. It does not include flight guidance system functionality in support of an approved windshear detection and avoidance system.

**TSO: Electronic Flight Instrument System (EFIS) Display**

Updated 06/16/2016 Comments due 07/11/2016

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, FAA) tell you what minimum performance standards (MPS) your Electronic Flight Instrument System (EFIS) Display must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: Additional Maintenance Requirements for Aircraft Type Certificated for Nine or Less Passenger Seats**

Updated 06/15/2016 Reference 135-7B: Title 14 Part 135 Comments due 07/05/2016

This advisory circular (AC) provides guidance for establishing acceptable methods of compliance with additional Title 14 of the Code of Federal Regulation (14 CFR) part 135 maintenance requirements for certain air carriers and commercial operators. This AC also provides part 135 certificate holders with an acceptable means, but not the only means, of complying with regulations

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Cessna 680 FSB report**

Updated 06/16/2016 Revision 4 Comments due 07/08/2016

**FSB: Hawker Beechcraft MU-300/BE-400 FSB Report Revision**

Updated 06/16/2016 Revision 4 Draft 1 Comments due 07/17/2016

**FSB: Cessna CE-750**
06/16/2016 Revision 2 Draft 1 Comments due 06/27/2016

*Draft Master Minimum Equipment List*

**MMEL: GIE Avions de Transport Régional**
Updated 06/15/2016 Revision 18a Comments due 07/14/2016

**MMEL: Cessna**
Updated 06/15/2016 CE-208/208B Rev 11a Comments due 07/08/2016

**MMEL: Learjet Model 60, Learjet Inc.**
Updated 06/15/2016 LR-60 Rev 5 Comments due 07/07/2016

**MMEL: Dassault Aviation**
Updated 06/15/2016 DA-7X Rev 10 Comments due 07/05/2016

**MMEL: Bombardier**
Updated 06/15/2016 DHC-8-400 Rev 9 Comments due 06/24/2016

**MMEL: Boeing (MD-11/MD-11F)**
Updated 06/15/2016 MD-11 Rev 12 Comments due 06/21/2016

*Draft MMEL AEG Policy*

**MMEL: Policy Letter 98**
Updated 06/01/2016 Revision 1 Comments due 06/30/2016

***June 20, 2016***

**FAA Regulations**

**FAA Guidance Documents and Notices**

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received; BOSH Precision Agriculture, LLC dba Digital Harvest**
Published 06/20/16 Document #: 2016-14452 Comments due 07/11/2016
The petitioner is requesting relief in order to operate the RMAX helicopter for agricultural uses (202 pounds, including payload).

**Notice: Petition for Exemption; Summary of Petition Received; Cable News Network CNN**

Published 06/20/2016 Document #: 2016-14453 Comments due 07/11/2016
The petitioner is requesting relief in order to modify the requirements for submitting a written Plan of Activities to the local FSDO prior to closed-set filming. The petitioner is also requesting to be able to fly the Fotokite Pro in congested areas and closer than 500 feet to non-participating persons, vessels, vehicles, and structures.

**Notice: Petition for Exemption; Summary of Petition Received; Florida Air Transport Inc.**
Published 06/20/16 Document #: 2016-14451 Comments due 07/11/2016
Florida Air Transport requests an exemption to permit an appropriately qualified and authorized National Designated Pilot Examiner (NDPER) to conduct pilot proficiency check rides when an FAA Inspector is unavailable to perform pilot proficiency check rides.

***June 21, 2016***

**FAA Regulations**

*FAA Final rules*
**AD: Airbus Airplanes**
Published 06/21/2016 Docket #: FAA-2016-7263 Effective date 07/06/2016
We are superseding Airworthiness Directive (AD) 2016-07-30 for all Airbus Model A330-200, -200 Freighter, and -300 series airplanes, and all Airbus Model A340-200, -300, -500, and -600 series airplanes. For certain airplanes, AD 2016-07-30 required replacing certain Angle of Attack (AOA) sensors (probes) with certain new AOA sensors. For certain other airplanes, AD 2016-07-30 also required inspections and functional heat testing of certain AOA sensors for discrepancies, and replacement if necessary. This new AD requires the same actions as AD 2016-07-30. This new AD was prompted by a report of a typographical error in the regulatory text of AD 2016-07-30. We are issuing this AD to prevent erroneous AOA information and Alpha Protection (Alpha Prot) activation due to blocked AOA probes, which could result in a continuous nose-down command and consequent loss of control of the airplane.

**AD: Turbomeca S.A. Turboshaft Engines**
Published 06/21/2016 Docket #: FAA-2010-0219 Effective date 07/26/2016
We are superseding airworthiness directive (AD) 2010-11-10 for all Turbomeca S.A. Astazou XIV B and XIV H turboshaft engines. AD 2010-11-10 requires inspection of certain third stage turbine wheels and removal of any damaged wheel. This AD requires expanding the population and frequency of repetitive inspections. This AD was prompted by a report of a third stage turbine wheel crack detected during engine overhaul. We are issuing this AD to prevent uncontained failure of the third stage turbine wheel, which could result in damage to the engine and damage to the helicopter.

**Final Rule: Amendment of Class D and Class E Airspace Orlando, FL; and Amendment of Class E Airspace; Gainesville, FL**
Published 06/21/2016 Docket #: FAA-2016-0071 Effective date 09/15/2016

This action amends Class E Airspace at Gainesville Regional Airport, Gainesville, FL; and Orlando Executive Airport, Orlando, FL, by eliminating the Notice to Airmen (NOTAM) part time status of the Class E airspace designated as an extension at each airport. This is an administrative change to coincide with the FAA's aeronautical database. This action also updates the geographic coordinates of Orlando Executive Airport in existing Class D and E airspace.

**Final Rule:** **Establishment of Class D Airspace: Destin, FL; Duke Field, Eglin AFB, FL; Revocation of Class D Airspace; Eglin AF Aux No 3 Duke Field, FL; and Amendment of Class D and E Airspace; Eglin Air Force Base, FL; Eglin Hurlburt Field, FL; and Crestview, FL**

Published 06/21/2016 Docket #: FAA-2015-7203 Effective date 07/21/2016

This action establishes Class D airspace at Destin, FL, providing the controlled airspace required for the Air Traffic Control Tower at Destin Executive Airport, (formerly Destin-Fort Walton Beach Airport). Additionally, this action removes Eglin AF Aux No 3 Duke Field from the Class D designation, and establishes Duke Field, Eglin AFB, FL in its place. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also changes the existing Class D airspace designation at Duke Field, Eglin Air Force Base (AFB), FL, and adjusts the geographic coordinates of Eglin AFB, Destin Executive Airport, Duke Field, and Hurlburt Field, to stay in concert with the FAA's database.

**Final Rule:** **Operating Limitations at John F. Kennedy International Airport**

Published 06/21/2016 Docket #: FAA-2007-29320 Effective date 06/21/2016

This action amends the Order Limiting Operations at John F. Kennedy International Airport (JFK) published on January 18, 2008, as amended, and most recently extended on May 24, 2016. This action replaces an obsolete statement concerning the Order's expiration date with the correct expiration date of October 27, 2018. The Order remains effective until October 27, 2018.

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes**

Published 06/21/2016 Docket #: FAA-2016-7262 Comments due 08/05/2016

The FAA proposes to supersede Airworthiness Directive (AD) 98-13-14, for certain Airbus Model A320-211, -212, and -231 airplanes. AD 98-13-14 currently requires repetitive rotating probe inspections of fastener holes and/or the adjacent tooling hole of a former junction of the aft fuselage, as applicable, and corrective action, if necessary. AD 98-13-14 also provides for an optional terminating action for the repetitive inspections. Since we issued AD 98-13-14, an evaluation by the design approval holder (DAH) indicates that the former junction of the aft fuselage is subject to fatigue damage. This proposed AD would continue to require the actions in AD 98-13-14, with revised inspection compliance times. We are proposing this AD to detect and correct fatigue cracks in the former junction of the aft fuselage; fatigue cracking could propagate and could adversely affect the structural integrity of the airplane.

**NPRM AD: Airbus Airplanes**

Published 06/21/2016 Docket #: FAA-2016-7264 Comments due 08/05/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A330-200, -200 Freighter, and -300 series airplanes; and Model A340-500 and -600 series airplanes. This proposed AD was prompted by a quality control review on the final assembly line, which determined that the wrong aluminum alloy was used to manufacture several structural parts. This proposed AD would require a one-time eddy current conductivity measurement of certain cabin and cargo compartment structural parts to determine if an incorrect aluminum alloy was used, and replacement of any affected part with a serviceable part. We are proposing this AD to detect and replace structural parts made of incorrect aluminum alloy. This condition could result in reduced structural integrity of the airplane.

**NPRM AD: Airbus Helicopters Deutschland GmbH**

Published 06/21/2016 Docket #: FAA-2016-7415 Comments due 08/22/2016

The FAA proposes to adopt a new airworthiness directive (AD) for Airbus Helicopters Deutschland GmbH (Airbus Helicopters) Model MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters. This proposed AD would require repetitive visual inspections and a one-time torque of each hydraulic module plate assembly attachment point (attachment point). This proposed AD is prompted by a design reassessment showing the current attachment point design is insufficient in preventing an attachment point failure. The proposed actions are intended to prevent failure of an attachment point, loss of the hydraulic module plate, and subsequent loss of control of the helicopter.

**NPRM AD: The Boeing Company Airplanes**

Published 06/21/2016 Docket #: FAA-2016-7261 Comments due 08/05/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 747-200B, 747-300, 747-400, 747-400D, and 747-400F series airplanes. This proposed AD was prompted by a report of cracking in both the aluminum strut side skin, and corrosion resistant steel (CRES) outer spring beam support fitting. This proposed AD would require repetitive high frequency eddy current (HFEC) inspections for cracking in the strut side skin; an open-hole HFEC inspection for cracking, applicable related investigative and corrective actions; and a fastener installation modification. We are proposing this AD to detect and correct cracking of the strut side skin; such cracking could result in the failure of the outer spring beam support fitting, which could cause separation of a strut and engine from the airplane during flight.

**NPRM AD: The Boeing Company Airplanes**

Published 06/21/2016 Docket #: FAA-2016-6901 Comments due 08/05/2016

The FAA proposes to supersede Airworthiness Directive (AD) 98-13-14, for certain Airbus Model A320-211, -212, and -231 airplanes. AD 98-13-14 currently requires repetitive rotating probe inspections of fastener holes and/or the adjacent tooling hole of a former junction of the aft fuselage, as applicable, and corrective action, if necessary. AD 98-13-14 also provides for an optional terminating action for the repetitive inspections. Since we issued AD 98-13-14, an evaluation by the design approval holder (DAH) indicates that the former junction of the aft fuselage is subject to fatigue damage. This proposed AD would continue to require the actions in AD 98-13-14, with revised inspection compliance times. We are proposing this AD to detect and correct fatigue cracks in the former junction of the aft fuselage; fatigue cracking could propagate and could adversely affect the structural integrity of the airplane.

**NPRM: Proposed Amendment of Class D and E Airspace, Falmouth, MA**

Published 06/21/2016 Docket #: FAA-2016-5444 Comments due 08/05/2016

This action proposes to amend Class E airspace designated as an extension at Cape Cod Coast Guard Air Station, (formerly Otis ANGB), Falmouth, MA, as the Otis TACAN has been decommissioned, requiring airspace reconfiguration. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also would update the geographic coordinates of the airport in the existing Class D and E airspace areas, as well as Falmouth Airpark, Barnstable Municipal Airport-Boardman/Polando Field, Chatham Municipal Airport, Martha's Vineyard Airport, (formerly Martha's Vineyard Municipal Airport), and the BOGEY LOM.

**NPRM: Proposed Amendment of Class D and E Airspace, and Revocation of Class E Airspace; Troy, AL**

Published 06/21/2016 Docket #: FAA-2014-0726 Comments due 08/05/2016

This action proposes to amend Class D and E airspace, and remove Class E airspace designated as an extension at Troy Municipal Airport at N. Kenneth Campbell Field (formerly Troy Municipal Airport), Troy, AL. The Troy VHF Omnidirectional Radio Range (VOR) has been decommissioned, therefore Class E extension airspace is no longer needed, and new Standard Instrument Approach Procedures have been developed for Class D airspace and Class E airspace extending upward from 700 feet above the surface at the airport. This action would enhance the safety and airspace management of Instrument Flight Rules (IFR) operations at the airport. This action also would update the geographic coordinates of the airport and recognize the name change of the airport.

**NPRM: Proposed Amendment of Class E Airspace, Glasgow, KY**

Published 06/21/2016 Docket #: FAA-2016-6134 Comments due 08/05/2016

This action proposes to amend Class E airspace at Glasgow, KY as the Beaver Creek Non-Directional Beacon (NDB) has been decommissioned, requiring airspace reconfiguration at Glasgow Municipal Airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also would update the geographic coordinates of the airport.

## FAA Guidance Documents and Notices

*Flight Standards Service Draft Advisory Circular*

**AC: AC 145-9A, Guide for Developing and Evaluating Repair Station and Quality Control Manuals**

Updated 06/20/2016 Reference #: Title 14 Part 121 Comments due 07/20/2016

This document is a guide for developing and evaluating the Repair Station Manual (RSM) and Quality Control Manual (QCM) required by 14 CFR part 145, §§ 145.207 through 145.211. This guide does not provide a complete sample RSM and QCM for all repair stations. The examples included illustrate one of many possible ways to comply with the regulations.

*Notices*

**Notice: CHANGES PER FAA ORDER 7110.10, FLIGHT SERVICES**

Published 06/20/2016 Document jo 110:714 Comments due M/D/YYYY

This notice advises the public of changes to the Domestic Event Network (DEN) number.

**Notice: CHANGES PER FAA ORDER 7110.10, FLIGHT SERVICES**

Published 06/20/2016 Document jo 110:715 Comments due M/D/YYYY

This notice cancels GENOT N JO 7110.714.

**Meeting: Aviation Rulemaking Advisory Committee; Meeting**

Meeting date 07/19/2016 Meeting time 1:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of the ARAC.

***June 22, 2016***

**Press releases**

DOT and FAA Finalize Rules for Small Unmanned Aircraft Systems

Regulations will create new opportunities for business and government to use drones.

**FAA Regulations**

*FAA Final rules*

**AD: Airbus Helicopters (Previously Eurocopter France) Helicopters**

Published 06/22/2016 Docket #: FAA-2014-0105 Effective date 07/27/2016

The FAA is superseding Airworthiness Directive (AD) 2000-05-17 and AD 2001-04-12, which apply to Eurocopter France (now Airbus Helicopters) Model EC120B helicopters. AD 2000-05-17 and AD 2001-04-12 required repetitive visual checks of the engine-to-main gearbox (MGB) coupling tube assembly (coupling tube) for a crack and replacing any cracked tube with an airworthy tube. This new AD requires removing certain engine mount parts from service, measuring the height of the engine mounting base for certain helicopters, replacing the engine mount if a certain height is exceeded, inspecting the flared coupling on certain helicopters for a crack, and replacing the coupling if it is cracked. Since we issued AD 2000-05-17 and AD 2001-04-12, there have been reports of additional cracks in coupling tubes. These actions are intended to prevent coupling tube failure, loss of engine drive, and a subsequent forced landing of the helicopter.

**AD: BRP-Powertrain GmbH & Co KG Reciprocating Engines**

Published 06/22/2016 Docket #: FAA-2016-2042 Effective date 07/27/2016

The FAA is adopting a new airworthiness directive (AD) for certain BRP-Powertrain GmbH & Co KG Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 reciprocating engines. This AD requires re-identification of the engine model and concurrent modification of the aircraft to indicate the maximum coolant temperature limit. This AD was prompted by a design change introduced by the manufacturer that relocated the engine cylinder head temperature sensor to a different location and converted it to a coolant temperature sensor. We are issuing this AD to prevent exceeding engine coolant temperature limits, which could result in loss of engine coolant, damage to the engine, and loss of control of the airplane.

**AD: Bombardier, Inc. Airplanes**

Published 06/22/2016 Docket #: FAA-2016-7266 Effective date 07/07/2016

The FAA is superseding Airworthiness Directive (AD) 2016-09-04 for certain Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. AD 2016-09-04 required replacement of incorrectly calibrated angle of attack (AOA) transducers. This new AD requires the same actions as AD 2016-09-04. This new AD was prompted by a report of a typographical error in the regulatory text of AD 2016-09-04. We are issuing this AD detect and replace incorrectly calibrated AOA transducers; incorrect calibration of the transducers could result in late activation of the stick pusher.

**AD: Bombardier, Inc. Airplanes**

Published 06/22/2016 Docket #: FAA-2016-7265 Effective date 07/07/2016

The FAA is superseding Airworthiness Directive (AD) 2016-08-05 for certain Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, Model CL-600-2D15 (Regional Jet Series 705) airplanes, Model CL-600-2D24 (Regional Jet Series 900) airplanes, and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. AD 2016-08-05 required replacement of affected angle of attack (AOA) transducers. This new AD requires the same actions as AD 2016-08-05. This new AD was prompted by a report of a typographical error in the regulatory text of AD 2016-08-05. We are issuing this AD to detect and replace incorrectly calibrated AOA transducers; incorrect calibration of the transducers could result in late activation of the stick pusher.

**AD: Embraer S.A. Airplanes**

Published 06/22/2016 Docket #: FAA-2015-6542 Effective date 07/27/2016

The FAA is adopting a new airworthiness directive (AD) for certain BRP-Powertrain GmbH & Co KG Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 reciprocating engines. This AD requires re-identification of the engine model and concurrent modification of the aircraft to indicate the maximum coolant temperature limit. This AD was prompted by a design change introduced by the manufacturer that relocated the engine cylinder head temperature sensor to a different location and converted it to a coolant temperature sensor. We are issuing this AD to prevent exceeding engine coolant temperature limits, which could result in loss of engine coolant, damage to the engine, and loss of control of the airplane

**AD: The Boeing Company Airplanes**

Published 06/22/2016 Docket #: FAA-2015-4812 Effective date 07/27/2016

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 airplanes. This AD was prompted by a report that certain center and outboard stowage bin modules were incorrectly installed. This AD requires an inspection of the center and outboard stowage bin modules for missing parts, quick release pins that are not fully engaged, and parts that are installed in incorrect locations; and corrective actions if necessary. We are issuing this AD to detect and correct incorrectly installed center and outboard stowage bin modules that might not remain intact during an emergency landing, resulting in injuries to occupants and interference with airplane evacuation.

**Final Rule: IFR Altitudes; Miscellaneous Amendments**

Published 06/22/2016 Docket #: FAA-2016-14799 Effective date 07/21/2016

This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

## FAA Guidance Documents and Notices

*FAA Final Advisory Circulars*

**AC: Small Unmanned Aircraft Systems (sUAS)**

Issued 06/21/2016 Document #: AC 107-2 Effective date M/D/YYYY

The Federal Aviation Administration (FAA) is amending its regulations to adopt specific rules for the operation of small Unmanned Aircraft Systems (sUAS) in the National Airspace System (NAS) through a final rule. These changes address the classification of sUAS, certification of sUAS remote pilots, and sUAS operational limitations. This advisory circular (AC) provides guidance for conducting sUAS operations in the NAS in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 107.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Airbus A318/319/320/321/330/340**

Issued 06/10/2016 Revision 5

Record of revisions.

*Notices*

**Notice: Public Notice for Waiver of Aeronautical Land-Use Assurance**

Published 06/22/2016 Document #: 2016-14803 Comments due 07/22/2016

The FAA is considering a proposal to change 5.69 acres of airport land from aeronautical use to non-aeronautical use and to authorize the lease of airport property located at Minneapolis-St. Paul International Airport, Minneapolis, Minnesota. The aforementioned land is not needed for aeronautical use.

**Notice: Notice of Intent for Revision of Order JO 6980.31, Maintenance of Direct Current (DC) Bus Power System**

Published 06/20/2016 Document #: JO 6980.159 Comments due M/D/YYYY

This document's content can only be accessed from within the FAA network.

**Notice: Maintenance of the Voice Switching and Control System Training and Backup Switch (VTABS)**

Published 06/21/2016 Document #: JO 6690.22 Comments due M/D/YYYY
This document's content can only be accessed from within the FAA network.

*Draft Master Minimum Equipment List*

**MMEL: MMEL ATR-42 Rev 24A, Bombardier**
Updated 06/20/2016 Revision 24A Comments due M/D/YYYY

***June 23, 2016***

**Press releases**

**FAA Proposes $78,000 Civil Penalty Against Amazon, Inc. for Alleged Hazardous Materials Violations**
The U.S. Department of Transportation's Federal Aviation Administration (FAA) proposes a $78,000 civil penalty against Amazon, Inc., for allegedly violating the Hazardous Materials Regulations.

**FAA Proposes $52,000 Civil Penalty Against Amazon, Inc., for Alleged Hazardous Materials Violations**
The U.S. Department of Transportation's Federal Aviation Administration (FAA) proposes a $52,000 civil penalty against Amazon, Inc., for allegedly violating the Hazardous Materials Regulations.

**FAA Regulations**

*FAA Proposed Rules*

**NPRM AD: Fokker Services B.V. Airplanes**
Published 06/23/2016 Docket #: FAA-2016-7271 Comments due 08/08/2016
We propose to adopt a new airworthiness directive (AD) for all Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes. This proposed AD was prompted by heavy corrosion found on the wing rear spar lower girder. This proposed AD would require inspections of the affected areas, modification of the wing trailing edge lower skin panels, and corrective actions if necessary. We are proposing this AD to detect and correct corrosion of the wing rear spar lower girder. This condition could reduce the load-carrying capability of the wing, possibly resulting in structural failure and loss of the airplane.

**FAA Guidance Documents and Notices**

*FAA Final Advisory Circulars*

**AC: Small Unmanned Aircraft Systems (sUAS)**

Issued 06/21/2016 Document #: AC 107-2 Effective date M/D/YYYY

The Federal Aviation Administration (FAA) is amending its regulations to adopt specific rules for the operation of small Unmanned Aircraft Systems (sUAS) in the National Airspace System (NAS) through a final rule. These changes address the classification of sUAS, certification of sUAS remote pilots, and sUAS operational limitations. This advisory circular (AC) provides guidance for conducting sUAS operations in the NAS in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 107.

*Notices*

**Notice: Notice of Intent To Rule on Request To Release Airport Property at the Monroe Regional Airport at Monroe, Louisiana**

Published 06/233/2016 Document #: 2016-14635 Comments due 07/22/2016

The FAA proposes to rule and invite public comment on the release of land at the Monroe Regional Airport at Monroe, Louisiana under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

**Notice: Maintenance of the Voice Switching and Control System Training and Backup Switch (VTABS)**

Published 06/21/2016 Document N JO 6690.22 Comments due M/D/YYYY

This document's content can only be accessed from within the FAA network.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Harbin Hafei Y-12F Revision 0 Draft 1**

Updated 06/23/2016 Revision 0 Draft 1 Comments due 07/25/2016

## FAA Regulations

*FAA Final rules*

**AD: General Electric Company Turbofan Engines**

Published 06/24/2016 Docket #: FAA-2015-7491 Effective date 07/29/2016

We are adopting a new airworthiness directive (AD) for all General Electric Company (GE) GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines. This AD was prompted by an uncontained failure of the high-pressure compressor (HPC) stage 8-10 spool, leading to an airplane fire. This AD requires eddy current inspection (ECI) or ultrasonic inspection (USI) of the HPC stage 8-10 spool and removing from service those parts that fail inspection. We are issuing this AD to prevent failure of the HPC stage 8-10 spool, uncontained rotor release, damage to the engine, and damage to the airplane.

**Final Rule: Amendment of Class D and Class E Airspace; Charlottesville, VA**

Published 06/24/2016 Docket #: FAA-2015-8304 Effective date M09/15/2016

This action amends Class E Airspace Designated as an Extension to a Class D at Charlottesville-Albemarle Airport, Charlottesville, VA, as the Azalea Park Non-Directional Radio Beacon (NDB) has been decommissioned requiring airspace reconfiguration at the airport. Also, the Notice to Airmen (NOTAM) part time status is removed from this airspace. This action also updates the geographic coordinates of the above airport and the University of Virginia Medical Center Heliport in Class D and E airspace listed in this final rule. This action enhances the safety and management of Instrument Flight Rules (IFR) operations in the area.

**Final Rule: Establishment of Class E Airspace; Lisbon, ND**

Published 06/24/2016 Docket #: FAA-2015-5800 Effective date 09/15/2016

This action establishes Class E airspace in Lisbon, ND. Controlled airspace is necessary to accommodate new Area Navigation (RNAV) Standard Instrument Approach Procedures at Lisbon Municipal Airport. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport.

**Final Rule: Fuel Tank Vent Fire Protection**

Published 06/24/2016 Docket #: FAA-2014-0500 Effective date 08/23/2016

The FAA is amending certain airworthiness regulations for transport category airplanes to require fuel tank designs that prevent a fuel tank explosion caused by the propagation of flames, from external fires, through the fuel tank vents. This final rule requires a delay of two minutes and thirty seconds between exposure of external fuel tank vents to ignition sources and explosions caused by propagation of flames into the fuel tank, thus increasing the time available for passenger evacuation and emergency response. These amendments apply to applications for new type certificates and certain applications for amended or supplemental type certificates. The amendments also require certain airplanes produced in the future and operated by air carriers to meet the new standards.

*FAA Proposed Rules*

**NPRM: Proposed Amendment of Class E Airspace, Indiana, PA**

Published 06/24/2016 Docket #: FAA-2016-6138 Comments due 08/08/2016

This action proposes to amend Class E airspace at Indiana, PA, to accommodate the new runway at Indiana County Airport (Jimmy Stewart Field). Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also would update the geographic coordinates of airport.

**NPRM: Proposed Amendment of Class E Airspace; Santa Rosa, CA**

Published 06/24/2016 Docket #: FAA-2016-14879 Comments due 08/08/2016

This action proposes to modify Class E airspace designated as an extension to a Class D airspace at Charles M. Schulz-Sonoma County Airport, Santa Rosa, CA, by reducing the segment extending northwest of the airport and adding a segment southeast of the airport. This action also proposes to modify Class E airspace extending upward from 700 feet above the surface to include only that area required for Instrument Flight Rules (IFR) operations at the airport. Additionally, this action updates the airport's geographic coordinates for both Class D and E airspace areas. A review of the airspace has made this proposal necessary for the safety and management of Standard Instrument Approach Procedures for IFR operations at the airport.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Airworthiness Approval for Aircraft Weather Radar Systems**

Issued M/D/YYYY Document #: AC 20-182A Comment date 07/15/2016

This advisory circular (AC) provides guidance for the initial and follow-on airworthiness approval of aircraft weather radar systems meeting the latest revision of the Technical Standard Order (TSO) C63, Airborne Weather Radar Equipment. This AC covers aircraft radar systems with weather detection, ground mapping, forward-looking windshear detection, turbulence detection, and atmospheric threat awareness capability. The guidance is applicable to Title 14 of the Code of Federal Regulations, parts 23, 25, 27, and 29 aircraft. For forward-looking windshear and/or turbulence detection capability, the guidance in this AC applies to parts 25 and 23 fixed-wing airplane installations.

**AC: Parts Manufacturer Approval (PMA) Metallic Part Material Compliance Using Comparative Test and Analysis Method for Turbine Engines or Auxiliary Power Units**

Issued M/D/YYYY Document #: AC 33.15-3 Comment date 07/20/2016

This advisory circular (AC) provides guidance to compare Parts Manufacturer Approval (PMA) materials with type design materials used in turbine engine parts or auxiliary power unit (APU) parts. The approach describes a comparative test and analysis method (CTAM) that can be used to demonstrate that the PMA part material is at least equivalent to the type design part material.

*Notices*

**Notice: Order JO 6690.6, Maintenance of the Voice Switching and Control System Training and Backup Switch (VTABS)**

Published 06/21/2016 Document N JO 6690.22 Comments due M/D/YYYY

This document's content can only be accessed from within the FAA network

*Draft Technical Standards Orders*

**TSO: Aircraft Wheels, Brakes and Wheel/Brake Assemblies for Parts 23, 27 and 29 Aircraft**

Updated 06/16/2016 Comments due 07/18/2016

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your aircraft type certificated via the requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 23, 27, or 29 aircraft Wheels (without brakes), Brakes (without wheels) and Wheel and Brake assemblies with either hydraulically or electrically actuated brakes must first meet for approval and identification with the applicable TSO markings.

**TSO: Airborne Weather Radar Equipment**

Updated 06/16/2016 Comments due 07/12/2016

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your Airborne Weather Radar equipment must first meet for approval and identification with the applicable TSO marking. This TSO addresses forward looking windshear capability. It does not include flight guidance system functionality in support of an approved windshear detection and avoidance system.

**TSO: Electronic Flight Instrument System (EFIS) Display**

Updated 06/16/2016 Comments due 07/11/2016

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, FAA) tell you what minimum performance standards (MPS) your Electronic Flight Instrument System (EFIS) Display must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: Additional Maintenance Requirements for Aircraft Type Certificated for Nine or Less Passenger Seats**

Updated 06/15/2016 Reference 135-7B: Title 14 Part 135 Comments due 07/05/2016

This advisory circular (AC) provides guidance for establishing acceptable methods of compliance with additional Title 14 of the Code of Federal Regulation (14 CFR) part 135 maintenance requirements for certain air carriers and commercial operators. This AC also provides part 135 certificate holders with an acceptable means, but not the only means, of complying with regulations

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Cessna 680 FSB report**

Updated 06/16/2016 Revision 4 Comments due 07/08/2016

**FSB: Hawker Beechcraft MU-300/BE-400 FSB Report Revision**

Updated 06/16/2016 Revision 4 Draft 1 Comments due 07/17/2016

**FSB: Cessna CE-750**

06/16/2016 Revision 2 Draft 1 Comments due 06/27/2016

*Draft Master Minimum Equipment List*

**MMEL: GIE Avions de Transport Régional**

Updated 06/15/2016 Revision 18a Comments due 07/14/2016

**MMEL: MMEL A-320 Rev 26a, Airbus**

Updated 06/23/2016 Revision 26a Comments due M/D/YYYY

**MMEL: Cessna**

Updated 06/15/2016 CE-208/208B Rev 11a Comments due 07/08/2016

**MMEL: Learjet Model 60, Learjet Inc.**

Updated 06/15/2016 LR-60 Rev 5 Comments due 07/07/2016

**MMEL: Dassault Aviation**

Updated 06/15/2016 DA-7X Rev 10 Comments due 07/05/2016

**MMEL: Bombardier**

Updated 06/15/2016 DHC-8-400 Rev 9 Comments due 06/24/2016

*Draft MMEL AEG Policy*

**MMEL: Policy Letter 98**

Updated 06/01/2016 Revision 1 Comments due 06/30/2016

***June 27, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Saab AB, Saab Aeronautics (Type Certificate Previously Held by Saab AB, Saab Aerosystems) Airplanes**

Published 06/27/2016 Docket #: FAA-2015-8432 Effective date 08/01/2016

The FAA is adopting a new airworthiness directive (AD) for certain Saab AB, Saab Aeronautics Model 340A (SAAB/SF340A) and SAAB 340B airplanes. This AD was prompted by reports of ruptured horizontal stabilizer de-icing boots. This AD requires a revision of the applicable airplane flight manual (AFM), repetitive inspections of the horizontal stabilizer de-icing boots, and applicable corrective actions. We are issuing this AD to detect and correct damage of the de-icing boot; such damage could lead to a ruptured boot, severe vibrations, and possible reduced control of the airplane.

**AD: The Boeing Company Airplanes**

Published 06/27/2016 Docket #: FAA-2015-4210 Effective date 08/01/2016

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 767 airplanes. This AD was prompted by a determination that certain splice plate locations of the aft pressure bulkhead web are hidden and cannot be inspected using existing manufacturer service information. This AD requires repetitive open-hole high frequency eddy current (HFEC) inspections for cracking of the aft pressure bulkhead web. We are issuing this AD to detect and correct cracking in the aft pressure bulkhead web, which could result in rapid airplane decompression and loss of structural integrity.

*FAA Proposed Rules*

**NPRM AD: Zodiac Seats California LLC Seating Systems**

Published 06/27/2016 Docket #: FAA-2016-5595 Comments due 07/07/2016

This document announces the reopening of the comment period for the above-referenced NPRM, which proposed the adoption of a new airworthiness directive (AD) that would apply to certain Zodiac Seats California LLC seating systems. The NPRM proposed to require removing affected seating systems. This reopening of the comment period is necessary to ensure that all interested persons have ample opportunity to submit any written relevant data, views, or arguments regarding the proposed requirements of the NPRM.

***June 28, 2016***

**FAA Regulations**

*FAA Final rules*

**Final Rule: Operation and Certification of Small Unmanned Aircraft Systems*****

Published 06/28/2016 Docket #: DOT-2015-0150 Effective date 08/29/2016

The FAA is amending its regulations to allow the operation of small unmanned aircraft systems in the National Airspace System. These changes address the operation of unmanned aircraft systems and certification of their remote pilots. This rule will also prohibit model aircraft from endangering the safety of the National Airspace System.

**AD: Airbus Helicopters**

Published 06/28/2016 Docket #: FAA-2015-6033 Effective date 08/02/2016

The FAA is adopting a new airworthiness directive (AD) for Airbus Helicopters Model AS 365 N3 helicopters. This AD requires inspecting the cabin and cockpit for labels, placards, or markings that provide jettison procedure instructions for cabin doors, removing any labels, placards, or markings that are in an incorrect location, and installing placards where they are missing. This AD is prompted by the determination that placards had not been installed according to specifications on newly manufactured helicopters. The actions are intended to provide exit procedures during an emergency.

**Final Rule: Establishment of Class E Airspace, Shelton, WA**

Published 06/28/2016 Docket #: FAA-2015-3994 Effective date 09/15/2016

This action establishes Class E airspace extending upward from 700 feet above the surface at Sanderson Field Airport, Shelton, WA, to accommodate new Standard Instrument Approach Procedures developed for the airport. Controlled airspace is necessary for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes**

Published 06/28/2016 Docket #: FAA-2016-7269 Comments due 08/12/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A300 series airplanes; Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes); and Model A310 series airplanes. This proposed AD was prompted by a report indicating that during inspections to detect corrosion of the bulk cargo doors, several cracks were discovered. This proposed AD would require a general visual inspection of the bulk cargo door frame to identify any structural repairs, a detailed visual inspection of the frame at the repaired area for any cracking if necessary, and corrective actions if necessary. We are proposing this AD to detect and correct cracking of the bulk cargo doors; such cracking could result in rapid airplane decompression or possible loss of the bulk cargo door.

**NPRM AD: Airbus Airplanes**

Published 06/28/2016 Docket #: FAA-2015-0831 Comments due 08/12/2016

The FAA is revising an earlier proposed airworthiness directive (AD) for all Airbus Model A318 and A319 series airplanes, A320-211, -212, -214, -231, -232, and -233 airplanes, and A321 series airplanes. The NPRM proposed to require an inspection to identify the part number and serial number of the main landing gear (MLG) sliding tubes installed on the airplane; and inspection of affected chromium plates for damage; an inspection of affected sliding tube axles for damage; and replacement of the sliding tube if necessary. The NPRM was prompted by a report of a rupture of a MLG sliding tube axle. This action revises the NPRM by removing certain service information that does not adequately address the identified unsafe condition and revising the compliance method. We are proposing this supplemental NPRM (SNPRM) to detect and correct cracks in the axle and (partial) detachment of the axle and wheel from the sliding tube, which could result in failure of an MLG. Since these actions impose an additional burden over those proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

**NPRM AD: Bombardier, Inc. Airplanes**

Published 06/28/2016 Docket #: FAA-2016-7418 Comments due 08/12/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A300 series airplanes; Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes); and Model A310 series airplanes. This proposed AD was prompted by a report indicating that during inspections to detect corrosion of the bulk cargo doors, several cracks were discovered. This proposed AD would require a general visual inspection of the bulk cargo door frame to identify any structural repairs, a detailed visual inspection of the frame at the repaired area for any cracking if necessary, and corrective actions if necessary. We are proposing this AD to detect and correct cracking of the bulk cargo doors; such cracking could result in rapid airplane decompression or possible loss of the bulk cargo door.

**NPRM AD: Bombardier, Inc. Airplanes**

Published 06/28/2016 Docket #: FAA-2016-7267 Comments due 08/12/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model DHC-8-102, -103, and -106 airplanes, Model DHC-8-200 series airplanes, and Model DHC-8-300 series airplanes. This proposed AD was prompted by several occurrences of loss of airspeed data on both pilot and co-pilot air speed indicators due to the accumulation of ice on the pitot probes. An investigation revealed that the accumulation of ice was due to inoperative pitot probe heaters. This proposed AD would require replacing the existing circuit breakers in both the left and right side of the pitot heater system with circuit breakers that have higher trip points. We are proposing this AD to prevent circuit breakers from tripping and cutting power supply to the pitot probe heater, which could cause loss of airspeed data and result in the flightcrew not being able to control the airspeed of the airplane.

**NPRM AD: The Boeing Company Airplanes**

Published 06/28/2016 Docket #: FAA-2016-7270 Comments due 08/12/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 737-700 and -700C series airplanes. This proposed AD was prompted by a report that for airplanes with blended winglets, the nose-up pitch trim limit and associated warning for the horizontal stabilizer control system will allow take-off with incorrect trim settings. This proposed AD would require, depending on airplane configuration, replacing the pitch trim light plates on the flight deck control stand, relocating the position warning horn switches of the horizontal stabilizer, revising the software, removing the placard, and doing related investigative and corrective actions if necessary. We are proposing this AD to prevent take-off with incorrect settings of the horizontal stabilizer pitch trim system. Settings outside of the appropriate pitch trim limits could result in loss of controllability of the airplane during take-off.

**NPRM: Amendment of Class E Airspace; Tekamah, NE**

Published 06/28/2016 Docket #: FAA-2016-6989 Comments due 08/12/2016

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Tekamah Municipal Airport, Tekamah, NE. Controlled airspace is necessary to accommodate standard instrument approach procedures (SIAP) at Tekamah Municipal Airport for the safety and management of Instrument Flight Rules (IFR) operations at airport.

**NPRM: Revocation of Class E Airspace; Farmington, MO; and Amendment of Class E Airspace for the following Missouri Towns; Ava, MO; Cameron, MO; Chillicothe, MO; Farmington, MO; and Festus, MO**

Published 06/28/2016 Docket #: FAA-2016-6986 Comments due 08/12/2016

This action proposes to remove Class E surface area airspace at Farmington Regional Airport, Farmington, MO; and modify Class E airspace extending upward from 700 feet above the surface at Bill Martin Memorial Airport, Ava, MO; Cameron Memorial Airport, Cameron, MO; Chillicothe Municipal Airport, Chillicothe, MO; Farmington Regional Airport, Farmington, MO; and Festus Memorial Airport, Festus, MO. Decommissioning of non-directional radio beacons (NDBs), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above airports.

## FAA Guidance Documents and Notices

*FAA Final Policies*

**Final Policy: Issuance of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag and PAH Issuance of Authorized Release Documents for Export*****

Issued 06/27/2016 Policy #: AIR100-16-110-DM04

This memorandum clarifies the manner in which FAA Form 8130-3 is prepared for export under part 21, subpart L and FAA Order 8130.21. It applies whether FAA Form 8130-3 is issued by the FAA as an Authorized Release Certificate, Export Airworthiness Approval, or Authorized Release Document under 14 CFR § 21.137(o).

**Final Policy: PAH Issuance of Authorized Release Documents*****

Issued 06/27/2016 Policy #: AIR100-16-110-GM16

This memorandum clarifies guidance in FAA Order 8120.22, Production Approval Procedures on the use of FAA Form 8130-3, Airworthiness Approval Tag as an Authorized Release Document (ARD). This memo takes precedence over other conflicting guidance.

*Flight Standards Service Information for Operators (InFO)*

**InFO: Reciprocal Acceptance Guidance*****

Issued 06/21/2016 InFO #: 16008 Comments due M/D/YYYY

This InFO notifies maintenance providers and aircraft operators that the Federal Aviation Administration's (FAA) Aircraft Certification Service (AIR) recently signed into effect two international agreements. These agreements document the FAA's reciprocal acceptance of European Aviation Safety Agency (EASA) European TSO (ETSO) articles and Transport Canada Civil Aviation (TCCA) Canadian TSO (CAN-TSO) articles.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Change 464 to 8900.1**

Issued 06/10/2016

This change incorporates new information into Volume 3, Chapter 18, Section 4, Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) B039, Operations in North Atlantic High Level Airspace (NAT HLA), to remove all references to minimum navigation performance specifications (MNPS) and Reduced Vertical Separation Minimums (RVSM) and to define requirements for operations in HLA. Throughout the section, this change replaces MNPS with NAT HLA and removes references to Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.705.

*Draft Orders*

**Order: ORDER AFS 8000.RCCB*****

Updated 06/28/2016 Reference #: 112-95 Comments due 08/11/2016

This document is a guide to provide a collaborative environment where AFS, AIR, and AGC representatives discuss, clarify, and provide resolutions to complex issues involving inconsistencies brought forward by internal and external stakeholders. The intent of the RCCB is to promote an agile organization and resolve issues with durable decisions. RCCB activities will directly support the principles of consistency, interdependence, and critical thinking expected to be employed by the AVS workforce. This document is pursuant to section 313 of the FAA Modernization and Reform Act of 2012.

*Notices*

**Notice: Noise Compatibility Program Notice; San Antonio International Airport; San Antonio, Texas**

Published 06/28/2016 Document #: 2016-15183 Effective Date 06/02/2016

The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by San Antonio International Airport under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On December 29, 2014, the FAA determined that the noise exposure maps submitted by San Antonio International Airport under part 150 were in compliance with applicable requirements. On June 2, 2015, the FAA approved the San Antonio International Airport noise compatibility program. Both of the recommendations of the program were approved.

***June 29, 2016***

**FEDERAL AVIATION ADMINISTRATION (FAA)**

**FAA Regulations**

*FAA Proposed Rules*

**NPRM: Proposed Amendment of Class E Airspace, Salem, OR**

Published 06/29/2016 Docket #: FAA-2016-15266 Comments due 08/15/2016

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at McNary Field, Salem, OR. Two approaches, the Localizer (LOC) Y runway (RWY) 31 and the LOC/Distance Measuring Equipment (DME) Back Course (BC) approach RWY 13 were identified as needing additional airspace to meet airspace requirements. The FAA, also, found modification of the airspace for the LOC/DME BC RWY 13 posed an increased risk to the safety of Instrument Flight Rules (IFR) operations for Standard Instrument Approach Procedures (SIAPs) at the airport.

**FAA Guidance Documents and Notices**

*FAA Final Advisory Circulars*

**AC: Fuel Vent Fire Protection**

Issued 06/24/2016 Document #: AC 25.975-1 Effective date M/D/YYYY

This advisory circular (AC) provides information and guidance concerning compliance with Federal Aviation Administration (FAA) requirements in Title 14, Code of Regulations (14 CFR) 25.975(a)(7) and related regulations for preventing fuel tank explosions caused by ignition of vapors outside the fuel tank vents.

*FAA Draft Policies*

**Final Policy: Correcting Unsafe Conditions That May Develop in Certain Foreign Manufactured Engines Not Yet Imported into the U.S.**

Issued 06/28/2016 Policy #: PS-AIR100 Comments Due: 07/29/2016

This policy statement addresses the FAA's procedure with respect to foreign mandatory continuing airworthiness information (MCAI) when certain engines of the affected design are not currently in operation in the United States (U.S.).

*Flight Standards Information Management System (FSIMS)*

**FSIMS: A-109 Series; Master Minimum Equipment List**

Issued 07/01/2016

Aircraft A109, A109A, A109A II, A109C, A109E, A109K2.

***June 30, 2016***

**FEDERAL AVIATION ADMINISTRATION (FAA)**

**FAA Regulations**

*FAA Final rules*

**AD: General Electric Company Turbofan Engines**

Published 06/30/2016 Docket #: FAA-2015-7491 Effective date M/D/YYYY

This document is a correction of a document that was published on 06/24/2016.

**FAA Guidance Documents and Notices**

*FAA Legal Interpretations*

**Legal Interpretation: Applicability of proposed aerial photography operation**

Issued 6/29/2016 Regulation/Order 14 C.F.R § 95.501 (b)(2)

A series of questions related to a mapping/aerial photography business are asked and discussed sequentially.