# *Final Documents/Your Two Cents—July 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.**

***July 1, 2016***

**FAA Regulations**

*FAA Final rules*

**AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines**

Published 07/01/2016 Docket #: FAA-2016-4557 Effective date 08/05/2016

The FAA is adopting a new airworthiness directive (AD) for certain Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-710A1-10, -710A2-20, and -710C4-11 turbofan engines. This AD requires removing the pawl carrier pivot pins, part number (P/N) BRR17117, from service and replacing them with parts eligible for installation. This AD was prompted by a seized low-pressure turbine (LPT) fuel shut-off pawl carrier caused by corrosion of the pawl carrier pivot pin. We are issuing this AD to prevent failure of the fuel shut-off mechanism, which could result in uncontained part release, damage to the engine, and damage to the airplane.

**Final Rule: Amendment of Class E Airspace for the Following Kansas Towns; Belleville, KS; Johnson, KS; Marysville, KS; Pittsburg, KS; and Washington, KS**

Published 07/01/2016 Docket #: FAA-2016-4234 Effective date 11/10/2016

This action modifies Class E airspace extending upward from 700 feet above the surface at Belleville Municipal Airport, Belleville, KS; Stanton County Municipal Airport, Johnson, KS; Marysville Municipal Airport, Marysville, KS; Atkinson Municipal Airport, Pittsburg, KS; and Washington County Veteran's Memorial Airport, Washington, KS. Decommissioning of non-directional radio beacons (NDBs), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made these actions necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above airports. This action also updates the geographic coordinates at Marysville Municipal Airport, Marysville, KS; and Atkinson Municipal Airport, Pittsburg, KS; and the name of Washington County Veteran's Memorial Airport (formerly Washington County Memorial Airport) to coincide with the FAAs aeronautical database.

*FAA Proposed Rules*

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

Published 07/01/2016 Docket #: FAA-2016-7421 Comments due 08/15/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900) airplanes, and CL-600-2E25 (Regional Jet Series 1000) airplanes. This proposed AD was prompted by a determination that wear and possible leakage of the high-pressure seal in the cylinder of the No. 3 hydraulic system reservoir could occur and prevent the system from reaching normal operating pressure. This proposed AD would require repetitive operational checks for wear and leakage of the high-pressure seal in the cylinder of the reservoir of the No. 3 hydraulic system, and corrective actions if necessary. We are proposing this AD to detect and correct a malfunctioning temperature indication of the No. 3 hydraulic system. High hydraulic fluid temperature combined with a temperature transducer malfunction could result in un-annunciated overheating of the hydraulic system and consequent ignition sources inside the fuel tank, which, combined with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

**NPRM AD: Dassault Aviation Airplanes**

Published 07/01/2016 Docket #: FAA-2016-7420 Comments due 08/15/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all Dassault Aviation Model FAN JET FALCON airplanes; Model FAN JET FALCON SERIES C, D, E, F, and G airplanes; Model MYSTERE-FALCON 200 airplanes; Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes; and MYSTERE-FALCON 50 airplanes. This proposed AD was prompted by a report that, during approach for landing, the main entry door detached from an airplane. This proposed AD would require a one-time functional test or check of the main entry door closure and warning system, and applicable door closing inspections, adjustments, and operational tests, and corrective actions if necessary. We are proposing this AD to detect and correct defective crew/passenger doors. Such a condition could result in the in-flight opening or detachment of the crew/passenger door, which could result in loss of control of the airplane and injury to persons on the ground.

**NPRM: Proposed Amendment of Class E Airspace for the Following Illinois Towns; Carmi, IL; De Kalb, IL; Harrisburg, IL; Kewanee, IL; Litchfield, IL; Paris, IL; and Taylorville, IL**

Published 07/01/2016 Docket #: FAA-2016-6985 Comments due 08/15/2016

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Carmi Municipal Airport, Carmi, IL; De Kalb Taylor Municipal Airport, De Kalb, IL; Harrisburg-Raleigh Airport, Harrisburg, IL; Kewanne Municipal Airport, Kewanne, IL; Litchfield Municipal Airport, Litchfield, IL; Edgar County Airport, Paris, IL; and Taylorville Municipal Airport, Taylorville, IL. Decommissioning of non-directional radio beacons (NDB), 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. This action would also update the geographic coordinates of Carmi Municipal Airport, De Kalb Taylor Municipal Airport, Harrisburg-Raleigh Airport, Litchfield Municipal Airport, Edgar County Airport, and Taylorville Municipal Airport to coincide with the FAAs aeronautical database.

## FAA Guidance Documents and Notices

*FAA Draft Advisory Circulars*

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

Comment due 07/15/2016 Document #: AC 20-182A

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*****

Comment due 07/20/2016 Document #: AC 33.15-3

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.

*FAA Final Policies*

**Final Policy: Shipment of Prototype Products and Articles with the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*****

Issued 06/30/2016 Policy AIR100-16-110-PM05

This memorandum supersedes memo number AIR100-14-110-GM08 and is a reissuance for FAA Order 8130.21, Change 1, without any change to policy.

**Final Policy: Use of Block 12 on the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag*****

Issued 06/30/2016 Policy AIR100-16-110-PM04

This memorandum supersedes memo number AIR100-14-110-PM09 and is a reissuance for FAA Order 8130.21, Change 1, without any change to policy.

**Final Policy:**
**Deviation to FAA Order 8130.21 Regarding Prepositioned Products and Articles*****

Issued 06/30/2016 Policy AIR100-16-110-DM12

This memorandum supersedes the deviation memo dated, December 19, 2013, Deviation to FAA Order 8130.21, Regarding Prepositioned Articles, and is a reissuance for FAA Order 8130.21H, Change 1, without any change to policy.

*FAA Draft Policies*

**Final Policy: Correcting Unsafe Conditions That May Develop in Certain Foreign Manufactured Engines Not Yet Imported into the U.S.**
Issued M/D/YYYY Policy PS-AIR100-XX-XX
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.).

*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.

*Draft Orders*

**Order: ORDER AFS 8000.RCCB***
Updated 06/28/2016 Reference public law: 112-95 part 313 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.

*Draft Technical Standards Orders*

**TSO: Electronic Flight Instrument System (EFIS) Display**
Updated 06/20/2016 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.

**TSO: Airborne Weather Radar Equipment**
Updated 06/20/2016 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.

*Flight Standards Service Draft Advisory Circular*

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

Updated 06/24/2016 Reference #: Title 14 Part 135 Comments due 07/05/2016

This advisory circular (AC) provides information for establishing methods acceptable to the Administrator for compliance with the additional maintenance requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 135 for certain air carriers and commercial operators.

**AC: Guide for Developing and Evaluating Repair Station and Quality Control Manuals*****

Updated 06/24/2016 Reference #: Title 14 Part 145-9A Comments due 07/20/2016

This advisory circular (AC) provides informational material for all repair station certificate holders and/or applicants under Title 14 of the Code of Federal Regulations (14 CFR) part 145 to develop and evaluate a Repair Station Manual (RSM) and Quality Control Manual (QCM). This AC describes an acceptable, but not the only means, to develop a manual and comply with the referenced regulations.

**AC: Certification Process for Agricultural Aircraft Operators**

Updated 06/24/2016 Reference #: Title 14 Part 137-1B Comments due 07/25/2016

This advisory circular (AC) describes an acceptable means, but not the only means, for an agricultural aircraft operator to apply for an agricultural aircraft operating certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 137. The AC also addresses safety practices for agricultural operators. This AC is not mandatory and does not constitute a regulation. However, if you use the following means described, you must follow it in all important aspects.

*Draft Flight Standardization Board/Operational Suitability Report*

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

Updated 06/29/2016 Revision 4 Draft 1 Comments due 07/17/2016

**FSB: Cessna 680**

Updated 06/29/2016 Revision 4 Draft X Comments due 07/18/2016

**FSB: Harbin Hafei Y-12F**

Updated 06/29/2016 Revision X Draft 1 Comments due 07/25/2016

**FSB: Honda HA-420**

Updated 06/29/2016 Revision 1 Draft 1 Comments due 07/28/2016

*Draft Master Minimum Equipment List*

**MMEL: Dassault Aviation**

Updated 06/23/2016 Revision 10 Draft X Comments due 07/05/2016

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

Updated 06/23/2016 Revision 5 Draft X Comments due 07/07/2016

**MMEL: Cessna**

Updated 06/23/2016 Revision 11a Draft X Comments due 07/08/2016

**MMEL: GIE Avions de Transport Régional**
Updated 06/23/2016 Revision 18a Draft X Comments due 07/14/2016

**MMEL: Bombardier**
Updated 06/23/2016 Revision 24a Draft X Comments due 07/17/2016

**MMEL: Honda Aircraft Company**
Updated 06/23/2016 Revision 1 Draft X Comments due 07/19/2016

**MMEL: Airbus**
Updated 06/23/2016 Revision 26a Draft X Comments due 07/03/2016

***July 5, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Airbus Airplanes**
Published 07/05/2016 Docket #: FAA-2015-8134 Effective date 08/09/2016
This document corrects a final rule which 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. The 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.

**AD: Airbus Helicopters**
Published 07/05/2016 Docket #: FAA-2016-8032 Effective date 07/20/2016
The FAA is publishing a new airworthiness directive (AD) for Airbus Helicopters Model AS332L2 and Model EC225LP helicopters, which was sent previously to all known U.S. owners and operators of these helicopters. This AD immediately prohibits flight of all Model AS332L2 and EC225LP helicopters. This AD is prompted by an accident involving an EC225LP helicopter in which the main rotor hub (MRH) detached from the main gearbox (MGB). These actions are intended to prevent failure of the main rotor system and subsequent loss of control of the helicopter.

**AD: Bombardier, Inc. Airplanes**
Published 07/05/2016 Docket #: FAA-2016-7422 Effective date 07/20/2016
The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model DHC-8-400 series airplanes. This AD requires an inspection to determine if certain left and right main landing gear (MLG) retract actuator rod ends are installed and repetitive liquid penetrant inspections (LPIs) of affected left and right MLG retract actuator rod ends, and corrective actions if necessary. This AD also provides optional terminating action for the inspections. This AD was prompted by a report of cracked MLG retract actuator rod ends. We are issuing this AD to detect and correct fatigue cracking of the left and right MLG retract actuator rod ends, which could lead to left or right MLG collapse.

**AD: The Boeing Company Airplanes**

Published 07/05/2016 Docket #: FAA-2015-3628 Effective date 08/09/2016

We are superseding Airworthiness Directive (AD) 2012-12-04, for certain The Boeing Company Model 737-300, -400, and -500 series airplanes. AD 2012-12-04 required repetitive external detailed inspections and nondestructive inspections to detect cracks in the fuselage skin along the chem-mill steps at stringers S-1 and S-2R, between station (STA) 400 and STA 460, and repair if necessary. This new AD requires a preventive modification of the fuselage skin at crown stringers S-1 and S-2R. This new AD also reduces the inspection threshold for certain airplanes. This AD was prompted by a determination that, for certain airplanes, the skin pockets adjacent to the Air Traffic Control (ATC) antenna are susceptible to widespread fatigue damage. We are issuing this AD to detect and correct fatigue cracking of the fuselage skin panels at the chem-mill steps, which could result in sudden fracture and failure of the fuselage skin panels, and consequent rapid decompression of the airplane.

**AD The Boeing Company Airplanes**

Published 07/05/2016 Docket #: FAA-2015-8131 Effective date 08/09/2016

We are superseding Airworthiness Directive (AD) 2008-05-06 for certain The Boeing Company Model 737-100, -200, -300, -400, and -500 series airplanes. AD 2008-05-06 required repetitive inspections for fatigue cracking in the longitudinal floor beam web, upper chord, and lower chord located at certain body stations, and repair if necessary. This new AD requires, for certain airplanes, an inspection to determine if tapered fillers are installed, and related investigative and corrective actions if necessary. This AD was prompted by reports of cracks in the center wing box longitudinal floor beams, upper chord, and lower chord. We are issuing this AD to detect and correct fatigue cracking of the upper and lower chords and web of the longitudinal floor beams, which could result in rapid loss of cabin pressure.

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

Published 07/05/2016 Docket #: FAA-2014-0554 Effective date 07/05/2016

This document corrects a final rule which 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. The 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.

**Final Rule: Revisions to the Civil Penalty Inflation Adjustment Tables**

Published 07/05/2016 Docket #: FAA-2016-7004 Effective date 08/05/2016

This interim final rule is the catch-up inflation adjustment to civil penalty amounts that may be imposed for violations of Federal Aviation Administration regulations, as required by the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015.

*FAA Special Conditions*

**SC: JAMCO America, Inc., Boeing Model 777-300ER, Dynamic Test Requirements for Single-Occupant Oblique (Side-Facing) Seats With Inflatable Restraints**

Published 07/05/2016 Docket #: FAA-2015-8298 Effective date 07/15/2016

This document corrects omissions in docket no. FAA-2015-8298, special conditions no. 25-611-SC, which was published in the Federal Register on March 16, 2016 (81 FR 13969). The special conditions in the published document are incomplete. This correction replaces the entire special conditions section from that which appeared in the original Federal Register publication.

**SC: Kestrel Aircraft Company, Model K-350 Turboprop, Lithium Batteries**

Published 07/05/2016 Docket #: FAA-2015-5034 Comments due 07/05/2016

These special conditions are issued for the Kestrel Aircraft Company, Model K-350 Turboprop airplane. This airplane will have a novel or unusual design feature associated with the installation of a rechargeable lithium battery. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These 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**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: AGUSTAWESTLAND S.p.A. ; A109, A109A, A109A II, A109C, A109E, A109K2**

Issued 07/01/2016
A-109 Series, Rev. 7a

*Notices*

**Notice: Membership in the National Parks Overflights Advisory Group Aviation Rulemaking Committee**

Published 07/05/2016 Document #: 2016-15762 Comments due M/D/YYYY

By Federal Register notice (See 81 FR 24686-24687, April 26, 2016) the National Park Service (NPS) and the Federal Aviation Administration (FAA) invited interested persons to apply to fill one current vacancy on the National Parks Overflights Advisory Group (NPOAG) Aviation Rulemaking Committee (ARC). The notice invited interested persons to apply to fill the opening to represent environmental concerns. This notice informs the public of the person selected to fill that current opening.

**Notice: Request To Release Airport Property**

Published 07/05/2016 Document #: 2016-15766 Comments due 08/04/2016

Notice Of Intent To Rule On Request To Release Airport Property At Waterloo Regional Airport, Waterloo, Iowa. (Alo)

***July 6, 2016***

## FAA Regulations

**AD: Airbus Airplanes**

Published 07/05/2016 Docket #: FAA-2016-8134 Effective date 08/09/2016

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A300 series airplanes; and 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). This AD was prompted by a report of cracking of the lower tension bolt area at the rib one junction (both sides) of the lower wing. This AD requires repetitive inspections for cracking of the fasteners and of the fitting around the fastener holes at the frame (FR) 40 lower wing location, and corrective actions if necessary. We are issuing this AD to detect and correct crack initiation of the fittings of the FR40 lower wing locations, which could result in reduced structural integrity of the airplane.

## FAA Guidance Documents and Notices

*FAA Legal Interpretations*

**Legal Interpretation: Clarification of the flight instructor certificate requirements**

Issued 06/30/2016 Regulation/Order 14 CFR § 61.129(c)(3)(i)

This legal interpretation responds to a question asking if the Helicopter CFI providing the five hours of training on the control and maneuvering of a helicopter solely by reference to instruments, and are they required to have an instrument rating on his/her flight instructor certificate?"

**Legal Interpretation: Clarification of Requirements for Logging Cross-country Time to meet aeronautical experience for pilot certificates**

Issued 06/30/2016 Regulation/Order 14 CFR §61.1 (b)

This legal interpretation responds to a question asking if one logs actual airborne flight time [ time acquired during flight, FAR 61.1] during cross country or does one log total pilot time of the flight as defined by FAR 1.1 where pilot time logged is the same as cross country time logged[?]"

*Notices*

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Flight Operational Quality Assurance (FOQA) Program**

Published 07/06/2016 Document #: 2016-15991 Comments due 09/06/2016

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. Flight Operational Quality Assurance (FOQA) is a program for the routine collection and analysis of digital flight data from airline operations, including but not limited to digital flight data currently collected pursuant to existing regulatory provisions. The FAA requires certificate holders who voluntarily establish approved FOQA programs to periodically provide aggregate trend analysis information from such programs to the FAA.

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

Published 07/06/2016 Document #: 2016-15981 Comments due 08/05/2016

The Federal Aviation Administration (FAA) is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use at the Rantoul National Aviation Center-Frank Elliott Field, Illinois. The proposal consists of a total of 6.892 acres. This notice announces that the FAA is considering the release of the subject airport property at Rantoul National Aviation Center-Frank Elliott Field, from all federal land covenants. Approval does not constitute a commitment by the FAA to financially assist in disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA.

**Meeting:** **First Meeting Special Committee 236 Standards for Wireless Avionics Intra-Communication System (WAIC) Within 4200-4400 MHz**

Meeting date 09/09/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of First Meeting Special Committee 236, Standards for Wireless Avionics Intra-Communication System (WAIC) within 4200-4400 MHz.

**Meeting:** **Forty-Second Meeting Special Committee 224 Airport Security Access Control Systems**

Meeting date 08/02/2016 Meeting time 10:00am – 1:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Forty-Second Meeting Special Committee 224 Airport Security Access Control Systems.

**Meeting:** **Nineteenth SC-223 Plenary Meeting Calling Notice, Internet Protocol Suit (IPS) and AeroMACS**

Meeting date 08/17/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Nineteenth SC-223 Plenary Meeting Calling Notice, Internet Protocol Suit (IPS) and AeroMACS.

**Meeting:** **Twenty-Eighth Meeting Special Committee 216 Aeronautical Systems Security**

Meeting date 07/18/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Twenty-Eighth Meeting Special Committee 216 Aeronautical Systems Security.

***July 7, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Textron Aviation Inc. Airplanes**

Published 07/07/16 Docket #: FAA-2016-5579 Effective date 08/11/2016

The FAA is superseding Airworthiness Directive (AD) 2008-15-06 for certain Textron Aviation Inc. Models 175 and 175A airplanes (type certificate previously held by Cessna Aircraft Company). AD 2008-15-06 required checking the airplane logbook to determine if the original engine mounting brackets had been replaced. If the original engine mounting brackets were still installed, the AD required repetitively inspecting those brackets for cracks and replacing any cracked engine mounting bracket until all four original engine mounting brackets were replaced. Replacing all four original engine mounting brackets terminated the actions required in AD 2008-15-06. Since we issued AD 2008-15-06, we have determined that the applicability needs to be changed to add one serial number and remove another. This new AD retains the actions required in AD 2008-15-06 and changes the Applicability section. We are issuing this AD to correct the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes**

Published 07/07/2016 Docket #: FAA-2016-7425 Comments due 08/22/2016

The FAA proposes to supersede Airworthiness Directive (AD) 2011-17-05, for certain Airbus Model A300 B2-1C, A300 B2-203, A300 B2K-3C, A300-B4-103, A300 B4-203, and A300 B4-2C airplanes. AD 2011-17-05 currently requires repetitive inspections in sections 13 through 18 of the fuselage between rivets of the longitudinal lap joints between frames (FR) 18 and 80 for cracking, and repair or modification if necessary. Since we issued AD 2011-17-05, we have determined that a revised inspection program is necessary. This proposed AD would include a revised repetitive inspection program of all longitudinal lap joints and repairs between frames 18 and 80 to address this widespread fatigue damage (WFD). We are proposing this AD to detect and correct fatigue cracking of the longitudinal lap joints of the fuselage, which could result in reduced structural integrity of the airplane.

**NPRM AD: Airbus Airplanes**

Published 07/07/2016 Docket #: FAA-2016-7424 Comments due 08/22/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A330-200, -200 Freighter, and -300 series airplanes; and Model A340-200, -300, -500, and -600 series airplanes. This proposed AD was prompted by a determination that, due to significant differences among all airspeed sources, the flight controls will revert to alternate law, the autopilot (AP) and the auto-thrust (A/THR) will automatically disconnect, and the flight director (FD) bars will be automatically removed. Then, if two airspeed sources become similar while still erroneous, the flight guidance computers will display the FD bars again, and enable the re-engagement of the AP and A/THR. In some cases, however, the AP orders may be inappropriate, such as possible abrupt pitch command. This proposed AD would require a software standard upgrade (modification or replacement) of the three flight control primary computers (FCPCs). We are proposing this AD to prevent autopilot engagement under unreliable airspeed conditions, which could result in reduced controllability of the airplane.

**NPRM AD: Airbus Airplanes**

Published 07/07/2016 Docket #: FAA-2014-0143 Comments due 08/22/2016

The FAA is revising an earlier proposed airworthiness directive (AD) for all Airbus Model A300 B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R variant F airplanes. The NPRM proposed to require repetitive detailed inspections of the lower frame fittings, related investigative actions, and corrective actions if necessary. The NPRM was prompted by reports of cracks in the frame base fittings connecting the frame lower positions to the center wing box. This action revises the NPRM by replacing the proposed requirements with new repetitive detailed inspections for cracking of the lower frame fittings of the frame foot, and replacement with a new frame foot if cracking is found. This action also provides optional terminating action for the repetitive inspections. We are proposing this supplemental NPRM (SNPRM) to detect and correct cracking of the lower frame fittings, which could result in reduced structural integrity 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 AD: Embraer S.A. Airplanes**

Published 07/07/2016 Docket #: FAA-2016-8160 Comments due 08/22/2016

The FAA proposes to adopt a new airworthiness directive (AD) for Embraer S.A. Models EMB-500 and EMB-505 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 incorrect installation of passenger seat attachment fittings. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**NPRM AD: REIMS AVIATION S.A. Airplanes**

Published 07/07/2016 Docket #: FAA-2016-8161 Comments due 08/22/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain REIMS AVIATION S.A. Model F406 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 cracks found in the horizontal stabilizer rear attach structure and the vertical fin rear spar attach structure. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**NPRM AD: The Boeing Company Airplanes**

Published 07/07/2016 Docket #: FAA-2016-7423 Comments due 08/22/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 767-200, and -300 series airplanes. This proposed AD was prompted by an evaluation by the design approval holder (DAH) indicating that the frame-to-floor-beam joints and frames common to shear ties at certain locations of fuselage structure are subject to widespread fatigue damage (WFD). This proposed AD would require repetitive inspections for cracking of the frame inner chords and webs common to the floor beam joint and at frames common to the shear ties at certain sections on the left and right fuselage sides, and corrective action if necessary. We are proposing this AD to detect and correct cracking of the frame inner chords and webs common to the floor beam joint and at frames common to the shear ties at certain sections on the left and right fuselage sides, which could result in reduced structural integrity of the airplane.

**FAA Guidance Documents and Notices**

*FAA Legal Interpretations*

**Legal Interpretation:** **Clarification of the Endorsement Requirement**
Issued 07/06/2016 Regulation/Order 14 C.F.R. §§ 61.55(d)
This legal interpretation responds to a question asking for clarification of 14 C.F.R. § 61.55(d), which provides for the issuance of a type rating for second-incommand (SIC) privileges when a person completes the SIC pilot familiarization training under§ 61.55(b).

**Legal Interpretation:** **Clarification of Requirements for Logging Cross-country Time to meet aeronautical experience for pilot certificates**
Issued 07/05/2016 Regulation/Order 14 CFR §61.1 (b)
This legal interpretation responds to a question asking how cross cross-country time to meet aeronautical experience for pilot certificates is to be logged.

**Legal Interpretation:** **Clarification of the flight instructor certificate requirements**
Issued 07/05/2016 Regulation/Order 14 CFR § 61.129(c)(3)(i)
This legal interpretation responds to a question asking if the Helicopter CFI providing the five hours of training on the control and maneuvering of a helicopter solely by reference to is required to have an instrument rating on his/her flight instructor certificate.

*Orders*

**Order:** **Remote Maintenance Monitoring and Control Interface Development and Implementation**
Issued 06/30/2016 Document JO 6000.53D
This document's content can only be accessed from within the FAA network and cancels JO 6000.53C.

*Notices*

**Notice**: **Interim Basic Procedures for National Level Significant Incident Management Support**
Published 07/01/2016 Document JO 1900.48
This Notice outlines interim basic procedures to provide centralized, predictable, and synchronized flows of communication on significant incidents.

***July 8, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Airbus Airplanes**
Published 07/08/2016 Docket #: FAA-2015-2964 Effective date 08/12/2016
We are adopting a new airworthiness directive (AD) for all Airbus Model A319, A320, and A321 series airplanes. This AD is intended to complete certain mandated programs intended to support the airplane reaching its limit of validity (LOV) of the engineering data that support the established structural maintenance program. This AD requires reinforcing the forward pressure bulkhead at a certain stringer on both the left-hand and right-hand sides, and doing related investigative and corrective actions if necessary. We are issuing this AD to prevent fatigue cracking of the forward pressure bulkhead, which could result in reduced structural integrity of the airplane.

**AD: Airbus Airplanes**
Published 07/08/2016 Docket #: FAA-2015-4202 Effective date 08/12/2016
We are superseding Airworthiness Directive (AD) 2012-18-12 for certain Airbus Model A318, A319, and A320 series airplanes. AD 2012-18-12 required modifying the off-wing escape slide (OWS) enclosures on the left-hand (LH) side and right-hand (RH) side of the fuselage. This new AD retains the requirements of AD 2012-18-12 and expands the applicability to all Airbus Model A318, A319, and A320 series airplanes. This AD was prompted by reports that additional OWS part numbers have been affected. We are issuing this AD to prevent off-wing exits on the LH and RH sides of the fuselage from becoming inoperative. During an emergency, inoperative off-wing exits could impair the safe evacuation of occupants, possibly resulting in personal injuries.

**AD: Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company) Airplanes**
Published 07/08/2016 Docket #: FAA-2016-0460 Effective date 08/12/2016
We are adopting a new airworthiness directive (AD) for certain Beechcraft Corporation Model BAe.125 Series 1000A and 1000B airplanes and Model Hawker 1000 airplanes. This AD was prompted by reports of inadvertent stowage of the thrust reversers, which can result in high forward engine thrust even though the throttle is commanding reverse thrust. This AD requires installing kits that include relays, associated wiring, and a thrust reverser fail annunciator. We are issuing this AD to prevent inadvertent stowage of the thrust reversers, which could cause a runway overrun during a rejected takeoff or landing, and consequent structural failure and possible injury to occupants.

**AD: Pacific Aerospace Limited Airplanes**
Published 07/08/2016 Docket #: FAA-2016-5578 Effective date 08/12/2016
We are superseding Airworthiness Directive (AD) 2006-13-05 for certain Pacific Aerospace Limited Model 750XL (type certificate previously held by Pacific Aerospace Corporation Ltd.) 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 some critical rivets on the wing not being fully age-hardened and being installed in specific locations where reduction in rivet strength reduces wing strength. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 07/08/2016 Docket #: FAA-2015-6541 Effective date 08/12/2016

We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. This AD was prompted by reports of a manufacturing oversight, in which a supplier omitted the required protective finish on certain bushings installed in the rear spar upper chord on horizontal stabilizers, which could lead to galvanic corrosion and consequent cracking of the rear spar upper chord. This AD requires an inspection or records check to determine if affected horizontal stabilizers are installed, related investigative actions, and for affected horizontal stabilizers, repetitive inspections for any crack of the horizontal stabilizer rear spar upper chord, and corrective action if necessary. We are issuing this AD to detect and correct cracking of the rear spar upper chord, which can result in the failure of the upper chord and consequent departure of the horizontal stabilizer from the airplane, which can lead to loss of control of the airplane.

**AD: The Boeing Company Airplanes**

Published 07/08/2016 Docket #: FAA-2015-5808 Effective date 08/12/2016

We are adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 airplanes. This AD was prompted by reports of water leakage from the potable water system due to improperly installed waterline couplings, and water leaking into the electronics equipment (EE) bays from above the floor in the main cabin, resulting in water on the equipment in the EE bays. This AD requires replacing the potable waterline couplings above the forward and aft EE bays with new, improved couplings. This AD also requires sealing the main cabin floor areas above the aft EE bay, installing drip shields and foam blocks, and rerouting the wire bundles near the drip shields above the equipment in the aft EE bay. We are issuing this AD to prevent a water leak from an improperly installed potable water system coupling, or main cabin water source, which could cause the equipment in the EE bays to become wet, resulting in an electrical short and potential loss of system functions essential for safe flight.

## FAA Guidance Documents and Notices

*FAA Draft Advisory Circulars*

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

Issued 06/10/2016 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 06/10/2016 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.

*FAA Final Policies*

**Final Policy: Engineering Considerations for Powder Bed Fusion Additively Manufactured Parts**

Issued 07/07/2016 Policy #: AIR100-16-130-GM18

The introduction of Additive Manufacturing (AM) in commercial aviation part production presents a unique certification challenge to the ACO engineer. The term AM does not describe one manufacturing method, but a wide range of methods, each with its own set of concerns and requirements. The engineering considerations in Appendix 1 are a good starting point for a certification discussion with an applicant that may be documented in an Issue Paper (IP). The ACO engineer may tailor their questions depending on the proposed AM process (e.g., laser or electron beam energy source), the part failure consequence, and the applicable governing regulations.

*FAA Draft Policies*

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

Issued: Proposed Policy PS-AIR100-XX-XX

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 Service Information for Operators (InFO)*

**InFO: Service Difficulty Reports (SDR)**

Issued 06/20/2016 InFO 16009 Comments due M/D/YYYY

This InFO reminds air carriers of the importance of proper data input into the SDR database as required by § 121.703.

*Draft Orders*

**Order: ORDER AFS 8000.RCCB**

Updated 06/28/2016 Reference Public Law 112-95, section 313 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.

*Draft Technical Standards Orders*

**TSO: Electronic Flight Instrument System (EFIS) Display**
Updated 07/07/2016 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.

**TSO: Airborne Weather Radar Equipment**
Updated 07/07/2016 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: Next Generation Satellite Systems (NGSS) Equipment**
Updated 07/07/2016 Comments due 08/09/2016
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 Next Generation Satellite Systems (NGSS) equipment must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: Guide for Developing and Evaluating Repair Station and Quality Control Manuals**
Updated 07/06/2016 Reference 14 CFR part 145, §§ 145.207 through 145.211 Comments due 07/20/2016
This advisory circular (AC) provides informational material for all repair station certificate holders and/or applicants under Title 14 of the Code of Federal Regulations (14 CFR) part 145 to develop and evaluate a Repair Station Manual (RSM) and Quality Control Manual (QCM). This AC describes an acceptable, but not the only means, to develop a manual and comply with the referenced regulations.

**AC: Certification Process for Agricultural Aircraft Operators**
Updated 07/06/2016 Reference 14 CFR part 137 Comments due 07/25/2016
This advisory circular (AC) describes an acceptable means, but not the only means, for an agricultural aircraft operator to apply for an agricultural aircraft operating certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 137. The AC also addresses safety practices for agricultural operators. This AC is not mandatory and does not constitute a regulation. However, if you use the following means described, you must follow it in all important aspects.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Hawker Beechcraft MU-300/BE-400**
Updated 06/29/2016 Revision 4Draft 1 Comments due 07/17/2016

**FSB: Cessna 680**
Updated 06/29/2016 Revision 4 Draft X Comments due 07/18/2016

**FSB: Harbin Hafei Y-12F**
Updated 06/29/2016 Revision 0Draft 1 Comments due 07/25/2016

**FSB: Honda HA-420**
Updated 06/29/2016 Revision 1 Draft 1 Comments due 07/28/2016

*Draft Master Minimum Equipment List*

**MMEL: Cessna CE-208/208B**
Updated 07/07/2016 Revision 11aDraft X Comments due 07/08/2016

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

**MMEL: Bombardier**
Updated 07/07/2016 Revision 24a Draft X Comments due 07/17/2016

**MMEL: Honda Aircraft Company**
Updated 07/07/2016 Revision 1 Draft X Comments due 07/19/2016

***July 11, 2016***

**FAA Regulations**

*FAA Final rules*

**AD: Airbus Airplanes**
Published 07/11/2016 Docket #: FAA-2015-3985 Effective date 08/25/2016
The FAA is revising an earlier proposed airworthiness directive (AD) to supersede Airworthiness Directive (AD) 2010-04-03, for all Airbus Model A310 series airplanes. AD 2010-04-03 currently requires accomplishing repetitive detailed inspections for cracking around the fastener holes in certain wing top skin panels between the front and rear spars on the left- and right-hand sides of the fuselage, and repair if necessary. The NPRM proposed to continue to require the repetitive detailed inspections, and would also require supplemental repetitive ultrasonic inspections for cracking around the fastener holes in wing top skin panels 1 and 2 at rib 2, and repair if necessary. This action revises the NPRM by expanding the inspection area to include rib 3 due to widespread fatigue damage.

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

Published 07/11/2016 Docket #: FAA-2016-15989 Effective date 07/11/2016

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 07/11/2016 Docket #: FAA-2016-15990 Effective date 07/11/2016

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.

***July 12, 2016***

**FAA Regulations**

*FAA Final rules*

**AD: Airbus Airplanes**

Published 07/12/2016 Docket #: FAA-2016-3983 Effective date 08/16/2016

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-200 Freighter series airplanes; Model A330-200 and A330-300 series airplanes; Model A340-200 and A340-300 series airplanes; Model A340-500 series airplanes; and Model A340-600 series airplanes. This AD was prompted by a report indicating that, during an operational test of a ram air turbine (RAT), the RAT did not deploy in automatic mode. This AD requires identification of the manufacturer, part number, and serial number of the RAT, and re-identification and modification of the RAT if necessary. We are issuing this AD to prevent non-deployment of the RAT, which, if preceded by a total engine flame-out, or during a total loss of normal electrical power generation, could result in reduced control of the airplane.

**AD: Airbus Airplanes**

Published 07/12/2016 Docket #: FAA-2015-3632 Effective date 08/16/2016

The FAA is superseding Airworthiness Directive (AD) 2014-14-06 for all Airbus Model A318-111 and -112 airplanes; Model A319-111, -112, -113, -114, and -115 airplanes; Model A320-111, -211, -212, and -214 airplanes; and Model A321-111, -112, -211, -212, and -213 airplanes. AD 2014-14-06 required inspecting the aft engine mount retainers for surface finish, cracks, and failure, and replacement if necessary. This new AD requires repetitive inspections for damaged, cracked, broken, and missing aft engine mount retainers, and replacement if necessary. This AD was prompted by inspection results that have shown that the main cause of crack initiation in the aft engine mount retainers is the vibration dynamic effect that affects both retainers, either with "dull" or "bright" surface finishes. We are issuing this AD to detect and correct failure of retainer brackets of the aft engine mount and consequent loss of the locking feature of the nuts of the inner and outer pins; loss of the pins will result in the aft mount engine link no longer being secured to the aft engine mount.

**AD: Airbus Airplanes**

Published 07/12/2016 Docket #: FAA-2016-0459 Effective date 08/16/2016

The FAa is superseding Airworthiness Directive (AD) 2015-10-03 for certain Airbus Model A330-200 and -300 series airplanes, and Model A340-200 and -300 series airplanes. AD 2015-10-03 required a detailed inspection for visible chrome of each affected main landing gear (MLG) sidestay upper cardan pin, associated nuts, and retainer assembly; pin replacement if needed; measurement of cardan pin clearance dimensions (gap check); corrective actions if necessary; and a report of all findings. This new AD requires a detailed inspection of the upper cardan pin and nut threads for any corrosion, pitting, or thread damage, and if necessary, replacement of the cardan pin and nut. This new AD also revises the applicability to include additional airplane models. This AD was prompted by a report that an MLG sidestay upper cardan pin migration event had been caused by corrosion due to lack of jointing compound and inadequate sealant application during the MLG installation. We are issuing this AD to detect and correct migration of the sidestay upper cardan pin, which could result in disconnection of the sidestay upper arm from the airplane structure, and could result in a landing gear collapse and consequent damage to the airplane and injury to occupants.

**AD: Bombardier, Inc. Airplanes**

Published 07/12/2016 Docket #: FAA-2015-8129 Effective date 08/16/2016

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL-600-2B16 (CL-604 Variant) airplanes. This AD was prompted by a determination that certain maintenance tasks for the horizontal stabilizer trim actuator (HSTA) are inadequate. This AD requires revising the maintenance or inspection program, as applicable, to incorporate new airworthiness limitations for the HSTA. We are issuing this AD to detect and correct premature wear and cracking of the HSTA, which could result in failure of the HSTA and consequent loss of control of the airplane.

**AD: Bombardier, Inc. Airplanes**

Published 07/12/2016 Docket #: FAA-2016-5590 Effective date 08/16/2016

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440), Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900), and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. This AD was prompted by reports of undesirable changes in the Reference Airspeed (RAS) Bug, occurring during flight without pilot input. This AD requires replacing the flight control computer (FCC). We are issuing this AD to prevent uncommanded pitch changes, which could result in deviation from a safe flight path.

**AD: Dassault Aviation Airplanes**

Published 07/12/2016 Docket #: FAA-2016-3987 Effective date 08/16/2016

The FAA is adopting a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 7X airplanes. This AD was prompted by a report of improperly drilled bores, located on upper and lower stiffener joints to the Web at a certain frame. This AD requires a one-time inspection of the bores, and repair if necessary. We are issuing this AD to detect and correct an unsatisfactory bore that can adversely affect the structural integrity of the airplane.

*FAA Proposed Rules*

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

Published 07/12/2016 Docket #: FAA-2015-6544 Comments due 08/26/2016

The FAA is revising an earlier proposed airworthiness directive (AD) for certain Saab AB, Saab Aeronautics Model 340A (SAAB/SF340A) and SAAB 340B airplanes. The NPRM proposed to supersede AD 2012-24-06. AD 2012-24-06 currently requires replacing the stall warning computer (SWC) with a new SWC that provides an artificial stall warning in icing conditions, and modifying the airplane for the replacement of the SWC. The NPRM was prompted by a determination that airplanes with certain modifications were excluded from the applicability in AD 2012-24-06, and are affected by the identified unsafe condition; and the SWC required by AD 2012-24-06 contained erroneous logic. This action revises the NPRM by reducing the compliance time for replacing the SWCs. We are proposing this supplemental NPRM (SNPRM) to prevent natural stall events during operation in icing conditions, which could result in loss of control of the airplane. Since this compliance time reduction imposes an additional burden to operators, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

**NPRM AD**: The Boeing Company

Published 07/12/2016 Docket #: FAA-2016-7419 Comments due 08/26/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 and 787-9 airplanes. This proposed AD was prompted by a report that some inboard and outboard trailing edge flap rotary actuators may have been assembled with an incorrect no-back brake rotor-stator stack sequence during manufacturing. This proposed AD would require an inspection of the inboard and outboard flap trailing edge rotary actuator for any discrepant rotary actuator. For discrepant rotary actuators, this proposed AD would require replacing the rotary actuator, or determining the flight cycles on the rotary actuator and doing related investigative and corrective actions if necessary. We are proposing this AD to detect and replace rotary actuators having incorrect assembly, which could cause accelerated unit wear that will eventually reduce braking performance. This degradation could lead to loss of no-back brake function and reduced controllability of the airplane.

**NPRM AD: The Boeing Company Airplanes**

Published 07/12/2016 Docket #: FAA-2016-7426 Comments due 08/26/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 737-100, -200, and -200C series airplanes. This proposed AD is intended to complete certain mandated programs intended to support the airplane reaching its limit of validity (LOV) of the engineering data that support the established structural maintenance program. This proposed AD would require repetitive detailed, high frequency eddy current (HFEC), and ultrasonic inspections of the center section rear spar upper clevis lugs and horizontal stabilizer rear spar upper lugs, as applicable, for any cracking, and related investigative and corrective actions if necessary. For certain airplanes, this proposed AD would require replacement of the center section rear spar upper chord with a new part and a serviceable center section assembly. This proposed AD would also require repetitive HFEC and fluorescent dye penetrant inspections of the center section for cracking of the front and rear spar upper clevis lugs or horizontal stabilizer front and rear spar upper lugs, and related investigative and corrective actions if necessary. We are proposing this AD to detect and correct cracking in the rear spar upper clevis lugs of the center section, and in the rear spar upper lugs of the horizontal stabilizer which could result in the loss of structural integrity and controllability of the airplane.

## FAA Guidance Documents and Notices

*FAA Draft Advisory Circulars*

**AC: Methodology for Dynamic Seat Certification by Analysis for Use in Parts 23, 25, 27, and 29 Airplanes and Rotorcraft**

Issued 07/11/2016 Document #: AC 20-146A Comment date 09/01/2016

This advisory circular (AC) sets forth an acceptable means, but not the only means, for demonstrating compliance with Title 14, Code of Federal Regulations (14 CFR) 23.562, 25.562, 27.562, and 29.562, as well as Technical Standard Order (TSO) TSO-C127a, and TSO-C127b. This AC includes guidance for certifying seats by computer modeling analysis techniques that are validated by dynamic tests. This AC defines the acceptable applications, limitations, validation processes, and minimum documentation requirements involved when substantiation by computer modeling is used to support a seat certification program.

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: Power Lever – Loss of Power Control**

Issued 07/11/2016 SAIB #: #NE-16-18

This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, maintenance providers, design approval holders (DAHs) (or manufacturers), certificated repair facilities, and flight standards offices of a safety improvement for airplanes equipped with Honeywell Inc. (Honeywell) TPE331 series turboprop engines with a propeller pitch control (PPC) lever (also referred to as a serrated arm, control arm, power lever, and control linkage) interface to the airplane control system for the engine.

**SAIB:** **Fuel Control/Reciprocating Engines - Fuel Injector Tube Assembly Installation and Inspection**
Issued 07/08/2016 SAIB #: #NE-07-49R1
This Revised Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, and certificated repair facilities of Lycoming four, six, and eight cylinder reciprocating engines of a potential problem that could result in not accomplishing a mandatory inspection. This SAIB advises that mandatory maintenance items for Lycoming engines can be found in different documents.

*Notices*

**Notice:** **Petition for Exemption; Summary of Petition Received; (Southwest Airlines Company)**
Published 07/12/2016 Document #: 2016-50 Comments due 08/01/2016
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.

**Notice:** **Petition for Exemption; Summary of Petition Received; Airborne Heat Ballooning**
Published 07/12/2016 Document #: 2016-83 Comments due 08/01/2016
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.

**Notice:** **Petition for Exemption; Summary of Petition Received; Ameristar Air Cargo, Inc.**
Published 07/12/2016 Document #:2016-68 Comments due 08/01/2016
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.

**Notice:** **Interim Changes to Order JO 6556.1, Maintenance of Weather System Processor (WSP)**
Published 07/07/2016 Order JO 6556.3
This document's content can only be accessed from within the FAA network.

***July 13, 2016***

**FAA Guidance Documents and Notices**

*FAA Final Policies*

**Final Policy: Addendum to Accompany the Review and Coordination of Draft FAA Order 8120.23A, Certificate Management of Production Approval Holders**

Issued 07/11/2016 Policy #: AIR100-16-140-GM19

This memorandum is an addendum to the June 27, 2016, memorandum that accompanied draft FAA Order 8120.23A for field review. This memorandum describes the areas of draft FAA Order 8120.23A in which significant changes have occurred. Reviewers should concentrate their review on the following areas of the document:

*Draft Master Minimum Equipment List*

**MMEL: Boeing 747/B-747-400, B-747-400D, B-747-400F**

Updated 07/11/2016 Revision 31 Draft X Comments due 08/09/2016

**MMEL: Harbin Hafei Aviation Industry Co., Ltd./ Y-12F**

Updated 07/11/2016 Revision Original Comments due 08/09/2016

***July 14, 2016***

**FAA Regulations**

*FAA Final rules*

**Final Rule: Amendment of Class E Airspace for the Following Louisiana Towns; De Quincy, LA; Minden, LA; Slidell, LA; and Revocation of Class E Airspace; Homer, LA**

Published 07/14/2016 Docket #: FAA-2016-4429 Effective date 09/15/2016

This action modifies Class E airspace extending upward from 700 feet above the surface at De Quincy Industrial Airpark, De Quincy, LA; Minden Airport, Minden, LA; and Slidell, Airport, Slidell, LA. The decommissioning of non-directional radio beacons (NDB) and/or cancellation of NDB approaches due to advances in Global Positioning System (GPS) capabilities, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at these airports. This action also removes Class E airspace extending upward from 700 feet above the surface at Homer Municipal Airport, Homer, LA, as controlled airspace is no longer needed. Additionally, the name of Minden Airport (formerly Minden-Webster Airport) and the geographic coordinates at De Quincy Industrial Airpark, Minden Airport, and Slidell Airport are being adjusted to coincide with the FAA's aeronautical database.

*FAA Proposed Rules*

**NPRM: Safety Management System for Certificated Airports**

Published 07/14/2016 Docket #: FAA-2010-0997 Comments due 09/12/2016

On October 7, 2010, the FAA published in the Federal Register a notice of proposed rulemaking (NPRM) to require certificate holders to establish a safety management system (SMS) for the entire airfield environment, including movement and non-movement areas, to improve safety at airports hosting air carrier operations. After reviewing the comments received and conducting further internal analysis, the FAA is amending that proposal. The FAA now proposes to require an SMS only for a certificated airport classified as a small, medium, or large hub airport in the National Plan of Integrated Airport Systems; serving international air traffic; or having more than 100,000 total annual operations. The FAA is also proposing changes that would extend the implementation period from 18 to 24 months; require submission of an implementation plan within 12 months instead of 6 months of the effective date of the final rule; modify the training requirements; ensure consistency among various FAA SMS initiatives, and reduce the implementation burden.

*FAA Special Conditions*

**SC: American Airlines, Boeing 777-200 Series Airplanes; Dynamic Test Requirements for Single-Occupant Oblique (Side-Facing) Seats Equipped With Inflatable Lapbelts**

Published 07/14/2016 Docket #: FAA-2016-6136 Effective date 07/14/2016

These special conditions are issued for the Boeing 777-200 series airplane. This airplane, as modified by American Airlines, will have novel or unusual design features when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. These airplanes will include single-occupant oblique seats with inflatable lapbelts requiring dynamic testing. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for these design features. These 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.

***July 15, 2016***

## FAA Regulations

*FAA Proposed Rules*

**NPRM AD: Bombardier, Inc. Airplanes**
Published 07/15/2016 Docket #: FAA-2016-7427 Comments due 08/29/2016
The FAA proposes to supersede Airworthiness Directive (AD) 2013-02-08, for all Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. AD 2013-02-08 currently requires inspecting the trunnions and upper and lower pins of the horizontal stabilizer trim actuator (HSTA), and replacement or re-identification if necessary; and revising the maintenance program to include safe life limits and inspection requirements for the HSTA. Since we issued AD 2013-02-08, we determined that not all affected attachment pins and trunnions were included in the required inspections. In addition, for certain airplanes on which the replacement in AD 2013-02-08 was done, incorrect attachment hardware may have been used. This proposed AD would require measuring the diameter of certain bolts and attach holes, and, as applicable, measuring the diameter of the attach holes in the trunnions and pins, doing detailed visual inspections of the trunnions, pins, and spacers, doing corrective actions, and re-identifying trunnions and pins. This proposed AD also requires revising the maintenance or inspection program. This proposed AD also removes certain airplanes from the applicability. We are proposing this AD to prevent failure of the attachment pins and trunnions of the HSTA. This condition could result in separation of the horizontal stabilizer, and consequent loss of control of the airplane.

**NPRM AD: Bombardier, Inc. Airplanes**
Published 07/15/2016 Docket #: FAA-2016-8178 Comments due 08/29/2016
The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model DHC-8-400 series airplanes. This proposed AD was prompted by a determination by the manufacturer that shims might not have been installed between certain longerons and longeron joint fittings. This proposed AD would require repetitive inspections of the external surface of the fuselage skin panel for loose or working fasteners, and corrective action if necessary; a detailed visual inspection of the longeron joint fittings for the existence of shims and, if necessary, repetitive inspections of the longeron and the longeron joint fittings for any cracking, and corrective action if necessary. This proposed AD would also provide terminating action for certain repetitive inspections. We are proposing this AD to detect and correct missing shims between the longerons and longeron joint fittings. Such missing shims could result in a gapping condition and lead to stress corrosion cracking of the longeron joint fittings, and could adversely affect the structural integrity of the wing-to-fuselage attachment joints.

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

Published 07/15/2016 Docket #: FAA-2016-8177 Comments due 08/29/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model BD-700-1A10 and BD-700-1A11 airplanes. This proposed AD was prompted by a determination that the existing instruction in a certain task in the aircraft maintenance manual (AMM) will not accomplish the intent of a certification maintenance requirement (CMR). This CMR task tests the pitch feel (PF) and rudder travel limiter actuator (RTLA) back-up modules in the flight control unit (FCU) to detect dormant failures. This proposed AD would require doing an operational test of the FCU back-up modules, and repair if necessary. We are proposing this AD to detect and correct a dormant failure of both FCU back-up modules. This condition, in combination with other failures in the FCU, may result in the inability to maintain the minimum control requirements for the PF and RTLA, which could create hazardous flight control inputs during flight.

**NPRM AD: Rolls-Royce plc Turbofan Engines**

Published 07/15/2016 Docket #: FAA-2016-6692 Comments due 09/13/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all Rolls-Royce plc (RR) RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan engines. This proposed AD was prompted by a report of cracking and material release from an engine upper bifurcation fairing. This proposed AD would require repetitive inspections of the engine upper bifurcation fairing and repairing or replacing any fairing that fails inspection. We are proposing this AD to prevent failure of the engine fire protection system, engine fire, and damage to the airplane.

**NPRM AD: Sikorsky Aircraft Corporation Helicopters**

Published 07/15/2016 Docket #: FAA-2016-8501 Comments due 09/13/2016

The FAA proposes to adopt a new airworthiness directive (AD) for Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters. This proposed AD would require inspecting the main transmission forward (fwd) and aft frame assembly and adjacent skins for a crack and loose fasteners and establishing life limits for certain frame assemblies. This proposed AD is prompted by fatigue analysis indicating stress concentrations as well as the discovery of a crack in the station (STA) 362 frame and skin on a Model S-92A helicopter. The proposed actions are intended to detect a crack in a frame assembly and prevent failure of a frame and subsequent loss of control of the helicopter.

*FAA Special Conditions*

**SC: Cirrus Design Corporation, Model SF50; Whole Airplane Parachute Recovery System**

Published 07/15/2016 Docket #: FAA-2016-3462 Effective date 08/15/2016

These special conditions are issued for the Cirrus Design Corporation (Cirrus), model SF50 airplane. This airplane will have a novel or unusual design feature(s) associated with a whole airplane parachute recovery system. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These 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.

**SC: Gulfstream Aerospace Corporation Model GVII-G500 Airplanes; Isolation or Protection of Airplane Electrical-System Security From Unauthorized Internal Access**

Published 07/15/2016 Docket #: FAA-2016-4237 Comments due 07/15/2016

These special conditions are issued for the Gulfstream Aerospace Corporation (Gulfstream) Model GVII-G500 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is a digital systems architecture requiring isolation or protection from unauthorized internal access. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These 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

*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 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.

**AC: Methodology for Dynamic Seat Certification by Analysis for Use in Parts 23, 25, 27, and 29 Airplanes and Rotorcraft**

Issued M/D/YYYY Document #: AC 20-146A Comment date 09/01/2016

This advisory circular (AC) sets forth an acceptable means, but not the only means, for demonstrating compliance with Title 14, Code of Federal Regulations (14 CFR) 23.562, 25.562, 27.562, and 29.562, as well as Technical Standard Order (TSO) TSO-C127a, and TSO-C127b. This AC includes guidance for certifying seats by computer modeling analysis techniques that are validated by dynamic tests. This AC defines the acceptable applications, limitations, validation processes, and minimum documentation requirements involved when substantiation by computer modeling is used to support a seat certification program.

*FAA Draft Policies*

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

Policy #: PS-AIR100-XX-XX

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.).

**Final Policy: Installation of Passenger Seats Containing Massage, Heating, or Other Passenger Convenience Features**

Policy #: PS-ANM-25-21

This policy statement pertains to the installation of passenger seats with massage, heating, or other passenger convenience features that are installed in transport category airplanes. It identifies the need to consider these features when substantiating seat installations to the requirements of Title 14, Code of Federal Regulations (14 CFR) part 25.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Instrument Landing System and Ancillary Electronic Component Configuration and Performance Requirements**

Issued 06/14/2016

This change transmits new and revised portions of the order.

**FSIMS: OpSpec/MSpec/TSpec/LOA A025, Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manual Systems**

Issued 06/22/2016

This notice announces significant updates to the Federal Aviation Administration's (FAA) standards for electronic signatures, electronic recordkeeping systems, and electronic manuals. In conjunction with the updated standards, Operations Specification (OpSpec), Management Specification (MSpec), Training Specification (TSpec), and Letter of Authorization (LOA) A025, Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manual Systems, have also been revised. The revision to A025 applies to most, but not all, of the templates. The majority of the templates required revisions to reformat the manner in which information is entered into each template.

**FSIMS: Safety Assurance System: Monitor Flight Data Recorders**

Issued 06/22/2016

This section provides guidance for monitoring flight data recorders (FDR) to ensure that performance levels are maintained.

**FSIMS: Safety Assurance System: Evaluate a Part 91K Non-CAMP Program Manager's, § 125.247 Operator's, and § 135.411(a)(1) Certificate Holder's Maintenance Records**

Issued 06/22/2016

This section provides guidance to ensure that the program manager/operator/applicant creates, preserves, and retrieves the maintenance records required by the regulations.

**FSIMS: Safety Assurance System: Evaluate a Part 121/135 (10 or More) Certificate Holder/Applicant Maintenance Recordkeeping System**
Issued 06/22/2016
This section is related to Safety Assurance System (SAS) Element 4.2.4 (AW), Recordkeeping.

**FSIMS: Crewmember and Aircraft Dispatcher Records**
Issued 06/22/2016
Principal operations inspectors (POI) must determine if the certificate holder's recordkeeping system for crewmember and aircraft dispatcher records provides the necessary documentation to demonstrate compliance with Title 14 of the Code of Federal Regulations (14 CFR). In addition, POIs should review the certificate holder's recordkeeping procedures to determine that the certificate holder's quality control (QC) measures are adequate to maintain appropriate information on the quality of crewmember and aircraft dispatcher performance in training and checking programs. To enable the Federal Aviation Administration (FAA) to determine compliance at any time, the certificate holder must maintain adequate historical data. This section contains information and guidance to be used by POIs when determining the necessary crewmember and aircraft dispatcher records and the minimum retention periods.

**FSIMS: Requirements for Approval, Acceptance, and Authorization**
Issued 06/22/2016
This section contains information on the overall standards for approval or acceptance, and authorization of an electronic signature process, electronic recordkeeping system, or electronic manual system. This information applies to aviation safety inspectors (ASI) and principal inspectors (PI) with oversight responsibility of regulated entities (e.g., certificate holders, program managers, operators, air agencies, and Organization Designation Authorization (ODA) holders) that are subject to the Title 14 of the Code of Federal Regulations (14 CFR) requirements for manuals, records, and signatures. For simplicity, this chapter uses the singular term "certificate holder" to describe these entities.

**FSIMS: ELECTRONIC SIGNATURES, ELECTRONIC RECORDKEEPING SYSTEMS, AND ELECTRONIC MANUAL SYSTEMS**
Issued 06/22/2016
This chapter contains information regarding Federal Aviation Administration (FAA) approval or acceptance of a certificate holder's electronic manuals, electronic recordkeeping systems, and electronic signatures. This section contains a general overview of the characteristics and requirements of electronic manuals, records, and signatures. This section also contains terminology and definitions used throughout this chapter. This section is related to Safety Assurance System (SAS) subsystems 3.3, Flight Planning and Monitoring; 4.2, Maintenance Planning and Monitoring; and 4.3, Maintenance Operations.

**FSIMS: OPERATIONAL CONTROL FOR AIR CARRIERS**
Issued 06/22/2016
This section contains background information, definitions of terms, and direction and guidance to be used by principal operations inspectors (POI) concerning operational control. POIs should be thoroughly familiar with this information before reviewing a certificate holder's operations manual. Operational control with respect to a flight means the exercise of authority over initiating, conducting, or terminating a flight (refer to Title 14 of the Code of Federal Regulations (14 CFR) part 1). The certificate holder's operational control system should include all of the elements of operational control, such as crewmember and aircraft requirements, dispatch and operational control personnel requirements, management personnel, lease agreements, etc. POIs should be thoroughly familiar with this material when preparing those portions of a certificate holder's operations specifications (OpSpecs) that relate to operational control (OpSpec A008, Operational Control). This section is related to Safety Assurance System (SAS) Element 3.3.1 (OP), Operational Control.

**FSIMS: Part A Operations Specifications—General**
Issued 06/22/2016
This section and sections 4, 5, and 6 of Volume 3, Chapter 18, discuss each standard template available for issuance by the automated Operations Safety System (OPSS), also known as the Web-based Operations Safety System (WebOPSS). These templates are more commonly referred to as "paragraphs." The standard paragraphs discussed in this order are limited to operations in accordance with Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (91K), 121, 125 (including Letter of Deviation Authority (LODA) holders (125M)), 135, and 145.

**FSIMS: Change 467 to 8900.1**
Issued 06/22/2016
This change revises information in Volume 4, Chapter 14, Section 8, paragraphs 4-1528 through 4-1532, to incorporate guidance for aviation safety inspectors (ASI) on how to conduct oversight responsibilities for the filtered flight data regulations.

**FSIMS: Change 466 to 8900.1 -- Dated 06/22/2016**
Issued 06/22/2016
This change updates and clarifies Flight Standards (AFS) policies related to the approval and acceptance of electronic signatures, electronic recordkeeping systems, and electronic manual systems and updates guidance for Operations Specification (OpSpec) A025, Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manual Systems.

**FSIMS: CHAPTER 5 SURVEILLANCE/compliance and enforcement/Unmanned Spacecraft**
Issued 06/28/2016
This section provides guidance to inspectors on the process of contact and education generally to be provided to individuals who are the subject of an inquiry relating to an unauthorized or unsafe operation of Unmanned Aircraft Systems (UAS) in the National Airspace System (NAS) under Public Law (P.L.) 112-95, Federal Aviation Administration (FAA) Modernization and Reform Act of 2012 (FMRA); Title 49 of the United States Code (49 U.S.C.) Chapter 447, Safety Regulations; 49 U.S.C. § 40102, Definitions; and Title 14 of the Code of Federal Regulations (14 CFR) part 1, and part 107.

**FSIMS: VOLUME 16 UNMANNED AIRCRAFT SYSTEMS**
Issued 06/28/2016
Volume 16 defines certain requirements and procedures to conduct civil and public Unmanned Aircraft Systems (UAS) operations, but each application is evaluated on its own technical and operational characteristics, including the proposed operational profiles, mitigations, and systems. When an operator desires to deviate from these requirements and procedures, they must submit an AMOC that includes a safety case (recommended format provided) for approval. For an operator to make an acceptable safety case, they must provide information that outlines all hazards and risks associated with the requested AMOC. In addition, the operator must provide a description of the methods and procedures or equipment for mitigating each hazard and risk. As such, deviations and AMOCs may differ from the information presented in this volume. Therefore, if the operator provides an acceptable safety case with sufficient data that supports the proposal, the Federal Aviation Administration (FAA) will evaluate the AMOC for approval.

**FSIMS: Responsibilities of Aviation Safety Inspectors/Unmanned Spacecraft**
Issued 06/28/2016
16-5-1-1 through 16-5-1-29 RESERVED

**FSIMS: VOLUME 16 UNMANNED AIRCRAFT SYSTEMS/CHAPTER 4 OPERATIONAL REQUIREMENTS AND APPROVAL**
Issued 06/28/2016
This section applies to Unmanned Aircraft Systems (UAS) operations conducted in the National Airspace System (NAS) other than in active restricted and warning areas designated for aviation use or approved prohibited areas. The Federal Aviation Administration (FAA) requires aircraft to operate safely among all users of the NAS, including non-cooperative aircraft (e.g., aircraft operated without a transponder), and other airborne operations not reliably identifiable by air traffic control (ATC) radar (e.g., balloons, gliders, parachutists). Unless otherwise specifically authorized, UAS operators must use observers, either airborne or ground-based, to comply with Title 14 of the Code of Federal Regulations (14 CFR) part 107 and part 91 requirements.

**FSIMS: VOLUME 16 UNMANNED AIRCRAFT SYSTEMS/CHAPTER 5 SURVEILLANCE/compliance and enforcement**
Issued 06/28/2016
16-5-2-1 through 16-5-2-29 RESERVED.

**FSIMS: Unmanned Aircraft Systems Public Certificate of Waiver or Authorization Safety Review**
Issued 06/28/2016
This section provides guidance and policy to Federal Aviation Administration (FAA) aviation safety inspectors (ASI) concerning process and requirements used within the Unmanned Aircraft Systems (UAS) Integration Office (AFS-80) and the UAS Safety and Data Management Section (AFS-84), to facilitate and track the review of unmanned aircraft (UA) FAA Form 7711-1, Certificate of Waiver or Authorization (COA), requests from the FAA Air Traffic Organization (ATO) regarding public UA operations in the National Airspace System (NAS).

**FSIMS: Model Aircraft Operations and Aviation Events**
Issued 06/28/2016
This section provides guidance to inspectors on how to determine if an unmanned aircraft (UA) is being operated for hobby or recreation purposes and meets the statutory definition of "model aircraft" contained in Section 336 of Public Law (PL) 112-95, the FAA Modernization and Reform Act of 2012. This section describes the means by which model aircraft may be operated in the National Airspace System (NAS) without additional authorization from the Federal Aviation Administration (FAA).

**FSIMS: Issue a Certificate of Waiver to the Provisions of Part 107**
Issued 06/28/2016
This section's task is to determine whether to issue a Federal Aviation Administration (FAA) Form 7711-1, Certificate of Waiver or Authorization, to an applicant for the specific regulations stated, to the degree and for the time period specified in the certificate. Completion of this task results in the issuance of a Certificate of Waiver or Authorization or the disapproval of FAA Form 7711-2, Application for Certificate of Waiver or Authorization.

**FSIMS: Accident Reporting—Civil/Unmanned Spacecraft**
Issued 06/28/2016
Report Accident to the Federal Aviation Administration (FAA). The remote pilot in command (PIC) of the small Unmanned Aircraft System (sUAS) is required to report an accident to the FAA within 10 days if it meets any of the following thresholds:

**FSIMS: Accident/Incident Reporting and Investigation—Public/Unmanned Spacecraft**
Issued 06/28/2016
ACCIDENT/INCIDENT NOTIFICATION AND REPORTING. Any incident or accident and any flight operation involving Unmanned Aircraft Systems (UAS) that transgress the lateral or vertical boundaries of a flight test area, restricted airspace, or other operational boundary, such as a Certificate of Waiver or Authorization (COA), must be reported to the Federal Aviation Administration's (FAA) UAS Integration Office (AFS-80) within 24 hours, to the FAA's Emerging Technologies Team (AJV-115) via COA via email or the COA Online Application System (CAPS). The proponent must provide initial notification of the following to the FAA via 9-AJV-115-UASOrganization@faa.gov. If this is an emergency, contact local law enforcement, an FAA Regional Operations Center (ROC), or the Washington Operations Center (WOC). See Table 16-4-7A for contact information for the ROCs.

**FSIMS: Headquarters/Regional ASI Interface, Tasks/Flows, and PTRS**
Issued 06/28/2016
All inspectors, managers, and supervisors are responsible for maintaining records currency. The inspector should record the Record Identification Number of the PTRS entry so that future record updates can be made. (See Volume 1, Chapter 3, Section 1.)

**FSIMS: Public Operations/Unmanned Spacecraft**
Issued 06/28/2016
This section applies to Unmanned Aircraft Systems (UAS) operations conducted in the National Airspace System (NAS) other than in active restricted and prohibited areas designated for aviation use, and provides information and limited guidance on air traffic policies and prescribes procedures for the planning, coordination, and services involving the operation of public aircraft operations (PAO) of UAS in the NAS.

**FSIMS: Public Operations/Unmanned Spacecraft**
Issued 06/28/2016
This section addresses the qualifications for public operations of Unmanned Aircraft Systems (UAS) flightcrew members, observers, maintainers, and other personnel, as appropriate. All references to a pilot certificate or Federal Aviation Administration (FAA) written examination refer to an FAA-issued pilot certificate. Additional information for public aircraft operations may be found in Volume 3, Chapter 14.

**FSIMS: Civil Operations/Unmanned Spacecraft**
Issued 06/28/2016
Any operation that does not meet the statutory criteria for a public aircraft operation is considered a civil aircraft operation and must be conducted in accordance with all Federal Aviation Administration (FAA) regulations applicable to the operation. Any civil Unmanned Aircraft Systems (UAS) operations that are not conducted under the regulatory requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 107 Operation and Certification of Small Unmanned Aircraft Systems would require operational approval by means of an exemption, in the form of either a Special Airworthiness Certificate or Standard Airworthiness Certificate. These methods, associated maintenance requirements, and conditions for safely operating in the National Airspace System (NAS) are addressed in this section.

**FSIMS: Remote Pilots/Unmanned Spacecraft**
Issued 06/28/2016
This section provides guidance to process an application for a remote pilot certificate with a small Unmanned Aircraft Systems (sUAS) rating for civil sUAS operations. Once it is determined the applicant meets the eligibility requirements in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 107, Small Unmanned Aircraft Systems, the application can be processed. Part 107 governs civil operations, therefore operations conducted as public or hobby and recreation are not subject to this section. The successful completion of this task results in the processing of the applicant's application and the issuance of a temporary operating certificate as appropriate.

**FSIMS: General Information/Unmanned Spacecraft**
Issued 06/28/2016
This volume provides information and policy guidance regarding how civil Unmanned Aircraft Systems (UAS) operators, public UAS operators, and model aircraft operators are authorized to conduct flight operations in a manner which complies with the applicable Title 14 of the Code of Federal Regulations (14 CFR).

**FSIMS: Definitions and Acronyms/Unmanned Spacecraft**
Issued 06/28/2016
The following definitions are used by the Federal Aviation Administration (FAA) and many Unmanned Aircraft Systems (UAS) organizations to describe relevant differences between UAS operations and those of manned aircraft. Other organizations, such as the International Civil Aviation Organization (ICAO) and RTCA, Inc., have also developed acronyms and definitions that may differ from those used by the FAA.

**FSIMS: Operations in Accordance with Public Law 112-95, Section 333, and Exemptions/Unmanned Spacecraft**
Issued 06/28/2016
This section provides guidance and policy to aviation safety inspectors (ASI) concerning the inspection and surveillance of civil Unmanned Aircraft Systems (UAS) operations conducted in the National Airspace System (NAS) under a Section 333 Special Rules for Certain Unmanned Aircraft Systems and a grant of exemption issued under Title 14 of the Code of Federal Regulations (14 CFR) part 11, General Rulemaking Procedures.

**FSIMS: Related Regulations and Publications/Unmanned Spacecraft**
Issued 06/28/2016
The Federal Aviation Administration (FAA) has developed the framework within Title 14 of the Code of Federal Regulations (14 CFR) part 107 to enable certain small Unmanned Aircraft System (sUAS) operations to be conducted for many different nonrecreational purposes without requiring an airworthiness certificate, exemption, or a Certificate of Waiver or Authorization (COA). Although part 107 is a standalone part, there are certain other regulatory parts and FAA policy and procedures that affect some operations conducted within the scope of part 107. This section provides related regulations and publications that can provide guidance when conducting certification and operational oversight. For a complete listing of regulations, refer to http://www.faa.gov/regulations_policies/faa_regulations/.

**FSIMS: Public Operations/Unmanned Spacecraft**
Issued 06/28/2016
This chapter and its applicable sections will address the airworthiness requirements and/or conditions for safe operation required of a public entity operating under applicable authorizations.

**FSIMS: Major Repair and Alteration Data Approval**
Issued 06/30/2016
This job aid provides a table of the approval method classifications for major repairs and alterations and is associated with the other sources of guidance that address data approval.

**FSIMS: Sikorsky Aircraft Corporation/S-76D, Rev. 2**
Issued 07/01/2016
Master Minimum Equipment List (MMEL)

**FSIMS: GULFSTREAM AEROSPACE/GVI (G650), GVI (G650ER) Rev. 2**
Issued 07/12/2016
Master Minimum Equipment List

*Orders*

**Order: Office of Finance and Management (AFN) Employee Clearance Procedures**

Issued 07/14/2016 Document #:FN 3770.15 Comments due M/D/YYYY

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

**Order: Field Supervisory Seniority Policy**

Issued 08/01/2016 Document #: ATO 3600.22 Comments due M/D/YYYY

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

*Draft Orders*

**Order: Regulatory Consistency Communication Board (RCCB)**

Updated M/D/YYYY Reference #: Public Law 112-95, section 313 Comments due 0

This Federal Aviation Administration (FAA) Aviation Safety (AVS) order establishes the Regulatory Consistency Communication Board (RCCB) within the Aircraft Certification Service (AIR) and Flight Standards Service (AFS) and defines how the RCCB operates.

*Notices*

**Notice: Notice of Opportunity for Public Comment on Non-Rulemaking Action To Change Land Use From Aeronautical to Non-Aeronautical at Jackson-Medgar Wiley Evers International Airport, Jackson, Mississippi**

Published 07/15/2016 Document #: 2016-16815 Comments due 08/15/2016

Under the provisions of title 49, U.S.C. 47153(c), notice is being given that the FAA is considering a request from the Jackson Municipal Airport Authority to waive the requirement that a 130 acre parcel of surplus property, located on Jackson-Medgar Wiley Evers International Airport, be used for aeronautical purposes.

**Notice: Interim Clarification of Parameters for Order JO 6470.5A**

Published 07/11/2016 Document #: JO 6470.59 Comments due M/D/YYYY

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

*Draft Technical Standards Orders*

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

Updated 07/07/2016 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.

**TSO: Airborne Weather Radar Equipment**

Updated 07/07/2016 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: Next Generation Satellite Systems (NGSS) Equipment**

Updated 07/07/2016 Comments due 08/09/2016

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 Next Generation Satellite Systems (NGSS) equipment must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

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

Updated 07/06/2016 Reference #: Title 14 of the Code of Federal Regulations (14 CFR) Comments due 07/20/2016

This advisory circular (AC) provides informational material for all repair station certificate holders and/or applicants under Title 14 of the Code of Federal Regulations (14 CFR) part 145 to develop and evaluate a Repair Station Manual (RSM) and Quality Control Manual (QCM). This AC describes an acceptable, but not the only means, to develop a manual and comply with the referenced regulations.

**AC: AC 137-1B, Certification Process for Agricultural Aircraft Operators**

Updated 07/06/2016 Reference #: Title 14 of the Code of Federal Regulations (14 CFR) Comments due 07/25/2016

This advisory circular (AC) describes an acceptable means, but not the only means, for an agricultural aircraft operator to apply for an agricultural aircraft operating certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 137. The AC also addresses safety practices for agricultural operators. This AC is not mandatory and does not constitute a regulation. However, if you use the following means described, you must follow it in all important aspects.

*Draft Flight Standardization Board/Operational Suitability Report*

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

Updated 06/29/2016 Revision 4 Draft 1 Comments due 07/17/2016

**FSB: Cessna 680**

Updated 06/29/2016 Revision 4 Draft X Comments due 07/18/2016

**FSB: Harbin Hafei Y-12F**

Updated 06/29/2016 Revision 0 Draft 1 Comments due 07/25/2016

**FSB: Honda HA-420**

Updated 06/29/2016 Revision 1 Draft 1 Comments due 07/28/2016

*Draft Master Minimum Equipment List*

**MMEL: ATR – GIE Avions de Transport Régional/Bombardier**
Updated 07/12/2016 Revision 24a Draft X Comments due 07/17/2016

**MMEL: Honda Aircraft Company**
Updated 07/12/2016 Revision 1 Draft X Comments due 07/19/2016

**MMEL: Harbin Hafei Aviation Industry Co., Ltd.**
Updated 07/12/2016 Revision Original Comments due 08/09/2016

**MMEL: Boeing 747**
Updated 07/12/2016 Revision 31 Draft X Comments due 08/09/2016

***July 18, 2016***

**FAA Guidance Documents and Notices**

*Notices*

**Notice: Public Notice for Waiver of Aeronautical Land-Use Assurance**
Published 07/18/2016 Document #: 2016-16837 Comments due 08/17/2016
The FAA is considering a proposal to change 0.059 acres of airport land from aeronautical use to non-aeronautical use and to authorize the disposal of airport property located at General Mitchell International Airport, Milwaukee, Wisconsin. The aforementioned land is no longer needed for aeronautical use.

**Meeting: RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems Twenty-Fourth Meeting**
Meeting date 08/17/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)
The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems Twenty-Fourth Meeting.

**Meeting: The Eighth SC-229/The Ninth WG-98 Plenary Meeting Calling Notice, Aircraft Emergency Locator Transmitters (ELTs)**
Meeting date 07/18/2016 Meeting time 11:00am – 7:00pm Time zone (EST/etc.)
The FAA is issuing this notice to advise the public of a meeting of The Eighth SC-229/The Ninth WG-98 Plenary Meeting Calling Notice, Aircraft Emergency Locator Transmitters (ELTs).

***July 19, 2016***

## FAA Regulations

*FAA Proposed Rules*

**NPRM: Notice of Proposed Rulemaking**
Published 07/19/2016 Docket #: FAA-2016-5574 Comments due 09/02/2016
This action proposes to modify the Class E airspace extending upward from 700 feet above the surface at Sonoma County Airport, Napa, CA, by removing an irregular shaped area located approximately 20 miles southwest of Napa County Airport. This airspace area is discontinuous from the airspace surrounding Napa County Airport and is not essential to instrument flight rules (IFR) operation at the airport. This proposal would also update the airport geographic coordinates. This action is necessary for the safety and management of instrument flight rules (IFR) operations at the airport, with the minimum amount of airspace restriction.

**NPRM: Proposed Establishment of Temporary Restricted Areas R-2509E, R-2509W, and R-2509N; Twentynine Palms, CA; Withdrawal**
Published 07/19/2016 Docket #: FAA-2016-4282 Withdrawl
This action withdraws the NPRM published in the Federal Register of March 30, 2016, proposing to establish temporary restricted areas R-2509E, R-2509W, and R-2509N, Twentynine Palms, CA. The FAA has determined that withdrawal of that NPRM is warranted due to aeronautical impacts associated with the proposed action.

## Guidance Documents and Notices

*Flight Standards Information Management System (FSIMS)*
**FSIMS: July 2016 OSWG Meeting Agenda**
Issued 07/14/2016
July 20, 2016 Domestic Meeting Agenda

*Draft Orders*

**Order: Order 8900.1 CHG A196-A396**
Updated 07/18/2016 Reference #: 14 CFR PART 121 Comments due 08/11/2016
This change incorporates new information into Volume 3, Chapter 18, Section 3. This change creates new operations specification (OpSpec) A196, which provides a method to manage compliance, based on revised FAA policies, related to the safe transport of cargo. Also, this change creates new OpSpec A396, which provides a method to comply with new FAA policies designed to provide risk mitigation and satisfy NTSB recommendation A-15-15 and A-15-16 for the carriage of special cargo.

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received; Area-I, Incorporated**
Published 07/19/2016 Document #: 2016-16989 Comments due 08/08/2016
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.

**Notice: Petition for Exemption; Summary of Petition Received; Flirtey Inc.**
Published 07/19/2016 Document #: 2016-16990 Comments due 08/08/2016
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.

**Notice: Petition for Exemption; Summary of Petition Received; Continuum Dynamics Inc.**
Published D07/19/2016 Document #: 2016-16988 Comments due 08/08/2016
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.

**Notice: Petition for Exemption; Summary of Petition Received; Homeland Surveillance and Electronics LLC**
Published 07/19/2016 Document #: 2016-16991 Comments due 08/08/2016
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.

**Notice: Interim Maintenance Procedures for TDWR BDD and DFY**
Published 07/12/2016 Document #: JO 6315.66 Comments due M/D/YYYY
This document's content can only be accessed from within the FAA network

***July 20, 2016***

## FAA Regulations

*FAA Final rules*

**Final Rule: Changes to the Application Requirements for Authorization To Operate in Reduced Vertical Separation Minimum Airspace**

Published 07/20/2016 Docket #: FAA-2015-17155 Effective date 08/19/2016

This action revises the FAA's requirements for an application to operate in Reduced Vertical Separation Minimum (RVSM) airspace and eliminates the burden and expense of developing, processing, and approving RVSM maintenance programs. As a result of this revision, an applicant to operate in RVSM airspace will no longer be required to develop and submit an RVSM maintenance program solely for the purpose of obtaining an RVSM authorization. Because of other, independent FAA airworthiness regulations, all aircraft operators remain required to maintain RVSM equipment in an airworthy condition.

**Final Rule: Changing the Collective Risk Limits for Launches and Reentries and Clarifying the Risk Limit Used To Establish Hazard Areas for Ships and Aircraft**

Published 07/20/2016 Docket #: FAA-2016-17083 Effective date 09/19/2016

The FAA is amending its regulations concerning the collective risk limits for commercial launches and reentries. These changes include: Separating the risk limits for commercial launches and reentries; aggregating the risk posed by impacting inert and explosive debris, toxic release, and far field blast overpressure; limiting the aggregate risk for these three hazards to 1 × 10 −4; reducing the number of significant digits used in launch and reentry risk analysis; and various non-substantive clarifying revisions. These changes update FAA regulations to reflect the United States Government's greater experience with commercial launch and reentry and to align more closely the FAA's risk standards with those of other United States Federal agencies, while continuing to protect public safety.

*FAA Proposed Rules*

**NPRM AD: The Boeing Company Airplanes**

Published 07/20/2016 Docket #: FAA-2016-8179 Comments due 09/06/2016

The FAA proposes to supersede Airworthiness Directive (AD) 2011-26-03, which applies to certain The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes. AD 2011-26-03 currently requires installing Teflon sleeving under the clamps of certain wire bundles routed along the fuel tank boundary structure, and cap sealing certain penetrating fasteners of the main and center fuel tanks. AD 2011-26-03 resulted from fuel system reviews conducted by the manufacturer. Since we issued AD 2011-26-03, we have received a report indicating that additional airplanes are affected by the identified unsafe condition. This proposed AD would add airplanes to the applicability. This AD would also add, for certain airplanes, detailed inspections of certain wire bundle clamps, certain Teflon sleeves, and certain fasteners; corrective actions if necessary; and installation of Teflon sleeves under certain wire bundle clamps. We are proposing this AD to prevent electrical arcing on the fuel tank boundary structure or inside the fuel tanks, which could result in a fire or explosion.

## FAA Guidance Documents and Notices

*FAA Final Policies*

**Final Policy: Suspected Unapproved Parts, Transition Project Management Plan Change**

Issued M/D/YYYY Policy #: AIR100-16-110-GM20

In 2012, the Flight Standards Service, Aircraft Maintenance Division (AFS-300) and Aircraft Certification Service, Production, and Airworthiness Division, (AIR-200) agreed to transfer Office of Primary Responsibility (OPR) for the Suspected Unapproved Parts (SUP) program from AFS-300 to AIR-200 (AIR-200 is now merged with AIR-100). The Suspected Unapproved Parts Transition Project Management Plan was signed by both divisions in April 2013.

*Flight Standards Service Information for Operators (InFO)*

**InFO: Updated Standards for Electronic Signatures, Recordkeeping Systems and Electronic Manual Systems**

Issued 07/19/2016 InFO #: 1610 Comments due M/D/YYYY

This InFO provides information on updates to Federal Aviation Administration (FAA) Advisory Circular (AC) 120-78, along with the associated Operations Specifications (OpSpecs) and FAA Order 8900.1 policy.

***July 21, 2016***

## FAA Regulations

*FAA Final rules*

**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 07/21/2016 Docket #: FAA-2015-7203 Effective date 11/10/2016

This action changes the effective date of a final rule published June 21, 2016, establishing 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). This allows for the disposition of comments received but not acknowledged prior to publishing the final rule. This action addresses a comment received, but not previously acknowledged.

*FAA Proposed Rules*

**NPRM AD: The FAA is issuing this notice to advise the public of a meeting of Fourth Meeting Special Committee 235, Non-Rechargeable Lithium Battery and Batteries.**

Published 07/22/2016 Docket #: FAA-2016-7099 Comments due 08/19/2016

We propose to adopt a new airworthiness directive (AD) for certain International Aero Engines AG (IAE) V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, V2533-A5, V2525-D5, V2528-D5, and V2531-E5 turbofan engines. This proposed AD was prompted by nine in-flight shutdowns that resulted from premature failure of the No. 3 bearing. This proposed AD would require initial and repetitive inspections of the master magnetic chip detector (MMCD) and, if metallic debris is found, further actions depending on the type of metallic debris. This proposed AD would also require removal of the No. 3 bearing from service at the next engine shop visit. We are proposing this AD to prevent failure of the No. 3 bearing, failure of one or more engines, loss of thrust control, and loss of the airplane.

**FAA Guidance Documents and Notices**

*Draft Orders*

**Order: Regulatory Consistency Communication Board (RCCB)*****

Updated 07/20/2016 Reference #: Public Law 112-95, section 313 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: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Operations Specifications, Part 129 Application**

Published 07/22/2016 Document #: 2016-17300 Comments due 08/22/2016

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The FAA assesses the information collected and issues operations specifications to foreign air carriers. These operations specifications assure the foreign air carrier's ability to navigate and communicate safely within the U.S. National Airspace System.

**Notice: Calibration of Newer Ultrasonic Wind Sensors**

Published 07/19/2016 Document #: JO 6560.108 Comments due M/D/YYYY

This document's content can only be accessed from within the FAA network and cancels JO 6560.106.

**Meeting: Fourth Meeting Special Committee 235, Non-Rechargeable Lithium Battery and Batteries**
Meeting date 07/21/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)
The FAA is issuing this notice to advise the public of a meeting of Fourth Meeting Special Committee 235, Non-Rechargeable Lithium Battery and Batteries.

***July 22, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Airbus Airplanes**
Published 07/22/2016 Docket #: FAA-2016-3993 Effective date 08/26/2016
The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A300 series airplanes; Model A300 B4-600, B4-600R, 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 AD was prompted by reports of partial loss of no-back brake (NBB) efficiency on the trimmable horizontal stabilizer actuator (THSA). This AD requires an inspection to determine THSA part numbers, serial numbers, and flight cycles on certain THSAs; and repetitive replacement of certain THSAs. We are issuing this AD to prevent loss of THSA NBB efficiency, which, in conjunction with the inability of the power gear to keep the ball screw in its last commanded position, could lead to an uncommanded movement of the horizontal stabilizer, possibly resulting in loss of control of the airplane.

**AD: M7 Aerospace LLC Airplanes**
Published 07/22/2016 Docket #: FAA-2016-5431 Effective date 08/26/2016
The FAA is adopting a new airworthiness directive (AD) for all M7 Aerospace LLC Models SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes. This AD was prompted by reports of multiple cracks in the steel horizontal tube of the cockpit control column. This AD requires inspection of the cockpit control column horizontal tube for cracks and repair or replacement of the cockpit control column as necessary. We are issuing this AD to correct the unsafe condition on these products.

**Final Rule: Extension of the Prohibition Against Certain Flights in the Simferopol (UKFV) and Dnipropetrovsk (UKDV) Flight Information Regions (FIRs); Technical Amendment**
Published 07/22/2016 Docket #: FAA-2014-0225 Effective date 07/21/2016
On October 27, 2015, the Federal Aviation Administration (FAA) published a final rule extending the prohibition against certain flight operations in the Simferopol (UKFV) and Dnipropetrovsk (UKDV) flight information regions (FIRs) by all United States (U.S.) air carriers; U.S. commercial operators; persons exercising the privileges of a U.S. airman certificate, except when such persons are operating a U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except when such operators are foreign air carriers. The State Aviation Administration of Ukraine conducted and completed an airspace restructuring that altered the Simferopol (UKFV) and Dnipropetrovsk (UKDV) Flight Information Region (FIR) altitude structure specified in the final rule. To address the Ukraine airspace restructuring and provide additional clarity, this technical amendment specifically identifies the prohibited airspace in which Special Federal Aviation Regulation (SFAR) 113, applies, with inclusive altitudes and lateral limitations (latitude and longitude coordinates).

*FAA Proposed Rules*

**NPRM: Proposed Establishment of Class E Airspace; Camden, AL**
Published 07/22/2016 Docket #: FAA-2012-1308 Comments due 09/06/2016
This action proposes to establish Class E airspace at Camden, AL, to accommodate new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) serving Camden Municipal Airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport.

**NPRM: Proposed Establishment of Class E Airspace; Murray, KY**
Published 07/22/2016 Docket #: FAA-2016-6775 Comments due 09/06/2016
This action proposes to establish Class E airspace at Murray, KY, to accommodate new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) serving Murray Calloway County Hospital Heliport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the heliport.

**A Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Methodology for Dynamic Seat Certification by Analysis for Use in Parts 23, 25, 27, and 29 Airplanes and Rotorcraft**
Issued M/D/YYYY Document #: AC 20-146A Comment date 09/01/2016
This advisory circular (AC) sets forth an acceptable means, but not the only means, for demonstrating compliance with Title 14, Code of Federal Regulations (14 CFR) 23.562, 25.562, 27.562, and 29.562, as well as Technical Standard Order (TSO) TSO-C127a, and TSO-C127b. This AC includes guidance for certifying seats by computer modeling analysis techniques that are validated by dynamic tests. This AC defines the acceptable applications, limitations, validation processes, and minimum documentation requirements involved when substantiation by computer modeling is used to support a seat certification program.

*FAA Draft Policies*

**Final Policy: Correcting Unsafe Conditions That May Develop in Certain Foreign Manufactured Engines Not Yet Imported into the U.S.**
Issued M/D/YYYY Policy #: PS-AIR100-XX-XX
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.).

**Final Policy: Installation of Passenger Seats Containing Massage, Heating, or Other Passenger Convenience Features**
Issued M/D/YYYY Policy #: PS-ANM-25-21
This policy statement pertains to the installation of passenger seats with massage, heating, or other passenger convenience features that are installed in transport category airplanes. It identifies the need to consider these features when substantiating seat installations to the requirements of Title 14, Code of Federal Regulations (14 CFR) part 25.

*Orders*

**Order: Certification and Rating Procedures for Department of Defense (DoD) Personnel**
Issued 07/21/2016 Document #: 7220.1C Comments due M/D/YYYY
Cancels 7220.1B.

*Draft Orders*

**Order: Regulatory Consistency Communication Board (RCCB)**
Updated 07/20/2016 Reference #: Public Law 112-95, section 313 Comments due 08/11/2016
This Federal Aviation Administration (FAA) Aviation Safety (AVS) order establishes the Regulatory Consistency Communication Board (RCCB) within the Aircraft Certification Service (AIR) and Flight Standards Service (AFS) and defines how the RCCB operates.

*Notices*

**Notice: Assignment of Call Signs and Associated Telephonies**
Published 07/21/2016 Document #: JO 7610.110 Comments due M/D/YYYY
This Notice reflects changes that have occurred to the assignment process and authorization of use policies for ICAO three letter designators (3LD), special call sign designators, local call signs, and associated telephonies. These changes update policy and procedures in FAA Orders to align them with current practices and provide clarity on the process.

*Draft Technical Standards Orders*

**TSO: Next Generation Satellite Systems (NGSS) Equipment**
Updated 7/7/2016 Comments due 08/09/2016
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 Next Generation Satellite Systems (NGSS) equipment must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: Certification Process for Agricultural Aircraft Operators**
Updated 07/21/2016 Reference #: Title 14 Part 21 Comments due 07/25/2016
This advisory circular (AC) describes an acceptable means, but not the only means, for an agricultural aircraft operator to apply for an agricultural aircraft operating certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 137. The AC also addresses safety practices for agricultural operators. This AC is not mandatory and does not constitute a regulation. However, if you use the following means described, you must follow it in all important aspects.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Harbin Hafei Aviation Industry Co., Ltd Y-12F**
Updated 07/18/2016 Revision 0 Draft 1 Comments due 7/25/2016

**FSB: Honda Aircraft Company HA-420**
Updated 7/18/2016 Revision 1 Draft 1 Comments due 07/28/2016

*Draft Master Minimum Equipment List*

**MMEL: Harbin Hafei Aviation Industry Co., Ltd. Y-12F**
Updated 07/20/2016 Revision original Comments due 08/09/2016

**MMEL: Boeing 747 B-747-400, B-747-400D, B-747-400F**
Updated 07/20/2016 Revision 31 Draft X Comments due 08/09/2016

***July 25, 2016***

## FAA Regulations

*FAA Final rules*

**AD: CFM International, S.A. Turbofan Engines Modified by Supplemental Type Certificate SE00034EN**
Published 07/25/2016 Docket #: FAA-2012-1289 Effective date 08/09/2016
The FAA is superseding airworthiness directive (AD) 2013-02-02 for certain CFM International, S.A. CFM56-3, CFM56-3B, and CFM56-3C turbofan engines. AD 2013-02-02 required removal from service of certain high-pressure turbine (HPT) disks manufactured by Global Material Solutions of Pratt & Whitney, at reduced maximum life limits. This AD corrects the serial numbers (S/Ns) listed in AD 2013-02-02. This AD was prompted by reports that certain HPT disk S/Ns in AD 2013-02-02 and in certain Pratt & Whitney service information are incorrect. We are issuing this AD to prevent uncontained release of multiple turbine blades, damage to the engine, and damage to the airplane.

**Final Rule: Extension of the Requirement for Helicopters to Use the New York North Shore Helicopter Route**
Published 07/25/2016 Docket #: FAA-#2010-0302 Effective date 08/07/2016
This rulemaking amends the expiration date of the final rule requiring pilots operating civil helicopters under Visual Flight Rules to use the New York North Shore Helicopter Route when operating along that area of Long Island, New York. The current rule expires on August 6, 2016. The FAA finds it necessary to extend the rule for an additional four years to preserve the current operating environment while the FAA conducts ongoing helicopter research that will be considered to determine appropriate future actions.

*FAA Proposed Rules*

**NPRM: Proposed Establishment of Restricted Area R-2306F; Yuma Proving Ground, AZ.**
Published 07/25/2016 Docket #: FAA-2016-7055 Comments due 09/08/2016
This action proposes to establish restricted area R-2306F in the vicinity of Laguna Army Airfield at Yuma Proving Ground, AZ. The proposed restricted area would allow the Department of the Army to maximize the existing fixed infrastructure to support hazardous test programs and segregate these activities from non-participating aircraft at Yuma Proving Ground (YPG). These programs include ground and airborne testing of non-eye-safe lasers, high energy radars and the development of unproven weapons systems. The restricted airspace would ensure the safe testing and evaluation of these programs without impacting non-participating aircraft and the general public.

*FAA Special Conditions*

**SC: Avmax Aviation Services Inc., Bombardier Model DHC-8-100/-200/-300 Series Airplanes; Installed Rechargeable Lithium Batteries and Battery Systems**
Published 07/25/2016 Docket #: FAA-2015-1087 Effective date M07/25/2016
These special conditions are issued for the Bombardier Model DHC-8-100/-200/-300 series airplanes. These airplanes, as modified by Avmax Aviation Services Inc. (Avmax), will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is rechargeable lithium batteries to replace the existing nickel-cadmium and lead-acid rechargeable batteries. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for these design features. These 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**

*Flight Standards Information Management System (FSIMS)*
**FSIMS: Certificate Management Across Multiple Offices**
Issued 07/21/2016
This notice provides guidance to regional personnel, Office Managers, Front Line Managers (FLM), and principal inspectors (PI) on a flexible and easy-to-use method for resourcing certificate management work across multiple offices within a region and nationwide in order to achieve the best use of PIs in accordance with Article 25 of the Professional Aviation Safety Specialist (PASS) Collective Bargaining Agreement (CBA). This notice contains information that is administrative in nature.

*Orders*

**Order: Certification and Rating Procedures for Department of Defense (DoD) Personnel**
Issued 07/21/2016 Document #: 7220.1C Comments due M/D/YYYY
This order prescribes the certification and rating procedures for Department of Defense (DoD) air traffic controllers operating in the National Airspace System (NAS). This directive defines general responsibilities and provides guidance for the issuance of Air Traffic Safety Oversight Credentials (Credentials), Control Tower Operator (CTO) and Air Traffic Control Specialist (ATCS) Certificates.
This order applies only to DoD civilian and military personnel engaged in air traffic control activities. CTO) Certification and rating procedures for Federal Aviation Administration (FAA) air traffic controllers are now contained in FAA order 8000.90, Air Traffic Safety Oversight Credentialing and Control Tower Operator Certification Programs.

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received; AirNet II**
Published 07/25/2016 Document #: 2016-17429 Comments due 08/15/2016
AirNet II, LLC seeks relief to allow AirNet II, LLC (AirNet) to assign a properly trained and qualified second in command (SIC) during a flight that otherwise does not require a SIC and to also allow the SIC to log that flight time. AirNet II, LLC also request this relief be extended to its operations outside of the United States.

**Notice: Petition for Exemption; Summary of Petition Received; Florida Air Tr**
Published 07/25/2016 Document #: 2016-85 Comments due 08/15/2016
Florida Air Transport wants to allow company flight engineers (FEs) to maintain currency in Douglas DC-6 airplanes, using an Events Based Currency (EBC) program rather than obtaining 50 hours of operating experience or completing a competency check every 6 months.

***July 26, 2016***

**FAA Regulations**

*FAA Final rules*
**Final Rule: Fuel Tank Vent Fire Protection; Correction**
Published 07/26/2016 Docket #: FAA-2014-0500 Effective date 07/26/2016
The FAA is correcting a final rule published in the Federal Register on June 24, 2016 (81 FR 41200). In that final rule, the FAA amended 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. The 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. The 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.

**Final Rule: Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)**

Published 07/26/2016 Docket #: FAA-2011-1082 Effective date 07/26/2016

This action sets forth the Very High Frequency (VHF) Omnidirectional Range (VOR) Minimum Operational Network (MON) policy as proposed in the Proposed Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) notice of proposed policy published on December 15, 2011 (76 FR 77939). This document provides the discontinuance selection criteria and candidate list of VOR Navigational Aids (NAVAIDs) targeted for discontinuance as part of the VOR MON Implementation Program and United States (U.S.) National Airspace System (NAS) Efficient Streamline Services Initiative. Additionally, this policy addresses the regulatory processes the FAA plans to follow to discontinue VORs.

*FAA Proposed Rules*

**NPRM AD: Rolls-Royce plc Turbofan Engines**

Published 07/26/2016 Docket #: FAA-2016-6744 Comments due 09/26/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Rolls-Royce plc (RR) RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan engines that have not incorporated RR modification 72-J195 in production or RR Service Bulletin (SB) RB.211-72-J195. This proposed AD was prompted by inspection of RR Trent 800 engines returned from service that revealed flame erosion and axial cracking on the aft face of the stage 3 disk rim of the high-pressure compressor (HPC) stage 1-4 rotor disks shaft. This proposed AD would require machining the HPC stage 3 inner shroud, inspecting the HPC stage 1-4 rotor disks shaft, and replacing the HPC stage 1-4 rotor disks shaft if found defective. We are proposing this AD to prevent uncontained failure of the HPC stage 1-4 rotor disks shaft, damage to the engine, and damage to the airplane.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Onboard Recording of Controller Pilot Data Link Communication In Crash Survivable Memory**

Issued 7/22/2016 Document #: AC 20-160A Comment date 08/22/2016

This advisory circular (AC) provides guidance on compliance with the airworthiness standards for onboard recording of Controller Pilot Data Link Communication (CPDLC) messages in crash survivable memory with aircraft that incorporate a CPDLC system. This guidance is applicable to requests for a new, amended, or supplemental type certificate for Part 23, 25, 27 and 29 aircraft.

**AC: Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)**

Issued 7/22/2016 Document #: AC 20-140C Comment date 08/22/2016

This advisory circular (AC) provides guidance on compliance with the airworthiness standards for aircraft that incorporate a data communication system supporting ATS communications. This guidance is applicable to requests for a new, amended, or supplemental type certificate for Part 23, 25, 27 and 29 aircraft.

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: Turbine Engine Compressor Section – Stator Nozzle Distress**
Issued 07/22/2016 SAIB #: NE-16-19
This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, and certificated repair or maintenance facilities of airplanes equipped with Honeywell Inc. (Honeywell) TPE331-10 and TPE331-11 series turboprop engines, to 1st stage turbine blade failures.

***July 27, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Bombardier, Inc. Airplanes**
Published 07/27/2016 Docket #: FAA-2015-8435 Effective date 08/31/2016
The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model BD-700-1A10 and BD-700-1A11 airplanes. This AD was prompted by reports of operator inability to open the main passenger door following severe hot soak conditions. This AD requires the incorporation of a new configuration to the passenger door external handle detent to enhance the performance across the full range of the airplane operating temperatures. We are issuing this AD to prevent thermal expansion and permanent deformation at severe hot soak conditions, creating high friction between the spring pot housing and the slider that could result in inability to open the main passenger door and impede evacuation in the event of an emergency.

**Final Rule: Repair Stations**
Published 07/27/2016 Docket #: FAA-2016-8744 Effective date 07/27/2016
The Federal Aviation Administration (FAA) is revising its repair station rules to remove the requirement that a repair station with an airframe rating provide suitable permanent housing to enclose the largest type and model aircraft listed on its operations specifications. The FAA is also revising its general housing and facilities regulation to provide that a repair station's housing for its facilities, equipment, materials, and personnel must be consistent not only with its ratings, but also with its limitations to those ratings. Finally, the FAA is adding an additional general purpose limited rating to cover maintenance work not covered by the existing 12 limited rating categories. These changes are necessary because the existing ratings and housing rules impose unnecessary housing requirements on certain repair stations that work only on component parts of an aircraft. These changes will enable some repair stations to obtain a limited rating that is tailored to their intended scope of work, and will relieve repair stations that have a limited airframe rating, but that work only on component parts of an aircraft, from having to provide large and expensive housing to enclose the entire aircraft when that type of housing is not needed for the limited scope of their work.

## FAA Guidance Documents and Notices

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Student Pilot Certificate Application Procedures to Exercise Pilot-in-Command Privileges on the Applicant's Eligibility Birthday**

Issued 07/23/2016

This notice explains the procedures to process a Student Pilot Certificate application for an applicant with intentions of exercising pilot-in-command (PIC) privileges on their 16th birthday when seeking an airplane, rotorcraft, airship, weight-shift-control, powered parachute, or powered lift rating privilege (or their 14th birthday when seeking balloon or glider rating privileges).

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received**

Published 07/27/2016 Document #: 2016-87 Comments due 08/08/2016

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.

**Notice: Updates to RAPPI Hardware**

Published 07/25/2016 Document #: N JO 6110.55 Comments due M/D/YYYY

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

**Meeting: EUROCAE WG-99 PLENARY #8/RTCA SC-234 Plenary #5-Calling Notice "Portable Electronic Devices (PEDs)"**

Meeting date 07/27/16 Meeting time 9:00am – 5:00 Time zone (EST/etc.)

Eurocae Wg 99 Plenary #8/Rtca Sc 234 Plenary #5 Calling Notice ``Portable Electronic Devices (Pe Ds)''.

***July 28, 2016***

## FAA Regulations

*FAA Proposed Rules*

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

Published 07/28/16 Docket #: FAA-2016-8180 Comments due 09/12/16

The FAA proposes to adopt a new airworthiness directive (AD) 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. This proposed AD was prompted by a determination that the protective polyurethane tapes applied to the upper surfaces of the aluminum and titanium floor structural members may not be trimmed properly, and on some places may overhang the profiles of the floor structural parts. Subsequent tests revealed that the overhanging pieces of tapes that are not bonded to the structure do not meet the flammability requirements and may allow fire propagation below the floor structure. This proposed AD would require an inspection of the polyurethane protective tapes installed on the floor structure for excess tape or incorrect tape installation, and corrective actions if necessary. We are proposing this AD to detect and correct overhanging pieces of protective polyurethane tapes, which are not bonded to the structure and do not meet the flammability requirements; this condition may allow fire propagation below the floor structure.

**NPRM AD: The Boeing Company Airplanes**

Published 07/28/16 Docket #: FAA-2016-8181 Comments due 09/12/16

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes. This proposed AD was prompted by an evaluation by the design approval holder (DAH) indicating that the nose wheel well is subject to widespread fatigue damage (WFD). This proposed AD would require modification of the nose wheel body structure; a detailed inspection of the nose wheel body structure for any cracking; a surface high frequency eddy current inspection (HFEC) or an open hole HFEC inspection of the vertical beam outer chord and web for any cracking; and all applicable related investigative actions including repetitive inspections, and other specified and corrective actions. We are proposing this AD to detect and correct fatigue cracking in the nose wheel well structure; such cracking could adversely affect the structural integrity of the airplane.

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

Published 07/28/16 Docket #: FAA-2016-6990 Comments due 09/26/16

The FAA proposes to adopt a new airworthiness directive (AD) for certain Turbomeca S.A. Arriel 1, 1A, 1A1, 1A2, 1B, 1B2, 1C, 1C1, 1C2, 1D, 1D1, 1E, 1E2, 1K1, 1S, and 1S1 turboshaft engines. This proposed AD was prompted by an anomaly that occurred during the grinding operation required by modification TU376, which increases the clearance between the rear curvic coupling of the centrifugal impeller and the fuel injection manifold. This proposed AD would require removing the centrifugal impeller and replacing with a part eligible for installation. We are proposing this AD to prevent failure of the centrifugal impeller, uncontained centrifugal impeller release, damage to the engine, and damage to the helicopter.

**FAA Guidance Documents and Notices**

*Flight Standards Service Information for Operators (InFO)*

**InFO: Persons Authorized to Load and Unload Air Ambulance Litter/Stretcher Systems on Federal Aviation Administration (FAA) Certificated Aircraft.**

Issued M07/26/2016 InFO 16011 Comments due M/D/YYYY

This InFO clarifies the intent and application of the provisions of Title 14 of the Code of Federal Regulation (14 CFR) Part 43 § 43.3(i) in regards to the removal and installation of litter/stretcher systems on aircraft.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Certificate Management Across Multiple Offices (Cancelled)**

Cancelled 07/26/2016

Originally issued 7/21/2016 to provide guidance to regional personnel, OfficeManagers, Front Line Managers (FLM), and principal inspectors (PI) on a flexible and easy-to-use method for resourcing certificate management work across multiple offices within a region and nationwide in order to achieve the best use of PIs in accordance with Article 25 of the Professional Aviation Safety Specialist (PASS) Collective Bargaining Agreement (CBA). This notice contains information that is administrative in nature.

*Draft Orders*

**Order: OpSpec/MSpec/LOA C060, Category II and Category III Instrument Approach and Landing Operations**

Updated 07/27/2016 Reference #: 14 CFR part 91 & 121 Comments due 08/26/2016

This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) with oversight responsibilities for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (91K), 121, 125 (including the Letter of Deviation Authority (LODA) holders, “125M”), 129, and 135. This notice amends and clarifies Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) C060, Category II and Category III Instrument Approach and Landing Operations. This notice amends all C060 templates (i.e., OpSpec/MSpec/LOA C060) for operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA 125M operators), 129, and 135. This is a mandatory revision to OpSpec/MSpec/LOA C060. OpSpec/MSpec/LOA C059, Category II Instrument Approach and Landing Operations, will be decommissioned at the end of the compliance period.

*Notices*

**Notice: Updates to RAPPI Hardware**

Published 7/25/2016 Document #: N JO 6110.55 Comments due M/D/YYYY

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

**Meeting: Eleventh Meeting Special Committee 231 TAWS**
Meeting date 07/28/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)
The FAA is issuing this notice to advise the public of a meeting of Eleventh Meeting Special Committee 231 TAWS.

***July 29, 2016***

## FAA Regulations

*FAA Final rules*

**AD: Bombardier, Inc. Airplanes**
Published 07/29/2016 Docket #: FAA-2016-5463 Effective date 09/02/2016
The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900), and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. This AD was prompted by reports of corrosion found on the slat and flap torque tubes in the slat and flap control system. This AD requires replacement of the slat and flap torque tubes in the slat and flap control system. We are issuing this AD to prevent rupture of a corroded slat or flap torque tube. This condition could result in an inoperative slat or flap system and consequent reduced controllability of the airplane.

**AD: The Boeing Company Airplanes**
Published 07/29/2016 Docket #: FAA-2016-3700 Effective date 09/02/2016
The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 757-200 and -200CB series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the lap splices at stringer S-14R, lower fastener row, are subject to widespread fatigue damage (WFD). This AD requires external dual frequency eddy current (DFEC) or internal high frequency eddy current (HFEC) inspections of the lap splice, inner skin fasteners, at stringer S-14R, station (STA) 440 through STA 540, and corrective action if necessary. We are issuing this AD to detect and correct cracking of the fuselage skin lap splice. Such cracking could result in reduced structural integrity of the airplane.

*FAA Proposed Rules*

**NPRM: Proposed Establishment of Class E Airspace; Iron Mountain, MI**
Published 07/29/2016 Docket #: FAA-2016-6721 Comments due 09/12/2016
This action proposes to amend Class E en route airspace around the Iron Mountain VHF omnidirectional range/distance measuring equipment, Iron Mountain, MI. This action would add additional airspace to facilitate the vectoring of Instrument Flight Rules (IFR) aircraft under control of the Minneapolis Air Route Traffic Control Center (ARTCC) in the Great Lakes area located north and northwest of the Iron Mountain, MI, VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) navigation aid. This proposed action would enhance the safety and management of aircraft operations within the National Airspace System (NAS).

*FAA Special Conditions*

**SC: ATR Model ATR-42-200/-300/-320/-500 and ATR-72-102/-202/-212/-212A Airplanes; Seats With Non-Traditional, Large, Non-Metallic Panels**

Published 07/29/2016 Docket #: FAA-2016-8246 Effective date 07/29/2016

These special conditions are issued for ATR Model ATR-42-200/-300/-320/-500 and ATR-72-102/-202/-212/-212A airplanes. These airplanes will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is seats with non-traditional, large, non-metallic panels. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These 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.

**SC: Embraer S.A. Model EMB-545 and EMB-550 Airplanes; Installation of an Airbag System To Limit the Axial Rotation of the Upper Leg on Single- and Multiple-Place Side-Facing Seats**

Published 07/29/2016 Docket #: FAA-2016-6925 Effective date 07/29/2016

These special conditions are issued for the Embraer S.A. (Embraer) Model EMB-545 and EMB-550 series airplanes. These airplanes will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This feature is an airbag system designed to limit the axial rotation of the upper leg on single-place and multiple-place side-facing seats. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These 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**

*FAA Draft Advisory Circulars*

**AC: Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)**

Issued M/D/YYYY Document #: AC 20-140C Comment date 08/22/2016

This advisory circular (AC) provides guidance on compliance with the airworthiness standards for aircraft that incorporate a data communication system supporting ATS communications. This guidance is applicable to requests for a new, amended, or supplemental type certificate for Part 23, 25, 27 and 29 aircraft.

**AC: Onboard Recording of Controller Pilot Data Link Communication (CPDLC) In Crash Survivable Memory**

Issued M/D/YYYY Document #: AC 20-160A Comment date 08/22/2016

This advisory circular (AC) provides guidance on compliance with the airworthiness standards for onboard recording of Controller Pilot Data Link Communication (CPDLC) messages in crash survivable memory with aircraft that incorporate a CPDLC system. This guidance is applicable to requests for a new, amended, or supplemental type certificate for Part 23, 25, 27 and 29 aircraft.

**AC: Methodology for Dynamic Seat Certification by Analysis for Use in Parts 23, 25, 27, and 29 Airplanes and Rotorcraft**

Document #: AC 20-146A Comment date 09/01/2016

This advisory circular (AC) sets forth an acceptable means, but not the only means, for demonstrating compliance with Title 14, Code of Federal Regulations (14 CFR) 23.562, 25.562, 27.562, and 29.562, as well as Technical Standard Order (TSO) TSO-C127a, and TSO-C127b. This AC includes guidance for certifying seats by computer modeling analysis techniques that are validated by dynamic tests. This AC defines the acceptable applications, limitations, validation processes, and minimum documentation requirements involved when substantiation by computer modeling is used to support a seat certification program.

*FAA Draft Policies*

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

Issued M/D/YYYY Policy #: PS-AIR100-XX-XX

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.).

**Final Policy: Installation of Passenger Seats Containing Massage, Heating, or Other Passenger Convenience Features**

Issued M/D/YYYY Policy #: PS-ANM-25-21

This policy statement pertains to the installation of passenger seats with massage, heating, or other passenger convenience features that are installed in transport category airplanes. It identifies the need to consider these features when substantiating seat installations to the requirements of Title 14, Code of Federal Regulations (14 CFR) part 25.

*Flight Standards Service Information for Operators (InFO)*

**InFO: Persons Authorized to Load and Unload Air Ambulance Litter/Stretcher Systems on Federal Aviation Administration (FAA) Certificated Aircraft.**

Issued 07/26/2016 InFO #: 16011 Comments due M/D/YYYY

This InFO clarifies the intent and application of the provisions of Title 14 of the Code of Federal Regulation (14 CFR) Part 43 § 43.3(i) in regards to the removal and installation of litter/stretcher systems on aircraft.

*Draft Orders*

**Order: OpSpec/MSpec/LOA C060, Category II and Category III Instrument Approach and Landing Operations**

Updated 07/27/2016 Reference #: 14 CFR part 91 Comments due 08/26/2016

This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) with oversight responsibilities for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (91K), 121, 125 (including the Letter of Deviation Authority (LODA) holders, "125M"), 129, and 135. This notice amends and clarifies Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) C060, Category II and Category III Instrument Approach and Landing Operations. This notice amends all C060 templates (i.e., OpSpec/MSpec/LOA C060) for operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA 125M operators), 129, and 135. This is a mandatory revision to OpSpec/MSpec/LOA C060. OpSpec/MSpec/LOA C059, Category II Instrument Approach and Landing Operations, will be decommissioned at the end of the compliance period.

**Order: Regulatory Consistency Communication Board (RCCB)**

Updated 07/27/2016 Reference #: Public Law 112-95, section 313 Comments due 08/11/2016

This Federal Aviation Administration (FAA) Aviation Safety (AVS) order establishes the Regulatory Consistency Communication Board (RCCB) within the Aircraft Certification Service (AIR) and Flight Standards Service (AFS) and defines how the RCCB operates.

*Notices*

**Notice: Membership in the National Parks Overflights Advisory Group Aviation Rulemaking Committee**

Published 07/29/2016 Document #: 2016-17564 Comments due 08/26/2016

The Federal Aviation Administration (FAA) and the National Park Service (NPS) are inviting interested persons to apply to fill one upcoming opening on the National Parks Overflights Advisory Group (NPOAG) Aviation Rulemaking Committee (ARC). The upcoming opening will represent commercial air tour operator interests. The selected member will serve a 3-year term.

**Notice: Speed Adjustments**

Published 07/27/2016 Document #: JO 7110.716 Comments due M/D/YYYY

Public access restricted.

**Notice: Automatic Dependent Surveillance – Contract (ADS-C) Climb Descend Procedure (CDP)**

Published 07/28/2016 Document #: JO 7110.717 Comments due M/D/YYYY

Public access restricted.

*Draft Technical Standards Orders*

**TSO: Next Generation Satellite Systems (NGSS) Equipment**
Updated 07/07/2016 Comments due 08/09/2016
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 Next Generation Satellite Systems (NGSS) equipment must first meet for approval and identification with the applicable TSO marking.

*Draft Master Minimum Equipment List*

**MMEL: Harbin Hafei Aviation Industry Co., Ltd. Y-12F**
Updated 07/20/2016 Revision 0 Draft X Comments due 08/09/2016

**MMEL: Boeing 747 B-747-400, B-747-400D, B-747-400F**
Updated 07/20/2016 Revision 31 Draft X Comments due 08/09/2016