

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

### **September 1, 2016**

#### **Press releases**

##### **Drone Advisory Committee to Hold Inaugural Meeting**

The newly established Drone Advisory Committee (DAC) will hold its inaugural meeting on September 16 as the Federal Aviation Administration (FAA) continues to build on its strong record of collaborating with the aviation community to safely integrate unmanned aircraft into the nation’s airspace.

#### **FAA Regulations**

##### *FAA Final rules*

###### **AD: Airbus Airplanes**

Published 09/01/2016                      Docket #: FAA-2016-5460                      Effective date 09/08/2016

The FAA is correcting an airworthiness directive (AD) that published in the Federal Register. That AD applies to certain Airbus Model A330-200 Freighter, -200, and -300 series airplanes. Paragraphs (i) and (l) of the regulatory text contain typographical errors in the service bulletin number. This document corrects those errors. In all other respects, the original document remains the same.

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

Published 09/01/2016                      Docket #: FAA-2016-6414                      Effective date 10/06/2016

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. This AD was prompted by two in-service incidents of a loss of all air data information in the flight deck. This AD requires a revision of the airplane flight manual (AFM) emergency procedures section to provide procedures to guide the crew on how to stabilize the airplane airspeed and attitude for continued safe flight when a loss of all air data information has occurred in the flight deck. We are issuing this AD to prevent loss of control when a loss of all air data information has occurred in the flight deck.

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

Published 09/01/2016

Docket #: FAA-2016-7048

Effective date 10/06/2016

The FAA is adopting a new airworthiness directive (AD) for PILATUS AIRCRAFT LTD. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes installed with an affected engine mounting frame assembly. 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 longitudinal material separation on the internal surface of the engine mounting frame assembly tubes. We are issuing this AD to detect and correct this condition, which could lead to partial or complete failure of the structural joint and possibly result in in-flight detachment of the engine with consequent loss of control.

**AD: [The Boeing Company Airplanes](#)**

Published 09/01/2016

Docket #: FAA-2016-3702

Effective date 10/06/2016

The FAA is superseding Airworthiness Directive (AD) 2013-24-12 for all The Boeing Company Model 747-8 and 747-8F airplanes. AD 2013-24-12 required repetitive ultrasonic or dye penetrant inspections for cracking of the barrel nuts and bolts on each forward engine mount, and related investigative and corrective actions if necessary. This new AD retains the requirements of AD 2013-24-12 and also requires installing new barrel nuts at the forward engine mounts; or identifying the part number of the barrel nuts, inspecting affected barrel nuts for gaps of the strut bulkhead and forward engine mount, and doing related investigative and corrective actions if necessary. This new AD also removes airplanes from the applicability. This new AD also requires revising the maintenance or inspection program, as applicable, to include a new structurally significant item. This AD was prompted by our determination that it is necessary to mandate the installation of new barrel nuts or new inspections to adequately address the unsafe condition. We are issuing this AD to detect and correct cracked barrel nuts on a forward engine mount, which could result in reduced load capacity of the forward engine mount, separation of an engine under power from the airplane, and consequent loss of control of the airplane.

*FAA Special Conditions*

**SC: [Bombardier Aerospace Inc. Model BD-700-2A12 and BD-700-2A13 Airplanes; Sidestick Controllers](#)**

Published 09/01/2016

Docket #: FAA-2016-4135

Effective date 09/01/2016

These special conditions are issued for the Bombardier Aerospace Inc. (Bombardier) Model BD-700-2A12 and BD-700-2A13 airplanes. These airplanes will have a novel or unusual feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is a sidestick controller, designed to be operated with only one hand, in lieu of the conventional wheel or stick controls. 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: [Bombardier Inc. Model BD-700-2A12 and BD-700-2A13 Airplanes; Hydrophobic Coatings in Lieu of Windshield Wipers](#)**

Published 09/01/2016

Docket #: FAA-2015-6363

Effective Date 09/01/2016

These special conditions are issued for the Bombardier Inc. (Bombardier) Model BD-700-2A12 and BD-700-2A13 airplanes. These airplanes will have a novel or unusual feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. This design feature is hydrophobic coatings in lieu of windshield wipers. 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.

**SC: [Bombardier Inc., Model BD-700-2A12 and BD-700-2A13 Airplanes; Interactions of Systems and Structures](#)**

Published 09/01/2016

Docket #: FAA-2016-4138

Effective Date 09/01/2016

These special conditions are issued for the Bombardier Inc. (Bombardier) Model BD-700-2A12 and BD-700-2A13 airplanes. These airplanes will have novel or unusual features when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. These design features include systems that, directly or as a result of failure or malfunction, affect structural performance. 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**

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: [Fuel- Grade UL94 Unleaded Aviation Gasoline](#)**

Issued 08/30/2016

SAIB HQ-16-05R1

This revised Special Airworthiness Information Bulletin (SAIB) advises aircraft operators, fixed base operators, FAA repair stations, Flight Standards District Offices, and Foreign Civil Aviation Authorities, that Grade UL94 aviation gasoline (avgas), that meets the American Society for Testing and Materials (ASTM) International fuel specification D7547.

*Orders*

**Order: [National Flight Standards Work Program Guidelines](#)**

Issued 08/24/2016

Document 1800.56Q

Effective Date 08/24/2016

This order Restates current Flight Standards Service (AFS) policy for field personnel to use as they develop annual surveillance work programs, and execute annual surveillance work programs. This order cancels 1800.56P issued 08/11/2015.

*Notices*

**Notice: [FAA Approval of Noise Compatibility Program; Boise Air Terminal \(Gowen Field\) Boise, Idaho](#)**

Published 09/01/2016

Document #: 2016-21105

Comments due M/D/YYYY

The Federal Aviation Administration (FAA) announces its findings (Record of Approval) on the noise compatibility program submitted by the City of Boise, Idaho for the Boise Air Terminal (Gowen Field) under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR part 150 (Part 150). On May 2, 2016, the FAA determined that the noise exposure maps submitted by the City of Boise for the Boise Air Terminal under Part 150 were in compliance with applicable requirements. On August 24, 2016 the FAA approved the Boise Airport Noise Compatibility Program. Seven of the 13 measures recommended in the noise compatibility plan were approved and six measures were disapproved for the purposes of Part 150. In addition, 22 measures were included in the noise compatibility plan that requested no FAA action as they were approved in a previous record of approval, were removed from consideration, or disapproved in a previous record of approval. These measures and FAA's associated determinations are summarized in the attachment to the Record of Approval.

**Notice: [Takeoff and Landing Performance Assessment \(TALPA\)](#)**

Published 08/31/2016

Document N: JO 7110.721

Effective Date 10/01/2016

The purpose of this notice is to prescribe guidance pertaining to braking action PIREPS, issuing Runway Condition Codes (RwyCC), and use of the new Runway Condition Assessment Matrix (RCAM) for air traffic operations during periods when runway environments are contaminated (wet, snow, ice, slush, etc.).

**Notice: [Takeoff and Landing Performance Assessment \(TALPA\)](#)**

Published 08/31/2016

Document N: JO 7210.898

Effective Date 10/01/2016

The purpose of this notice is to prescribe guidance pertaining to braking action PIREPS, issuing Runway Condition Codes (RwyCC), and use of the new Runway Condition Assessment Matrix (RCAM) for air traffic operations during periods when runway environments are contaminated (wet, snow, ice, slush, etc.).

**Notice: [Takeoff and Landing Performance Assessment \(TALPA\)](#)**

Published 08/31/2016

Document N: JO 7110.720

Effective Date 10/01/2016

The purpose of this notice is to prescribe guidance pertaining to braking action PIREPS, issuing Runway Condition Codes (RwyCC), and use of the new Runway Condition Assessment Matrix (RCAM) for air traffic operations during periods when runway environments are contaminated (wet, snow, ice, slush, etc.).

**Meeting: [First Meeting of the Drone Advisory Committee \(DAC\)](#)**

Meeting date 09/16/2016 Meeting time 9:00am – 4:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of the First Meeting of the Drone Advisory Committee (DAC).

*Draft Technical Standards Orders*

**TSO: [PRESSURE ALTIMETER SYSTEM](#)**

Updated 08/31/2016

Comments due 09/26/2016

This technical standard order (TSO) is for manufacturers of pressure actuated sensitive type altimeter equipment 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 pressure actuated sensitive type altimeter equipment must first meet for approval and identification with the applicable TSO marking.

**September 2, 2016**

### **FAA Regulations**

#### *FAA Final rules*

**AD: [International Aero Engines AG Turbofan Engines](#)**

Published 09/02/2016

Docket #: FAA-2016-4123

Effective date 10/07/16

The FAA is adopting a new airworthiness directive (AD) for certain International Aero Engines AG (IAE) V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines. This AD was prompted by the fracture of the high-pressure turbine (HPT) stage 2 hub during flight, which resulted in an in-flight shutdown (IFSD), undercowl fire, and smoke in the cabin. This AD requires inspecting the HPT stage 1 hub and HPT stage 2 hub, and, if necessary, their replacement with parts that are eligible for installation. We are issuing this AD to prevent failure of the HPT stage 1 or HPT stage 2 hubs, which could result in uncontained HPT blade release, damage to the engine, and damage to the airplane.

### **FAA Guidance Documents and Notices**

#### *FAA Draft Policies*

**Final Policy: [Acceptable Methods for Demonstrating Compliance With Flammability Requirements](#)**

Proposed

Policy PS-AIR110-21-Y-Rn

This policy statement provides acceptable methods for demonstrating compliance with the flammability requirements of Title 14 of the Code of Federal Regulations (14 CFR) §§ 23.853, 23.855, 25.853, 25.855, 27.853, 27.855, 29.853, and 29.855.

#### *Notices*

**Notice: [Notice of Availability for Final Environmental Impact Statement \(Final EIS\), Department of Transportation Act of 1966 Section 4\(f\) Evaluation, and Alaska National Interest Lands Conservation Act Subsistence Evaluation for the Proposed Airport, Angoon, Alaska](#)**

Published 09/02/2016

Document #: 2016-21083

Comments due M/D/YYYY

In accordance with the National Environmental Policy Act of 1969 and Council on Environmental Quality (CEQ) regulations, the FAA issues this notice to advise the public that a Final EIS for the proposed airport in Angoon, Alaska, has been prepared. Included in the Final EIS are a subsistence evaluation consistent with Section 810 of the Alaska National Interest Lands Conservation Act (ANILCA) and a final evaluation pursuant to Section 4(f) of the Department of Transportation Act of 1966. The FAA will not make a decision on the proposed action for a minimum of 30 days following the publication of this NOA in the Federal Register. The FAA will record their decision or decisions in a Record of Decision.

**Notice: [Notice of Intent To Release Certain Properties From All Terms, Conditions, Reservations and Restrictions of a Quitclaim Deed Agreement Between the City of Vero Beach and the Federal Aviation Administration for the Vero Beach Regional Airport, Vero Beach, FL](#)**

Published 09/02/2016 Document #: 2016-21225 Comments due 10/03/2016

The FAA hereby provides notice of intent to release certain airport properties 2.58 acres at the Vero Beach Regional Airport, Florida from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the Vero Beach Regional Airport, dated October 3, 1947. The City of Vero Beach dedicated a 2.58 acre tract along Airport Drive to become a Public Right-of-Way. This release will be retroactive for the improvements along the airport entrance roadway by the City of Vero Beach. The Fair Market Value (FMV) of this parcel has been determined to be \$112,134.12.

**Notice: [Notice of Intent To Release Certain Properties From All Terms, Conditions, Reservations and Restrictions of a Quitclaim Deed Agreement Between the City of Vero Beach and the Federal Aviation Administration for the Vero Beach Regional Airport, Vero Beach, FL](#)**

Published 09/02/2016 Document #: 2016-21108 Comments due 10/03/2016

The FAA hereby provides notice of intent to release certain airport properties 8.73 acres at the Vero Beach Regional Airport, Florida from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the Vero Beach Regional Airport, dated October 3, 1947. The City of Vero Beach dedicated an 8.73 acre tract along 27th Avenue, Aviation Boulevard and Airport Drive to become a Public Right-of-Way. This release will be retroactive for the improvements along the airport entrance roadway by the City of Vero Beach. The Fair Market Value (FMV) of this parcel has been determined to be \$228,510.16.

**Notice: [ADDITIONS PER ORDER 7340.2, CONTRACTIONS, CHAPTER 3, SECTIONS 1, 2, 3, 4.](#)**

Published 08/31/2016 Document N: JO 7340.383 Comments due M/D/YYYY

ADDITIONS TO THE ICAO THREE LETTER AND U.S. IDENTIFIERS HAVE BEEN APPROVED.

**Meeting: [Forty-Third Meeting of the SC-224 Airport Security Access Control Systems](#)**

Meeting date 09/29/2016 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-Third Meeting of the SC-224 Airport Security Access Control Systems.

*Draft Technical Standards Orders*

**TSO: [PRESSURE ALTIMETER SYSTEM](#)**

Updated 08/31/2016 Comments due 9/26/2016

This technical standard order (TSO) is for manufacturers of pressure actuated sensitive type altimeter equipment 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 pressure actuated sensitive type altimeter equipment must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: [Operations of Large Airplanes Subject to 14 CFR Part 125](#)**

Updated 08/23/2016      Reference #: Title 14 Part 91-125      Comments due 09/06/2016

This advisory circular (AC) sets forth one means that would be acceptable to the Administrator to assist persons in complying with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 125. It also provides, in Chapter 2, a test of applicability for operations which may be subject to part 125.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: [Bombardier DHC-8-100, 200, 300, 400 Series](#)**

Updated 08/29/2016      Revision 4 Draft X      Comments due 09/26/2016

**FSB: [Gulfstream G280](#)**

Updated 08/29/2016      Revision 3 Draft X      Comments due 09/30/2016

*Draft Master Minimum Equipment List*

**MMEL: [MBB-BK 117 C-2 Rev 2, Airbus Helicopters Deutschland GmbH](#)**

Updated 08/30/2016      Revision 2 Draft X      Comments due 09/14/2016

**MMEL: [MBB-BK 117 D-2, Airbus Helicopters](#)**

Updated 08/30/2016      Revision 1 Draft X      Comments due 09/17/2016

**MMEL: [MBB-BK 117 A-1-C, Airbus Helicopters](#)**

Updated 08/30/3026      Revision 8 Draft X      Comments due 09/28/2017

**September 6, 2016**

**Press releases**

**FAA Issues Record of Decision for Southern California Metroplex Project**

The Federal Aviation Administration (FAA) has issued a Finding of No Significant Impact/ Record of Decision for the Southern California Metroplex project.

**FAA Regulations**

*FAA Final rules*

**AD: [All Hot Air Balloons](#)**

Published 09/06/2016      Docket #: FAA-2016-8989      Effective date 09/06/2016

The FAA is revising Airworthiness Directive (AD) 2016-17-04, which applies to all hot air balloons equipped with BALÓNY KUBÍČEK spol. s r.o. Model Kubíček burners. Both the original and revised

AD result from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. This AD action revises AD 2016-17-04 to eliminate certain unnecessary documentation requirements.

## **FAA Guidance Documents and Notices**

### *Special Airworthiness Information Bulletins (SAIB)*

#### **SAIB: [Turbine Engine Combustion Section – JT8D Series Turbofan Engines](#)**

Issued 09/02/2016

SAIB NE-16-22

The FAA is adopting a new airworthiness directive (AD) for certain International Aero Engines AG (IAE) V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines. This AD was prompted by the fracture of the high-pressure turbine (HPT) stage 2 hub during flight, which resulted in an in-flight shutdown (IFSD), undercowl fire, and smoke in the cabin. This AD requires inspecting the HPT stage 1 hub and HPT stage 2 hub, and, if necessary, their replacement with parts that are eligible for installation. We are issuing this AD to prevent failure of the HPT stage 1 or HPT stage 2 hubs, which could result in uncontained HPT blade release, damage to the engine, and damage to the airplane.

### *Notices*

#### **Meeting: [Seventh Meeting of SC-233 Addressing Human Factors/Pilot Interface Issues for Avionics](#)**

Meeting date 09/27/2016 Meeting time 9:00am – 4:00pm Time zone (EST/etc.)

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Seventh Meeting of the SC-233, Addressing Human Factors/Pilot Interface Issues for Avionics.

## **September 7, 2016**

### **FAA Regulations**

#### *FAA Final rules*

#### **Final Rule: [MU-2B Series Airplane Training Requirements Update](#)**

Published 09/07/2016

Docket #: FAA-2006-24981 Effective date 09/07/2016

This action relocates and updates the content of SFAR No. 108 to the newly created subpart N of part 91 in order to improve the safety of operating the Mitsubishi Heavy Industries (MHI) MU-2B

series airplane. SFAR No. 108 will be eliminated from the Code of Federal Regulations on November 7, 2017, after which time all MU-2B operators must comply with this subpart. The FAA is relocating the training program from the SFAR No. 108 appendices to advisory material in order to allow the FAA to update policy while ensuring significant training adjustments still go through notice-and-comment rulemaking. The FAA is also correcting and updating several inaccurate maneuver profiles to reflect current FAA training philosophy and adding new FAA procedures not previously part of the MU-2B training under SFAR No. 108. This rule will require all MU-2B training programs to meet the requirements of this subpart and to be approved by the FAA to ensure safety is maintained. As a result of this action, operators, training providers, and safety officials will have more timely access to standardized, accurate training material.

## **FAA Guidance Documents and Notices**

### *Flight Standards Service Information for Operators (InFO)*

**InFO: [Continued use of Expired Office of the Secretary of Transportation \(OST\) Forms Numbered 4507, 6410, and 6411](#)**

Issued 08/09/2016

InFO 16013

Comments due M/D/YYYY

This InFO informs operators that OST has conveyed authority for the continued use of expired forms related to Title 14 of the Code of Federal Regulations (14 CFR) Part 298 Subpart B—Exemptions for Air Taxi and Commuter Air Carrier Operations, and 14 CFR Part 205—Aircraft Accident Liability Insurance.

### *Notices*

**Notice: [Notice of Availability of the Southern California Metroplex Final Environmental Assessment and Finding of No Significant Impact/Record of Decision](#)**

Published 09/07/2016

Document #: 2016-21413

Comments due M/D/YYYY

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it has published a Final Environmental Assessment and Finding of No Significant Impact/Record of Decision for the Southern California Metroplex project.

### *Flight Standards Service Draft Advisory Circular*

**AC: [Aviation Safety Action Program \(ASAP\)](#)**

Updated 09/06/2016

Reference #: Title 14 Part 91-145

Comments due 10/03/2016

This advisory circular (AC) provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate. Under an ASAP, safety issues are resolved through corrective action rather than through punishment or discipline. The ASAP provides for the collection, analysis, and retention of the safety data that is obtained through the reporting process. ASAP participants use ASAP safety data, much of which

would otherwise be unobtainable, to develop corrective actions for identified safety concerns, and to educate the appropriate parties to prevent a recurrence of the same type of safety event.

**September 8, 2016**

## **FAA Regulations**

### *FAA Final rules*

#### **AD: Airbus Airplanes**

Published 09/08/2016                      Docket #: FAA-2016-6671              Effective date 10/13/2016

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A300 B4-203 and A300 B4-2C airplanes. This AD was prompted by cracks found on pylon side panels (upper section) at rib 8. This AD requires a detailed inspection for crack indications of the pylon side panels; a high frequency eddy current (HFEC) inspection to confirm any crack indications; and repair of any cracking, or modification of the pylon side panels, and repetitive inspections and repair if necessary. We are issuing this AD to detect and correct cracking of the pylon side panels. Such cracking could result in pylon structural failure and in-flight loss of an engine.

#### **AD: Airbus Airplanes**

Published 09/08/2016                      Docket #: FAA-2015-5814              Effective date 10/13/2016

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A318, A319, and A320 series airplanes. This AD was prompted by reports of chafing damage on the fuselage skin at the bottom of certain frames, underneath the fairing structure. This AD requires repetitive detailed inspections for damage on the fuselage skin at certain frames, and applicable related investigative and corrective actions. We are issuing this AD to detect and correct damage to the fuselage skin, which could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

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

Published 09/08/2016                      Docket #: FAA-2016-6665              Effective date 10/13/2016

The FAA is adopting a new airworthiness directive (AD) for all Fokker Services B.V. Model F28 Mark 0070 and 0100 airplanes. This AD was prompted by an aileron-wing flutter analysis finding that, when a hydraulic aileron actuator is not powered while at least one aileron flutter damper is inoperative (latent failure), the maximum speed currently defined in the airplane flight manual (AFM) is insufficient to meet the required safety margin. This AD requires revising the AFM to include procedures to follow in the event of a hydraulic system failure and abnormal flight control behavior. We are issuing this AD to ensure that the flightcrew has procedures to follow in the event of a hydraulic system failure and abnormal flight control behavior. If not corrected, this condition could lead to aileron flutter and possible reduced control of the airplane.

#### **AD: Gulfstream Aerospace Corporation Airplanes**

Published 09/08/2016

Docket #: FAA-2016-9070

Effective date 09/23/2016

The FAA is adopting a new airworthiness directive (AD) for all Gulfstream Aerospace Corporation Model G-1159, G-1159A, G-1159B, G-IV, and GV airplanes; and certain Model GIV-X and GV-SP airplanes. This AD requires a one-time replacement of the actuator end cap fitting of the main landing gear (MLG) door, and revision of the maintenance or inspection program to establish the life limit of the end cap fitting. This AD was prompted by a report of the failure of the right MLG to extend due to fatigue cracking of the end cap fitting. We are issuing this AD to prevent such cracking, which could result in depletion of the combined (left) and utility hydraulic system fluid and the nitrogen emergency blowdown system, failure of the combined (left) hydraulic system (all phases) to provide adequate hydraulic pressure, and failure of the MLG to extend when commanded.

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

Published 09/08/2016

Docket #: FAA-2016-6668

Effective date 10/13/2016

The FAA is adopting a new airworthiness directive (AD) for certain Saab AB, Saab Aeronautics Model SAAB 2000 airplanes. This AD was prompted by a report that on some airplanes, during the paint removal process for repainting the airplane, the basic corrosion protection (anodizing and primer) coating was sanded down to bare metal on the aluminum skin panels, and the bare metal might not have been treated correctly for corrosion prevention. This AD requires an inspection of structural components of the airplane for any damaged protective coating; inspections of those areas for pitting corrosion, if necessary; a thickness measurement to determine if there is reduced skin thickness, if necessary; and repair, if necessary. We are issuing this AD to detect and correct damaged protective coatings. This condition could result in pitting corrosion damage; and reduced metal thickness, which could result in reduced static and fatigue strength of the airplane's structural parts.

**AD: [The Boeing Company Airplanes](#)**

Published 09/08/2016                      Docket #: FAA-2015-8137                      Effective date 10/13/2016  
The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 767-200, -300, and -400ER series airplanes. This AD was prompted by multiple reports of uncommanded escape slide inflation. This AD requires modifying the escape slide regulator valves of the forward-entry door, forward-service door, aft-entry door, and aft-service door, and as applicable, modifying the escape slide regulator valves of the mid-entry door and mid-service door. We are issuing this AD to prevent out-of-tolerance trigger mechanism components (sector and sear) in the escape slide regulator valves, which can produce insufficient trigger engagement and reduced pull force values, possibly leading to uncommanded deployment of the slide during normal airplane maintenance or operation. This condition could result in injury to passengers and crew, damage to equipment, and the slide becoming unusable in an emergency evacuation.

**AD: [The Boeing Company Airplanes](#)**

Published 09/08/2016                      Docket #: FAA-2016-8901                      Effective date 10/13/2016  
The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-600, -700, -700C, -800, and -900 series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the aft pressure bulkhead is subject to widespread fatigue damage (WFD). This AD requires repetitive inspections of the aft pressure bulkhead web for any cracking, crack indications, discrepant fastener holes, and corrosion; and corrective actions if necessary. We are issuing this AD to detect and correct cracks in the aft pressure bulkhead web, which could result in an uncontrolled decompression of the fuselage.

**Final Rule: [Establishment of Class E Airspace; Jetmore, KS](#)**

Published 09/08/2016                      Docket #: FAA-2016-7002                      Effective date 11/10/2016  
This action establishes Class E airspace in Jetmore, KS. Controlled airspace is necessary to accommodate new Standard Instrument Approach Procedures developed at Jetmore Municipal Airport, for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

**Final Rule: [Establishment of Class E Airspace; Lakota, ND](#)**

Published 09/08/2016                      Docket #: FAA-2016-6115                      Effective date 11/10/2016  
This action establishes Class E airspace in Lakota, ND. Controlled airspace is necessary to accommodate new Standard Instrument Approach Procedures developed at Lakota Municipal Airport, for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

*FAA Proposed Rules*

**NPRM AD: [Airbus Airplanes](#)**

Published 09/08/2016                      Docket #: FAA-2016-9071                      Comments due 10/24/2016  
The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A318, A319, A320, and A321 series airplanes. This proposed AD was prompted by an evaluation by the design approval holder (DAH) which indicates that the main landing gear (MLG) does not comply with certification specifications, which could result in a locking failure of the MLG side stay. This proposed AD would require modification or replacement of certain MLG side stay assemblies. We are proposing this AD to prevent possible collapse of the MLG during takeoff and landing.

**NPRM AD: [Airbus Airplanes](#)**

Published 09/08/2016                      Docket #: FAA-2016-9055                      Comments due 10/24/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A300 B4-600R series airplanes, Model A300 C4-605R Variant F airplanes, and Model A300 F4-600R series airplanes. This proposed AD was prompted by the results of a full stress analysis of the lower area of a certain frame that revealed a crack could occur in the forward fitting lower radius of a certain frame after a certain number of flight cycles. This proposed AD would require an inspection of the lower area of a certain frame radius for cracking, and corrective action if necessary. We are proposing this AD to detect and correct cracking in the forward fitting lower radius of a certain frame. Such cracking could reduce the structural integrity of the fuselage.

**NPRM AD: [Fokker Services B.V.](#)**

Published 09/08/2016                      Docket #: FAA-2016-9058                      Comments due 10/24/2016

The FAA proposes to adopt a new airworthiness directive (AD), for certain Fokker Services B.V. Model F28 Mark 0100 airplanes. This proposed AD was prompted by an analysis which determined that, for certain areas of the fuselage, the current threshold of an Airworthiness Limitations Section inspection is insufficient to detect early crack development. This proposed AD would require one time high and low frequency eddy current inspections of the affected fuselage skin for cracks and repair if necessary. We are proposing this AD to detect and correct cracks in the fuselage skin; such cracking could result in reduced structural integrity of the fuselage.

**NPRM AD: [Saab AB, Saab Aeronautics \(Formerly Known as Saab AB, Saab Aerosystems\) Airplanes](#)**

Published 09/08/2016                      Docket #: FAA-2016-9056                      Comments due 10/24/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Saab AB, Saab Aeronautics Model SAAB 2000 airplanes. This proposed AD was prompted by an occurrence that was reported of rudder pedal restriction on a SAAB Model 2000 airplane with the large potable water system (LPWS) installed, equipped with in-line heaters. This proposed AD would require installation of shrinkable tubes on the water piping of the basic potable water system (BPWS). We are proposing this AD to prevent water spray in case of a failed pipe or coupling during water filling on the ground. This condition, if not corrected, could freeze parts of the flight control system possibly resulting in reduced control of the airplane.

**NPRM AD: [The Boeing Company Airplanes](#)**

Published 09/08/2016                      Docket #: FAA-2016-9068                      Comments due 10/24/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 737-300, -400, and -500 series airplanes. This proposed AD was prompted by reports of cracks in horizontal stabilizer lower skins. This proposed AD would require repetitive inspections for cracking of the horizontal stabilizer lower skin, and corrective actions if necessary. This proposed AD also provides actions that would terminate certain repetitive inspections. We are proposing this AD to detect and correct cracks in horizontal stabilizer lower skins resulting in reduced local stiffness of the horizontal stabilizer, which can cause heavy vibration leading to loss of structural integrity of the horizontal stabilizer.

**NPRM AD: [The Boeing Company Airplanes](#)**

Published 09/08/2016

Docket #: FAA-2016-9067

Comments due 10/24/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all 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 a report of incidents involving fatigue cracking in transport category airplanes that are approaching or have exceeded their design service objective and a structural reevaluation by the manufacturer that identified additional structural elements that qualify as structural significant items (SSIs). This proposed AD would require revising the maintenance or inspection program, as applicable, to include inspections that will give no less than the required damage tolerance rating (DTR) for certain SSIs, and repairing any cracked structure. This proposed AD would also require inspections to detect cracks of all SSI structure, and repair if necessary. We are proposing this AD to ensure the continued structural integrity of all 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.

**NPRM AD: [Various Aircraft Equipped With BRP-Powertrain GmbH & Co KG 912 A Series Engine](#)**

Published 09/08/2016

Docket #: FAA-2016-9000

Comments due 10/24/2016

The FAA proposes to adopt a new airworthiness directive (AD) for various aircraft equipped with a BRP-Powertrain GmbH & Co KG (formerly Rotax Aircraft Engines) 912 A series engine. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a manufacturing defect found in certain carburetor floats. We are issuing this proposed AD to prevent the fuel supply to the affected cylinder from becoming reduced or blocked, which could cause an in-flight engine shutdown and result in a forced landing and damage to the airplane or injury to the occupants.

**NPRM: [Proposed Amendment of Class D and E Airspace for the Following Texas Towns; Georgetown, TX; Corpus Christi, TX; Dallas/Fort Worth, TX; Gainesville, TX; Graford, TX; Hebronville, TX; and Jasper, TX](#)**

Published 09/08/2016

Docket #: FAA-2016-8827

Comments due 10/24/2016

This action proposes to modify Class D airspace at Georgetown Municipal Airport, Georgetown, TX, and modify Class E airspace extending upward from 700 feet above the surface at Rockport Aransas County Airport, Corpus Christi, TX; Lancaster Airport, Dallas/Fort Worth, TX; Gainesville Municipal Airport, Gainesville, TX; Georgetown Municipal Airport, Georgetown, TX; (Hebronville, TX) O.S. Wyatt Airport, Realitos, TX; and Jasper County-Bell Field, Jasper, TX. Decommissioning of non-directional radio beacons (NDBs), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at these airports. Additionally, the geographic coordinates at Corpus Christi International Airport; the Corpus Christi VORTAC; Aransas County Airport, Rockport, TX; Nueces County Airport, Robstown, TX; Dallas/Fort Worth International Airport, Dallas/Fort Worth, TX; McKinney National Airport, McKinney, TX; Lancaster Airport; Bourland Field Airport, Fort Worth, TX; and Jasper County-Bell Field would be adjusted to coincide with the FAA's aeronautical database. Also, the names of McCampbell-Porter Airport (formerly T.P. McCampbell Airport); McKinney National Airport (formerly Collin County Regional Airport); and Ralph M. Hall/Rockwall Municipal Airport (formerly Rockwall Municipal Airport) would be updated to coincide with the FAA's aeronautical database.

**NPRM: Proposed Amendment of Class E Airspace for the Following Wisconsin Towns; Land O' Lakes, WI; Manitowish Waters, WI; Merrill, WI; Oconto, WI; Phillips, WI; Platteville, WI; Solon Springs, WI; Superior, WI; and West Bend, WI**

Published 09/08/2016

Docket #: FAA-2016-8830

Comments due 10/24/2016

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Kings Land O' Lakes Airport, Land O' Lakes, WI; Manitowish Waters Airport, Manitowish Waters, WI; Merrill Municipal Airport, Merrill, WI; Oconto-J. Douglas Bake Municipal Airport, Oconto, WI; Price County Airport, Phillips, WI; Platteville Municipal Airport, Platteville, WI; Solon Springs Municipal Airport, Solon Springs, WI; Richard I. Bong Airport, Superior, WI; and West Bend Municipal Airport, West Bend, WI. Decommissioning of non-directional radio beacons (NDBs), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at these airports. Additionally, the geographic coordinates for Kings Land O' Lakes Airport; Manitowish Waters Airport; Oconto-J. Douglas Bake Municipal Airport; and Solon Springs Municipal Airport would be adjusted to coincide with the FAA's aeronautical database. The name of Oconto-J. Douglas Bake Municipal Airport (formerly Oconto Municipal Airport) also would be updated.

**NPRM: Proposed Amendment of Class E Airspace; Mapleton, IA**

Published 09/08/2016

Docket #: FAA-2016-8834

Comments due 10/24/2016

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at James G. Whiting Memorial Field Airport, Mapleton, IA. Decommissioning of the Mapleton non-directional radio beacon (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 airport.

**FAA Guidance Documents and Notices**

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: Navigation; Degraded Attitude and Heading Reference System (AHRS) Performance When Operating in Areas of Unreliable or Unavailable Global Positioning System (GPS) Signal**

Issued 09/07/2016

SAIB CE-16-23

This Special Airworthiness Information Bulletin is being issued to alert Title 14 of the Code of Federal Regulations (14 CFR) part 91, 91 Subpart K, and 135 operators of an airworthiness concern on Embraer S.A. Model EMB-505 airplanes. Specifically, operators should be aware of possible degraded attitude and heading reference system (AHRS) performance when operating in areas of unreliable or unavailable global positioning system (GPS) signal.

## Notices

### **Notice: [Notice of Intent To Release Airport Property; Southwest Florida International Airport, Fort Myers, FL.](#)**

Published 09/08/2016

Document #: 2016-21558

Comments due 10/11/2016

The FAA hereby provides notice of intent to release approximately 0.521 acres of airport property at the Southwest Florida International Airport, Fort Myers, FL, from the terms, conditions, reservations, and restrictions as contained in federal grant assurances. The release of property will allow Lee County Port Authority to dispose of the property for other than aeronautical purposes. The property is located on Treeline Avenue along its proposed intersection with the extension of Jetport Loop, Fort Myers, Florida. The parcel is currently designated as aeronautical land use. The property will be released of its federal obligations for roadway access/right-of-way purposes. The fair market value of these parcels has been determined to be \$170,000.

## *Draft Flight Standardization Board/Operational Suitability Report*

### **FSB: [Bombardier Challenger 300/350](#)**

Updated 09/07/2016

Revision 3 Draft X

Comments due 10/07/2016

## **September 9, 2016**

### **[Press releases](#)**

#### **[FAA Statement on Samsung Galaxy Note 7 Devices](#)**

In light of recent incidents and concerns raised by Samsung about its Galaxy Note 7 devices, the Federal Aviation Administration strongly advises passengers not to turn on or charge these devices on board aircraft and not to stow them in any checked baggage.

### **FAA Guidance Documents and Notices**

#### *FAA Draft Policies*

#### **Final Policy: [Acceptable Methods for Demonstrating Compliance With Flammability Requirements](#)**

Proposed

Policy PS-AIR110-21-Y-Rn

This policy statement provides acceptable methods for demonstrating compliance with the flammability requirements of Title 14 of the Code of Federal Regulations (14 CFR) §§ 23.853, 23.855, 25.853, 25.855, 27.853, 27.855, 29.853, and 29.855.

## Notices

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Qualification, Service, and Use of Crewmembers and Aircraft Dispatchers](#)**

Published 09/09/2016                      Document #: 2016-21708                      Comments due 11/08/2016  
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. 14 CFR part 121 to ensure safety-of-flight by making certain that adequate training is obtained and maintained by those who operate under this part of the regulation.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Reduction of Fuel Tank Flammability on Transport Category Airplanes](#)**

Published 09/09/2016                      Document #: 2016-21710                      Comments due 11/08/2016  
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. The FAA's Fuel Tank Flammability rule requires manufacturers to report to the FAA every six months for up to 5 years after the flammability reduction system is incorporated into the fleet. The data is needed to assure system performance meets that predicted at the time of certification.

**Notice: [Notice of Intent To Rule on Disposal of Aeronautical Property at Bowman Field Airport Louisville, KY \(LOU\)](#)**

Published 09/09/2016                      Document #: 2016-21706                      Comments due 10/11/2016  
The Federal Aviation Administration is requesting public comment on a request by the Louisville Regional Airport Authority (LRAA), to release 0.11 acres of land at Bowman Field Airport from federal obligations. This release will be retroactive for a project that was necessary for the construction of Interstate Highway 64. The request consists of the following: A 0.11 acre of parcel of airport property was condemned by the Commonwealth of Kentucky in 1959. The court awarded this property to the State of Kentucky via quitclaim deed. This property is bounded by Beargrass Creek to the north, Cannons Lane to the east and Old Cannons Lane to the West. The current use of this property is as a small segment of Interstate Highway 64. This property was part of the 291.95 acre parcel conveyed from the United States of America with obligations to the Louisville And Jefferson County Air Board (now The Louisville Regional Airport Authority) on February 2, 1948. This request will release this property from federal obligations. This action is taken under the provisions of 49 U.S.C. 47107(h)(2).

**Meeting: [Eleventh RTCA SC-228 Minimum Performance Standards \(MPS\) for UAS Plenary Session](#)**

Meeting date 09/09/2016      Meeting time 9:00am – 4:30pm Time zone (EST/etc.)  
The FAA is issuing this notice to advise the public of a meeting of Eleventh RTCA SC-228 Minimum Performance Standards (MPS) for UAS Plenary Session.

*Draft Technical Standards Orders*

**TSO: [PRESSURE ALTIMETER SYSTEM](#)**

Updated 08/31/2016

Comments due 09/26/2016

This technical standard order (TSO) is for manufacturers of pressure actuated sensitive type altimeter equipment 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 pressure actuated sensitive type altimeter equipment must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: [Aviation Safety Action Program \(ASAP\)](#)**

Updated 09/08/2016

Reference #: Title 14 Part 91-145

Comments due 10/03/2016

This advisory circular (AC) provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate. Under an ASAP, safety issues are resolved through corrective action rather than through punishment or discipline. The ASAP provides for the collection, analysis, and retention of the safety data that is obtained through the reporting process. ASAP participants use ASAP safety data, much of which would otherwise be unobtainable, to develop corrective actions for identified safety concerns, and to educate the appropriate parties to prevent a recurrence of the same type of safety event. An ASAP is based on a safety partnership that will include the FAA and the certificate holder, and may include a third party, such as the employee's labor organization or safety organization serving as an ASAP facilitator (e.g., The Air Charter Safety Foundation (ACSF) or The Medallion Foundation). To encourage an employee to voluntarily report safety issues, enforcement-related incentives have been designed into the program.

**AC: [Extended Operations \(ETOPS and Polar Operations\)](#)**

Updated 09/08/2016

Reference #: Title 14 Part 21-135

Comments due 10/07/2016

This advisory circular (AC) provides guidance to certificate holders on obtaining operational approval to conduct Extended Operations (ETOPS) under Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.161. The Federal Aviation Administration (FAA) may authorize ETOPS with two-engine airplanes over a route that contains a point farther than 60 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air (adequate airport is defined in § 121.7 and Appendix 1 of this AC). The FAA may also authorize ETOPS with passenger-carrying airplanes with more than two engines over a route that contains a point farther than 180 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air. This AC provides guidance for obtaining authorization to conduct operations under part 121 in polar areas as well.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: [Bombardier DHC-8-100, 200, 300, 400 Series](#)**

Updated 09/07/2016                      Revision 4 Draft X                      Comments due 09/26/2016

**FSB: [Gulfstream G280](#)**

Updated 09/07/2016                      Revision 3 Draft X                      Comments due 09/30/2016

**FSB: [Bombardier Challenger 300/350](#)**

Updated 09/07/2016                      Revision 3 Draft X                      Comments due 10/07/2016

*Draft Master Minimum Equipment List*

**MMEL: [Airbus Helicopters Deutschland GmbH MBB-BK 117 C-2](#)**

Updated 09/08/2016                      Revision 2 Draft X                      Comments due 09/14/2016

**MMEL: [AIRBUS HELICOPTERS DEUTSCHLAND GmbH MBB-BK 117 A-1, A3, A-4, B-1, B-2, C-1](#)**

Updated 09/08/2016                      Revision 8 Draft X                      Comments due 09/28/2016

**MMEL: [Bombardier Challenger CL-600/601/601-3A/601-3R/604/605/650](#)**

Updated 09/08/2016                      Revision 10a Draft X                      Comments due 10/07/2016

**September 12, 2016**

**FAA Regulations**

*FAA Final rules*

**AD: [Embraer S.A. Airplanes](#)**

Published 09/12/2016                      Docket #: FAA-2014-0059                      Effective date 10/27/2016

The FAA is revising an earlier proposed airworthiness directive (AD) for certain Embraer S.A. Model ERJ 170 airplanes. The NPRM proposed to supersede AD 2012-07-08, which requires revising the maintenance or inspection program to incorporate structural inspection requirements. The NPRM was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. Since the NPRM was issued, a new revision of the airworthiness limitations section (ALS) of the EMBRAER S.A. ERJ 170/175 Maintenance Review Board Report (MRBR) was issued, which contains more restrictive airworthiness limitations. This action revises the NPRM by proposing to require revising the maintenance or inspection program, as applicable, to incorporate the new ALS of the MRBR. This supplemental NPRM (SNPRM) would also remove certain airplanes from the applicability. In addition, we propose to supersede AD 2006-06-09, AD 2012-05-08, and AD 2012-07-08, which require tasks that are now included in the new revision of the MRBR. We are proposing

**AD: [Airbus Airplanes](#)**

Published 09/12/2016                      Docket #: FAA-2016-9057                      Effective date 10/27/2016

The FAA proposes to supersede Airworthiness Directive (AD) 2014-26-08, for all Airbus Model A330-200, -200F, and -300 series airplanes. AD 2014-26-08 currently requires revising the maintenance or inspection program to incorporate new maintenance requirements and airworthiness limitations. Since we issued AD 2014-26-08, we have determined that more restrictive maintenance instructions and airworthiness limitations are necessary. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate new or revised airworthiness limitation requirements. This proposed AD would also remove certain airplanes from the applicability. We are proposing this AD to prevent safety-significant latent failures that would, in combination with one or more other specific failures or events, result in a hazardous or catastrophic failure condition.

**AD: [Airbus Airplanes](#)**

Published 09/12/2016                      Docket #: FAA-2016-9066                      Effective date 10/27/2016

The FAA proposes to supersede Airworthiness Directive (AD) 2011-10-17, for all Airbus Model A300 and A310 series airplanes, and Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600 series airplanes). AD 2011-10-17 currently requires revising the maintenance program by incorporating certain airworthiness limitation items (ALIs). Since we issued AD 2011-10-17, the manufacturer has revised certain ALI documents, which specify more restrictive instructions and/or airworthiness limitations. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate new or revised structural inspection requirements. This proposed AD would also remove Model A310 and A300-600 series airplanes from the applicability. We are proposing this AD to detect and correct fatigue cracking, damage, and corrosion in certain structure; such fatigue cracking, damage, and corrosion could result in reduced structural integrity of the airplane.

**AD: [Airbus Airplanes](#)**

Published 09/12/2016                      Docket #: FAA-2016-9069                      Effective date 10/27/2016

The FAA proposes to supersede Airworthiness Directive (AD) 2015-16-02, for all Airbus Model A330 series airplanes. AD 2015-16-02 currently requires revising the maintenance program or inspection program to incorporate certain maintenance requirements and airworthiness limitations. Since we issued AD 2015-16-02, we received a revision of an airworthiness limitations items (ALI) document, which provides new and more restrictive maintenance requirements and airworthiness limitations for airplane structures and systems. This proposed AD would require revising the maintenance or inspection program to incorporate new maintenance requirements and airworthiness limitations. We are proposing this AD to prevent reduced structural integrity and reduced control of these airplanes due to the failure of system components.

**Final Rule: [Revocation of Class D Airspace; Vancouver, WA](#)**

Published 09/12/2016                      Docket #: FAA-2015-4133                      Effective date 11/10/2016

This action removes the Class D airspace at Pearson Field, Vancouver, WA. FAA Joint Order 7400.2K states that non-towered airports requiring a surface area will be designated Class E. Class E surface area airspace was established on December 10, 2015. The FAA is taking this action due to the lack of an operating air traffic control tower at Pearson Field Airport, Vancouver, WA.

**Rule: [Pearson Field Airport Special Flight Rules Area](#)**

Published 09/12/2016                      Docket #: FAA-2015-3980                      Effective date 11/10/2016

The FAA is establishing a Special Flight Rules Area in the vicinity of Pearson Field Airport, Vancouver, Washington. Pearson Field Airport is located approximately three nautical miles northwest of Portland International Airport, Portland, Oregon. The close proximity of the airport traffic patterns and approach courses create converging flight paths between traffic on approach to Portland International Airport and traffic at Pearson Field Airport, increasing the risk for near mid-air collision, mid-air collision and wake turbulence events. The intended effect of this action is to mitigate the identified risk by establishing operating requirements applicable to all aircraft when operating within a designated area at Pearson Field Airport, which would increase overall system efficiency and safety.

**FAA Guidance Documents and Notices**

*FAA Final Advisory Circulars*

**AC: [Autorotation Training](#)**

Issued 08/31/2016                      Document #: AC 61-140A                      Effective date M/D/YYYY

The purpose of this advisory circular (AC) is to describe enhanced guidelines for autorotations during helicopter flight training. The Federal Aviation Administration (FAA) has found a need to raise awareness of the risks inherent in performing autorotations in the training environment, and in particular, 180-degree autorotations. In this AC, the FAA recommends procedures that will mitigate safety risk during autorotations. This information is intended to supplement information about autorotation training found in the current editions of the Helicopter Flying Handbook (HFH), FAA-H-8083-21, and the Helicopter Instructor's Handbook (HIH), FAA-H-8083-4. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, of conducting autorotation training for proficiency or in consideration of the requirements to be issued an Airman Certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 61. You may use alternate methods for training if you establish that those methods meet the requirements of the HFH and FAA practical test standards (PTS).

*Notices*

**Notice: [ADDITIONS PER ORDER 7340.2, CONTRACTIONS, CHAPTER 3, SECTIONS 1, 2, 3, 4.](#)**

Published 09/08/2016                      Document N JO 7340.386                      Comments due M/D/YYYY

Pinnacle airlines changed company name to endeavor air. Endeavor air will temporarily continue to use identifier flagship/flg for domestic u.s. flights only. This will be effective until on or about october 27th 2016.

**September 13, 2016**

**FAA Regulations**

*FAA Final rules*

**Final Rule: Modification of Class D Airspace; Peru, IN**

Published 09/13/2016                      Docket #: FAA-2016-6006                      Effective date 11/10/2016

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

**Final Rule: Extension of the Requirement for Helicopters To Use the New York North Shore Helicopter Route; Technical Amendment**

Published 09/13/2016                      Docket #: FAA-2010-0302                      Effective date 09/13/2016

The FAA is correcting an error, whereby the applicability of a regulation was extended instead of its effectivity. Consequently, a section of the pertinent regulation was relocated in Title 14, Code of Federal Regulations and all remaining provisions of the regulation inadvertently expired. However, the entire regulation was intended to be extended for four years in the final rule published on July 25, 2016 (Doc. No. 2016-17427, 81 FR 48323), which became effective on August 7, 2016.

*FAA Proposed Rules*

**NPRM AD: M7 Aerospace LLC**

Published 09/13/2016                      Docket #: FAA-2016-9120                      Comments due 10/28/2016

We propose to adopt a new airworthiness directive (AD) for all M7 Aerospace LLC Models 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 proposed AD was prompted by corrosion and stress corrosion cracking of the pitch trim actuator upper attach fittings of the horizontal stabilizer front spar. This proposed AD would require repetitive inspections of the pitch trim actuator upper attach fittings for corrosion and/or cracking in the bolt holes and the web/flange radius with replacement of fittings as necessary. We are proposing this AD to prevent jamming and/or loss of control of the horizontal stabilizer, which could result in partial or complete loss of airplane pitch control.

**NPRM: Proposed Establishment of Restricted Area R-2603; Fort Carson, CO**

Published 09/13/2016                      Docket #: FAA-2016-8927                      Comments due 10/28/2016

This action proposes to establish restricted area R-2603 within the existing Fort Carson, CO, Pinon Canyon Maneuver Site (PCMS), near Trinidad, CO. The U.S. Army requires additional restricted airspace because the restricted area ranges at Fort Carson are not large enough to meet all training requirements. The proposed R-2603 would provide increased ground-to-air, air-to-ground, and air-to-air battle space to increase training capacity and relieve training congestion at Fort Carson.

## **FAA Guidance Documents and Notices**

### *Notices*

**Notice: [Licensing and Safety Requirements for Launch; Technical Amendment](#)**

Published 09/13/2016                      Document #: 2016-21939                      Comments due 10/13/2016

The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a release of approximately 1.5 acres of airport property at Bob Hope Airport, Burbank, Los Angeles County, California, from all conditions contained in the Grant Assurances since the parcel of land is not needed for airport purposes. The property will be sold for its fair market value and the proceeds used for airport purposes. The redevelopment of the land for commercial purposes represents a compatible land use that will not interfere with the airport or its operation, thereby protecting the interests of civil aviation.

**Notice: [Notice of Release From Federal Grant Assurance Obligations at Tucson International Airport, Tucson, Pima County, Arizona](#)**

Published 09/13/2016                      Document #: 2016-21936                      Comments due 10/13/2016

The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a release of approximately 3 acres of airport property at Tucson International Airport, Tucson, Pima County, Arizona, from all conditions contained in the Grant Assurances since the parcel of land is not needed for airport purposes. The property will be sold for its fair market value and the proceeds used for airport purposes. The redevelopment of the land for roadway enhancements to property owned by the U. S. Air Force represents a compatible land use that will not interfere with the airport or its operation, thereby protecting the interests of civil aviation.

**Notice: [Notice of Intent To Rule on Request for a Land Release of a 6.1 Acre Non-Contiguous Airport Owned Parcel Near the Long Island Macarthur Airport, New York. The Parcel Is Located at 1612 Coates Avenue, Holbrook, New York](#)**

Published 09/13/2016                      Document #: 2016-21968                      Comments due 10/13/2016

The FAA proposes to rule and invite public comment for a land release of a 6.1 acre airport owned parcel, not contiguous with the airport, located at 1612 Coates Avenue, Holbrook, NY.

**Meeting: [Twenty Fourth Meeting of SC-222 AMS\(R\)S](#)**

Meeting date 10/05/2016      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 Fourth Meeting of SC-222 AMS(R)S.

### **September 14, 2016**

#### **Press releases**

**[FAA Rebate Program for General Aviation Aircraft Owners Who Equip with Automatic Dependent Surveillance-Broadcast \(ADS-B\) to Begin Next Week](#)**

Federal Aviation Administration (FAA) Administrator Michael Huerta announced today that the FAA is delivering on its commitment to incentivize general aviation aircraft owners to equip their aircraft with required NextGen avionics technology before the January 1, 2020 deadline.

#### **FAA Regulations**

## *FAA Special Conditions*

### **SC: [Lufthansa Technik, AG, Boeing Model 737-700 Airplanes; Large, Non-Structural Glass in the Passenger Compartment](#)**

Published 09/14/2016

Docket #: FAA-2016-8832

Effective date 10/31/2016

These special conditions are issued for Boeing Model 737-700 airplanes. This airplane, as modified by Lufthansa Technik, AG (Lufthansa), 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 large, non-structural glass panels in the passenger compartment of Very Important Person (VIP) interiors of Model 737-700 airplanes modified by Lufthansa. 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 Final Policies*

#### **Final Policy: [Designated Engineering Representative \(DER\) authority for Parts Manufacturer Approval \(PMA\) critical parts approval](#)**

Issued 09/13/2016

Policy #: AIR100-16-110-PM08

A misplaced note in Order 8110.42D unintentionally limits DERs abilities for finding compliance on PMA via test reports and computations articles that are identified as critical parts. This memorandum clarifies that the PMA Order will defer to the established and correct guidance within Order 8110.37E in this case.

### *Orders*

#### **Order: [Location Identifiers](#)**

Issued 09/13/2016

Document #: JO 7350.9G

Effective Date 09/15/2016

The current identifiers and codes in the United States and Canada air traffic control systems are listed in this order. It contains guidelines for requesting location identifiers, name-codes, and procedure codes. Also, a brief explanation of assignment principles is included.

### *Draft Master Minimum Equipment List*

#### **MMEL: [Bombardier Challenger CL-600/601/601-3A/601-3R/604/605/650](#)**

Updated 09/13/2016

Revision 10a Draft X

Comments due 10/07/2016

**September 15, 2016**

**Press releases**

**FAA Proposes \$892,500 Civil Penalty Against Air Methods Corp.**

The U.S. Department of Transportation's Federal Aviation Administration (FAA) proposes an \$892,500 civil penalty against Air Methods Corp. of Englewood, Colo., for allegedly operating an Airbus EC-135 helicopter on passenger-carrying flights when it was not airworthy.

**FAA Regulations**

*FAA Final rules*

**AD: Airbus Airplanes**

Published 09/15/2016

Docket #: FAA-2015-6550

Effective date 10/20/2016

We are superseding Airworthiness Directive (AD) 90-11-05 for certain Airbus Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes and Model A300 B4-600 series airplanes. AD 90-11-05 required repetitive detailed inspections for cracking in the aft hinge brackets of the outer shroud box that is located in the outer wing box, and related investigative and corrective actions if necessary. This new AD changes certain compliance times and adds airplanes to the applicability. This AD was prompted by reports of cracks in the aft hinge brackets of the outer shroud box that is located in the outer wing box, which were found during routine maintenance checks, and our subsequent determination that a change in inspection compliance times is needed. We are issuing this AD to detect and correct cracking of the aft hinge brackets of the outer shroud box; such cracking could affect the structural integrity of the airplane.

**AD: ATR-GIE Avions de Transport Régional Airplanes**

Published 09/15/2016

Docket #: FAA-2015-0077

Effective date 10/20/2016

We are adopting a new airworthiness directive (AD) for certain ATR—GIE Avions de Transport Régional Model ATR42-500 and Model ATR72-212A airplanes. This AD was prompted by a report indicating that interference occurred between a Type III Emergency Exit door and the surrounding passenger cabin furnishing during a production check. This AD requires measuring the gap between the Type III Emergency Exit doors and certain overhead stowage compartment fittings; removing certain fittings from the overhead stowage compartments and measuring the gap between the Type III Emergency Exit doors and the overhead stowage compartment hooks, if necessary; re-installing or repairing, as applicable, the Type III Emergency Exit doors; and modifying the overhead stowage compartments. We are issuing this AD to prevent interference between a Type III Emergency Exit door and the overhead stowage compartment fitting installed on the rail, which could result in obstructed opening of a Type III Emergency Exit door during an emergency evacuation.

**AD: [Agusta S.p.A. Helicopters](#)**

Published 09/15/2016

Docket #: FAA-2015-3781

Effective date 10/20/2016

We are adopting a new airworthiness directive (AD) for Agusta S.p.A. (Agusta) Model A109A, A109A II, A109C, A109E, A109K2, A109S, and AW109SP helicopters. This AD requires visually inspecting the tail rotor drive shaft assembly (drive shaft) for a crack. This AD was prompted by the discovery of three cracks on the drive shaft of a Model A109S helicopter. The actions of this AD are intended to detect a crack on the drive shaft to prevent failure of the driveshaft, failure of the tail rotor, and subsequent loss of helicopter control.

*FAA Proposed Rules*

**NPRM AD: [The Boeing Company Airplanes](#)**

Published 09/15/2016

Docket #: FAA-2016-9075

Comments due 10/31/2016

We propose 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 indicating that a portion of the sealant above the engine pylon between the wing skin and the vapor barrier may have been omitted. This proposed AD would require an inspection for missing sealant in the seam on the outside and inside of the engine struts, and corrective actions if necessary. We are proposing this AD to detect and correct missing sealant above the engine pylon between the wing skin and the vapor barrier, which can create an unintended leak path for fuel, potentially draining onto the aft fairing heat shield above the engine and onto hot engine parts or brakes, which could lead to a major ground fire.

**FAA Guidance Documents and Notices**

*Flight Standards Service Information for Operators (InFO)*

**InFO: [Requirements of Title 14 of the Code of Federal Regulations Part 382, Subpart E, and Master Minimum Equipment List \(MMEL\) Relief](#)**

Issued M/D/YYYY

InFO 16014

Comments due M/D/YYYY

This InFO supersedes InFO 11017, dated 10/06/2011, and clarifies U.S. Department of Transportation (DOT) Part 382 requirements with respect to Federal Aviation Administration (FAA) - approved MMEL relief for aircraft.

*Draft Orders*

**Order: [Designee Management Policy](#)**

Updated 09/14/2016

Order: 8000.95 CHG3

Comments due 10/13/2016

This order is a comprehensive publication establishing policy and procedures for managing all aspects of certain representatives of the Administrator including selection, appointment, orientation, training, oversight, suspension, and termination.

*Notices*

**Meeting: [Nineteenth Meeting of the NextGen Advisory Committee \(NAC\)](#)**

Meeting date 10/05/2016 Meeting time 8:30am – 3:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of the Nineteenth Meeting of the NextGen Advisory Committee (NAC).

**September 16, 2016**

**FAA Regulations**

*FAA Final rules*

**AD: [Dassault Aviation Airplanes](#)**

Published 09/16/2016

Docket #: FAA-2016-6146

Effective date 10/21/2016

We are superseding Airworthiness Directive (AD) 2008-19-08, for all Dassault Aviation Model Falcon 10 airplanes. AD 2008-19-08 required repetitive replacement of the flexible hoses installed in the wing (slat) anti-icing system with new hoses. This new AD requires reducing the life limit of these flexible hoses, which reduces the repetitive replacement intervals. This AD was prompted by additional reports of collapse of the flexible hoses installed in the slat anti-icing systems on airplanes equipped with new, improved hoses. We are issuing this AD to prevent collapse of the flexible hoses in the slat anti-icing system, which could lead to insufficient anti-icing capability and, if icing is encountered in this situation, could result in reduced controllability of the airplane.

**AD: [Airbus Airplanes](#)**

Published 09/16/2016

Docket #: FAA-2016-9108

Effective date 10/03/2016

We are adopting a new airworthiness directive (AD) for certain Airbus Model A330-200, Model A330-300, Model A340-200, and Model A340-300 series airplanes. This AD requires an inspection to determine the part number and serial number of certain escape slides on the left and right sides of the airplane, and replacement if necessary. This AD was prompted by a report indicating that the aspirator on certain escape slides might have been damaged because of incorrect packing during overhaul. We are issuing this AD to detect and correct damaged aspirators on escape slides. Failure of an aspirator to inflate an escape slide could prevent deployment of the escape slide during an emergency, possibly resulting in reduced evacuation capacity from the airplane and consequent injury to occupants.

*FAA Proposed Rules*

**NPRM AD: [Mitsubishi Heavy Industries, Ltd. Airplanes](#)**

Published 09/16/2016

Docket #: FAA-2016-9139

Comments due 10/31/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Mitsubishi Heavy Industries, Ltd. Models MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60 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 reports of cracks found in the wing spacer plates. We are issuing this proposed AD to require actions to detect and correct cracks in the wing spacer plates, which could result in reduced structural integrity of the wings and loss of control.

**FAA Guidance Documents and Notices**

*FAA Draft Policies*

**Final Policy: [Acceptable Methods for Demonstrating Compliance With Flammability Requirements](#)**

Issued Proposed

Policy #: PS-AIR110-21-Y-Rn

This policy statement provides acceptable methods for demonstrating compliance with the flammability requirements of Title 14 of the Code of Federal Regulations (14 CFR) §§ 23.853, 23.855, 25.853, 25.855, 27.853, 27.855, 29.853, and 29.855. This policy statement also provides the means to properly document each acceptable method pursuant to the requirements of 14 CFR §§ 21.20 and 21.21.

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: [Fuselage: Main Plate/Skin](#)**

Issued 09/15/2016

SAIB NM-16-24

This Special Airworthiness Information Bulletin is to advise owners and operators of the potential for skin corrosion under the external oxygen line fairing located on the top aft section of the fuselage, on Learjet Inc. Model 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A (C-21A), 36, 36A, 55, 55B, and 55C airplanes. At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

*Draft Orders*

**Order: [Designee Management Policy](#)**

Updated 09/14/2016

Order: 8000.95 CHG3

Comments due 10/13/2016

This order is a comprehensive publication establishing policy and procedures for managing all aspects of certain representatives of the Administrator including selection, appointment, orientation, training, oversight, suspension, and termination.

## Notices

### **Notice: [Notice of Opportunity for Public Comment on Land Use Change From Aeronautical to Non-Aeronautical Use at Hanscom Field in Bedford, MA](#)**

Published 09/16/2016 Document #: 2016-22137 Comments due 10/17/2016

Under the provisions of Title 49, U.S.C. 47153(d), notice is being given that the FAA is considering a request from the Massachusetts Port Authority (MPA) in East Boston, MA, to waive the surplus property requirements for approximately 7.1 acres of airport property located at Hanscom Field in Bedford, MA. The subject parcel has been identified for commercial development and MPA will negotiate a long term lease to generate non-aviation revenue for the airport. As such, MPA is requesting a release to change the property from aeronautical use to non-aeronautical use. It has been determined through study and master planning that the subject parcel will not be needed for future aeronautical purposes. Further, the parcel of land is separated by a road and not contiguous to the airport proper. Full and permanent relief of the surplus property requirements on this parcel will allow the airport to generate long term revenue through lease of the land. All lease revenue will continue to be subject to the FAA's revenue-use policy and dedicated to the maintenance and operation of Hanscom Field.

### **Notice: [Notice of Opportunity for Public Comment for Land Exchange at New Bedford Airport in New Bedford, MA](#)**

Published 09/16/2016 Document #: 2016-22138 Comments due 10/17/2016

Under the provisions of Title 49, U.S.C. 47153(d), notice is being given that the FAA is considering a request from New Bedford Airport in New Bedford, MA, to exchange .65 acres of airport land for 1.14 acres of land owned by the Tifereth Israel Congregation in order to construct the Runway Safety Area and provide for a maintenance/emergency road for Runway 14-32 at New Bedford Airport in New Bedford, MA. The .65 acres of airport land being exchanged by the airport is not required for current or future aviation use. The land is remote, non-contiguous to the airport land and is primarily wooded. The two parcels that will be acquired from Tifereth Israel Congregation will be used to meet FAA design requirements for the Runway 14 Runway Safety Area and provide a maintenance/emergency access road for this runway end.

### **Notice: [Interim Guidance for Order JO 6480.25 to Comply with Order 6000.15 and eTPR Requirements](#)**

Published 09/08/2016 Document JO 6480.86 Comments due M/D/YYYY

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

### **Notice: [TDWR Facility UPS BDS-40 \(Battery Monitor\) Issue](#)**

Published 09/13/2016 Document JO 6980.160 Comments due M/D/YYYY

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

### **Meeting: [Commercial Space Transportation Advisory Committee-Open Meeting](#)**

Meeting date 10/25/16 Meeting time 1:00am – 5:00pm Time zone (EST/etc.)

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC). The meeting will take place on Tuesday, October 25, 2016, from 1:00 p.m. to 5:00 p.m., and Wednesday, October 26, 2016 from 8:00 a.m. to 5:00 p.m. at the National Transportation Safety Board Conference Center, 429 L'Enfant Plaza SW., Washington, DC 20594. This will be the 64th meeting of the COMSTAC.

**Meeting: [Sixteenth RTCA SC-209 Working Session and Plenary Session Joint With EUROCAE WG 49, WG 51, and RTCA SC-186](#)**

Meeting date 10/17/2016 Meeting time 9:00am – 4:30pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Sixteenth RTCA SC-209 Working Session and Plenary Session joint with EUROCAE WG 49, WG 51, and RTCA SC-186.

*Draft Technical Standards Orders*

**TSO: [Pressure Altimeter System](#)**

Updated 08/31/2017

Comments due 09/26/2016

This technical standard order (TSO) is for manufacturers of pressure actuated sensitive type altimeter equipment 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 pressure actuated sensitive type altimeter equipment must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: Extended Operations (ETOPS and Polar Operations)**

Updated 09/08/2016 Reference #: Title 14 Part 21-135

Comments due 10/07/2016

This advisory circular (AC) provides guidance to certificate holders on obtaining operational approval to conduct Extended Operations (ETOPS) under Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.161. The Federal Aviation Administration (FAA) may authorize ETOPS with two-engine airplanes over a route that contains a point farther than 60 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air (adequate airport is defined in § 121.7 and Appendix 1 of this AC). The FAA may also authorize ETOPS with passenger-carrying airplanes with more than two engines over a route that contains a point farther than 180 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air. This AC provides guidance for obtaining authorization to conduct operations under part 121 in polar areas as well.

**AC: [Aviation Safety Action Program \(ASAP\)](#)**

Updated 09/08/2016      Reference #: Title 14 Part 91-145      Comments due 10/03/2016

This advisory circular (AC) provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate. Under an ASAP, safety issues are resolved through corrective action rather than through punishment or discipline. The ASAP provides for the collection, analysis, and retention of the safety data that is obtained through the reporting process. ASAP participants use ASAP safety data, much of which would otherwise be unobtainable, to develop corrective actions for identified safety concerns, and to educate the appropriate parties to prevent a recurrence of the same type of safety event. An ASAP is based on a safety partnership that will include the FAA and the certificate holder, and may include a third party, such as the employee's labor organization or safety organization serving as an ASAP facilitator (e.g., The Air Charter Safety Foundation (ACSF) or The Medallion Foundation). To encourage an employee to voluntarily report safety issues, enforcement-related incentives have been designed into the program.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: [Bombardier DHC-8-100, 200, 300, 400 Series](#)**

Updated 09/07/2016      Revision 4 Draft X      Comments due 09/26/2016

**FSB: [Gulfstream G280](#)**

Updated 09/07/2016      Revision 3 Draft X      Comments due 09/30/2016

**FSB: [Bombardier Challenger 300/350](#)**

Updated 09/07/2016      Revision 3 Draft X      Comments due 10/07/2016

*Draft Master Minimum Equipment List*

**MMEL: [AIRBUS HELICOPTERS DEUTSCHLAND GmbH MBB-BK 117 A-1, A3, A-4, B-1, B-2, C-1 \(TCDS H13EU\)](#)**

Updated 09/14/2016      Revision 8 Draft X      Comments due 09/28/2016

**MMEL: [Bombardier Challenger CL-600/601/601-3A/601-3R/604/605/650](#)**

Updated 09/14/2016      Revision 10a Draft X      Comments due 10/07/2016

**September 19, 2016**

**FAA Regulations**

*FAA Final rules*

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

Published 09/19/2016                      Docket #: FAA-2016-5035                      Effective date 10/24/2016

The FAA is adopting a new airworthiness directive (AD) for all Fokker Services B.V. Model F28 Mark 0070 and Mark 0100 airplanes. This AD was prompted by reports of cracking in a certain area of the pressure bulkhead webplate and skin connection angle. This AD requires a one-time inspection of the affected pressure bulkhead webplate and skin connection angle, and corrective actions if necessary. We are issuing this AD to detect and correct cracking of the pressure bulkhead webplate and skin connection angle that could lead to sudden inflight decompression of the airplane, resulting in injury to occupants.

**AD: Airbus Airplanes**

Published 09/19/2016                      Docket #: FAA-2016-5591                      Effective date 10/24/2016

The FAA is superseding Airworthiness Directive (AD) 2005-15-07 for certain Airbus Model A320-111 airplanes and Model A320-200 series airplanes. AD 2005-15-07 required installing insulator and cable ties to the electrical cables of the S routes at the gaps in the raceway in the wing trailing edge and the wing tip and wing root areas. This new AD requires additional modifications in the trailing edges of both wings. This new AD also removes airplanes from the applicability. This AD was prompted by reports of wire chafing in the left-hand wing trailing edge. We are issuing this AD to prevent wire chafing in the trailing edge of the wings, which could result in a short circuit in the vicinity of the fuel tanks, consequently resulting in a potential source of ignition in a fuel tank vapor space and consequent fuel tank explosion.

**AD: Viking Air Limited Airplanes**

Published 09/19/2016                      Docket #: FAA-2016-4229                      Effective date 10/24/2016

The FAA is adopting a new airworthiness directive (AD) for Viking Air Limited Models DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III 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 corrosion of the elevator control rod and of the elevator actuating lever on the control column. We are issuing this AD to detect and correct corrosion and/or cracking of the elevator control rod assemblies and the elevator actuating lever, which if not detected and corrected, could cause these components to fail. This failure could result in loss of control.

*FAA Proposed Rules*

**NPRM AD: [Airbus Airplanes](#)**

Published 09/19/2016

Docket #: FAA-2016-9110

Comments due 11/03/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A319-115, A319-132, A320-214, A320-232, A321-211, A321-213, and A321-231 airplanes. This proposed AD was prompted by a report of certain tie rod assemblies installed on the hinged fairing assembly of the main landing gear (MLG) with no cadmium plating on the rod end threads. This proposed AD would require a detailed inspection of certain tie rod assemblies installed on the hinged fairing assembly of the MLG for the presence of cadmium plating, and replacement of tie rod assemblies without cadmium plating. We are proposing this AD to detect and correct the absence of cadmium plating on the rod end threads of the tie rod assemblies. The absence of cadmium plating could lead to galvanic corrosion of the tie rod end threads, resulting in rod end failure, loss of a MLG door, and consequent damage to the airplane.

**NPRM AD: [Airbus Defense and Space S.A. \(Formerly Known as Construcciones Aeronauticas, S.A.\) Airplanes](#)**

Published 09/19/2016

Docket #: FAA-2016-9109

Comments due 11/03/2016

The FAA proposes to supersede Airworthiness Directive (AD) 2013-23-02, for all Airbus Defense and Space S.A. Model CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes. AD 2013-23-02 currently requires an inspection of the feeder cables of certain fuel booster pumps for damage (including, but not limited to, signs of electrical arcing and fuel leaks), and replacement if necessary. Since we issued AD 2013-23-02, we have determined that a modification is necessary to address the identified unsafe condition. This proposed AD would retain the requirements of AD 2013-23-02 and would also require modification of the electrical installation of the fuel booster pumps. We are proposing this AD to prevent damage to certain fuel booster pumps, which could create an ignition source in the fuel tank vapor space, and result in a fuel tank explosion and consequent loss of the airplane.

**NPRM: [Voluntary Disclosure Reporting Program](#)**

Published 09/19/2016

Docket #: FAA-2006-24855

Comments due 10/19/2016

This notice describes a proposed order through which the Federal Aviation Administration plans to designate a certain category of information as protected from public disclosure pursuant to a Voluntary Disclosure Reporting Program. The Federal Aviation Administration is required to protect the information from disclosure to the public, including disclosure required by statute, such as the Freedom of Information Act, following issuance of an order designating the information as protected. The instant designation is intended to encourage participation in the Voluntary Disclosure Reporting Program.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: Operations of Large Airplanes Subject to 14 CFR Part 125**

Issued 09/15/2016

Document #: AC 125-1A

Effective date M/D/YYYY

This advisory circular (AC) sets forth one means that would be acceptable to the Administrator to assist persons in complying with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 125. It also provides, in Chapter 2, a test of applicability for operations which may be subject to part 125.

### *Notices*

#### **Notice: Interim Guidance for Order 6470.40 Standards, Tolerances, and Periodic Maintenance, to Comply with Order 6000.15 and eTPR Requirements**

Published 09/13/2016

Document JO 6470.60

Comments due M/D/YYYY

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

#### **Notice: TDWR Facility UPS BDS-40 (Battery Monitor) Issue**

Published 09/13/2016

Document JO 6980.160

Comments due M/D/YYYY

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

#### **Notice: Interim Guidance for Order JO 6470.5A Standards, Tolerances, and Periodic Maintenance, to Comply with Order 6000.15 and eTPR Requirements**

Published 09/13/2016

Document JO 6470.61

Comments due M/D/YYYY

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

#### **Meeting: Twenty Fourth Meeting of SC-217 Aeronautical Databases**

Meeting date 09/19/2016 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 Seventh Meeting of SC-217 Aeronautical Databases.

### **September 20, 2016**

### **FAA Regulations**

#### *FAA Special Conditions*

#### **SC: The Boeing Company Model 787-10 Airplane; Aeroelastic Stability Requirements, Flaps-Up Vertical Modal-Suppression System**

Published 09/20/2016

Docket #: FAA-2016-6137

Effective date 11/04/2016

This action proposes special conditions for the Boeing Company (Boeing) Model 787-10 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 flaps-up vertical modal-suppression system. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

## FAA Guidance Documents and Notices

### *FAA Legal Interpretations*

**Legal Interpretation: [Request for clarification of 14 CFR § 61.160](#)**

Issued 09/19/2016

Regulation 14 CFR § 61.160

This legal interpretation responds to a question asking whether the maximum 500 hour flight-engineer flight time that may be credited toward the required 1,500 hour total time as a pilot required under § 61.159(a), can be credited toward the required 1,500 hours total time as pilot for the purposes of applying for a restricted airline transport pilot (R-ATP) certificate under § 61.160(e).

### *Flight Standards Information Management System (FSIMS)*

**FSIMS: [Certificate of Waiver J550, Banner Towing Operations](#)**

Issued 09/16/2016

This notice announces changes to the requirements for issuing the automated Certificate of Waiver (CoW) J550, Banner Towing Operations, and revises the J550 template for Title 14 of the Code of Federal Regulations (14 CFR) part 91 operations. This notice establishes the Web-based Operations Safety System (WebOPSS) and J550 as the preferred method of issuing CoWs for banner tow operations.

### *Orders*

**Order: [Alternative Methods of Compliance \(AMOC\)](#)**

Issued 09/14/2016

Document 8110.103B

Comments due M/D/YYYY

This order provides guidance to Federal Aviation Administration (FAA) personnel and FAA designees who handle alternative methods of compliance (AMOC) proposals to airworthiness directives. This order explains how to determine if an AMOC is needed, the process to follow, and other AMOC considerations pursuant to Title 14 of the Code of Federal Regulations.

### *Notices*

**Notice: [Additions Per Order 7110.67, Air Traffic Management Services For Special Activities, Appendix 2](#)**

Published 09/16/2016

Document N JO 7110.722

Comments due M/D/YYYY

Additions to non-sensitive call signs has been approved.

**Meeting: [Twenty Fourth Meeting of SC-217 Aeronautical Databases](#)**

Meeting date 09/20/2016 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 Seventh Meeting of SC-217 Aeronautical Databases.

**September 21, 2016**

**FAA Guidance Documents and Notices**

*Orders*

**Order: [Aviation Medical Examiners for FAA Employees and Applicants Requiring Medical Certification](#)**

Issued 09/21/2016

Document NE 3930.7

Effective Date 10/01/2016

This order transmits Aviation Medical Examiner (AME) information to the following: Flight Standards, Security and Hazardous Materials Divisions, New England Region Flight Inspection Field Offices and the ATO of New England Region-Enroute and Terminal having employees requiring Federal Aviation Administration Aerospace Medical Certifications.

*Notices*

**Notice: [Schedule of Charges Outside the United States](#)**

Published 09/21/2016

Document 2016-22776

Effective date 10/01/2016

The Federal Aviation Administration (FAA) is announcing the availability of Advisory Circular (AC) 187-1K which transmits an updated schedule of charges for services of FAA Flight Standards Aviation Safety Inspectors outside the United States. The advisory circular has been updated in accordance with the procedures listed in 14 CFR part 187, Appendix A.

**Notice: [Passenger Facility Charge \(PFC\) Program; Draft FAA Order 5500.1B](#)**

Published 09/21/2016

Document 2016-22721

Comments due 09/30/2016

FAA is extending the comment period on the draft FAA Order 5500.1B, Passenger Facility Charge published on August 5, 2016. This draft Order clarifies and updates statutory and regulatory requirements, including those affected by changes to the PFC statute from multiple FAA reauthorizations.

**Notice: [Notice of Availability of the Final Environmental Assessment \(EA\) and Finding of No Significant Impact/Record of Decision \(FONSI/ROD\) for the Runway 13/31 Shift/Extension and Associated Improvements Project for the Detroit Lakes-Becker County Airport \(DTL\) in Detroit Lakes, MN](#)**

Published 09/21/2016

Document 2016-22739

Effective Date 09/21/2016

The FAA is issuing this notice to advise the public that the FAA has prepared and approved (August 23, 2016) a FONSI/ROD based on the Final EA for the DTL Runway 13/31 Shift/Extension and Associated Improvements Project. The Final EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1F, "Environmental Impacts: Policies and Procedures" and 5050.4B, "NEPA Implementing Instructions for Airport Actions".

**Meeting: [Office of Hazardous Materials Safety Meeting](#)**

Meeting date 10/13/2016 Meeting time 9:00am – 12:00pm Time zone (EST/etc.)

In preparation for the International Civil Aviation Organization's (ICAO) Dangerous Goods Panel (DGP) meeting to be held October 17-October 21, 2016, in Montreal, Canada, the Federal Aviation Administration's (FAA) Office of Hazardous Materials Safety and the Pipeline and Hazardous Materials Safety Administration's (PHMSA) Office of Hazardous Materials Safety announce a public meeting.

**September 22, 2016**

**Press releases**

**FAA Orders Suspension of Western Air Express Air Carrier Certificate**

The Federal Aviation Administration (FAA) has issued an emergency order suspending the air carrier certificate of Western Air Express, based in Midland, Texas.

**FAA Regulations**

*FAA Final rules*

**AD: [International Aero Engines AG Turbofan Engines](#)**

Published 09/22/2016 Docket #: FAA-2016-5392 Effective date 10/27/2016

The FAA is adopting a new airworthiness directive (AD) for certain International Aero Engines AG (IAE) V2500-A1 turbofan engines. This AD was prompted by a report of an uncontainment caused by a high-pressure turbine (HPT) seal release. This AD requires removing the HPT No. 4 bearing front seal seat, part numbers (P/Ns) 2A0066, 2A1998, and 2A3432, and the HPT No. 4 bearing rear seal seat, P/Ns 2A0067, 2A1999, and 2A3433, and replacing them with parts eligible for installation. This AD also requires inspecting the HPT rotor and stator assembly, and, if necessary, their replacement with parts that are eligible for installation. We are issuing this AD to prevent failure of the HPT stage 2 seals, uncontained HPT seal release, damage to the engine, and damage to the airplane.

**Final Rule: [Establishment of Class D and E Airspace; Brookshire, TX](#)**

Published 09/22/2016 Docket #: FAA-2014-0742 Effective date 11/10/2016

This action establishes Class D airspace, Class E surface area airspace, and Class E airspace extending upward from 700 feet above the surface at Brookshire, TX, to accommodate the new air traffic control tower at Houston Executive Airport. The FAA is taking this action for the safe and efficient use of the airspace to contain Instrument Flight Rule (IFR) arrival and departure operations at the airport.

**Final Rule: [Amendment of Class D and E Airspace and Revocation of Class E Airspace; Sioux City, IA](#)**

Published 09/22/2016                      Docket #: FAA-2015-7487                      Effective date 01/07/2017  
This action modifies the Class D and E airspace areas at Sioux Gateway/Col. Bud Day Field, Sioux City, IA, due to the decommissioning of the Gateway non-directional radio beacon (NDB) and cancellation of the NDB approaches at the airport. The Class E airspace area designated as an extension is being removed as it is no longer needed. Advances in Global Positioning System (GPS) capabilities have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the airport. This action also updates the geographic coordinates for Martin Field, NE., to coincide with the FAA's aeronautical database.

**Final Rule: [Amendment of Class E Airspace, Ithaca, NY](#)**

Published 09/22/2016                      Docket #: FAA-2016-8816                      Effective date 11/10/2016  
This action amends Class E airspace Designated as an Extension at Ithaca Tompkins Regional Airport, Ithaca, NY, by updating the geographic coordinates of the Ithaca VHF omnidirectional range/distance measuring equipment, (VOR/DME), and the airport, as well as changing the airport name. This is an administrative change and does not affect the boundaries or operating requirements of the airspace.

**Final Rule: [Revocation of Class E Airspace; Alliance, NE; and Amendment of Class E Airspace for the Following Nebraska Towns; Albion, NE; Alliance, NE; Gothenburg, NE; Holdrege, NE; Imperial, NE; Lexington, NE; and Millard Airport, Omaha, NE](#)**

Published 09/22/2016                      Docket #: FAA-2016-5388                      Effective date 01/05/2017  
This action removes Class E surface area airspace at Alliance Municipal Airport, Alliance, NE; and modifies Class E airspace extending upward from 700 feet above the surface at Albion Municipal Airport, Albion, NE; Alliance Municipal Airport, Alliance, NE; Quinn Field, Gothenburg, NE; Brewster Field Airport, Holdrege, NE; Imperial Municipal Airport, Imperial, NE; Jim Kelly Field, Lexington, NE; and Millard Airport, Omaha, NE. 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 also updates the geographic coordinates for Quinn Field, Imperial Municipal Airport, and Jim Kelly Field to coincide with the FAA's aeronautical database.

**Final Rule: [Amendment of Class E Airspace, Truckee, CA](#)**

Published 09/22/2016                      Docket #: FAA-2015-4074                      Effective date 01/05/2017  
This action establishes Class E surface area airspace and modifies Class E airspace extending upward from 700 feet above the surface at Truckee-Tahoe Airport, Truckee, CA, to increase safety and enhance existing instrument flight rules (IFR) operations in the immediate vicinity of the airport.

**Final Rule: [Amendment of Class D and E Airspace, and Revocation of Class E Airspace; Troy, AL](#)**

Published 09/22/2016                      Docket #: FAA-2014-0726                      Effective date 11/10/2016  
This action amends Class D and E airspace, and removes Class E airspace designated as an extension at Troy Municipal Airport at N. Kenneth Campbell Field (formerly Troy Municipal Airport), Troy, AL. The Troy VHF Omnidirectional Radio Range (VOR) has been decommissioned, therefore Class E extension airspace is no longer needed, and new Standard Instrument Approach Procedures have been developed, requiring adjustments in Class D airspace and Class E airspace extending upward

from 700 feet above the surface at the airport. This action enhances the safety and airspace management of Instrument Flight Rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport and recognizes the name change of the airport.

#### *FAA Proposed Rules*

##### **NPRM AD: [The Boeing Company Airplanes](#)**

Published 09/22/2016

Docket #: FAA-2016-9111

Comments due 11/07/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 757 airplanes. This proposed AD was prompted by reports of single and multiple uncommanded spoiler panel extensions during flight when there was a hydraulic system failure. This proposed AD would require replacing certain spoiler power control units (PCUs) with new or changed PCUs. We are proposing this AD to prevent an uncommanded extension of spoiler panels in the event of a hydraulic system failure, which could result in loss of control of the airplane.

#### **FAA Guidance Documents and Notices**

##### *FAA Final Policies*

##### **Final Policy: [Revision of Figure A-1 in Appendix A of Order 8110.112A, Standardized Procedures for Usage of Issue Papers and Development of Equivalent Levels of Safety Memorandums.](#)**

Issued 09/21/2016

Policy AIR100-2016-AIR-110-PM-10

The purpose of this memorandum is to introduce a revision to Figure A-1 in Appendix A of Order 8110.112A, Standardized Procedures for Usage of Issue Papers and Development of Equivalent Levels of Safety Memorandums. The purpose of this revision is to introduce a timeline grid as the first page of Figure A-1 in Appendix A. This revision to Figure A-1 has been coordinated with both the Aircraft Certification Office Leadership Team (ACOLT) and the Standards Management Team (SMT). This revision is applicable to all Aircraft Certification Offices, Aircraft Certification Directorates, Manufacturing Inspection District Offices, the Flight Standards Service (including Aircraft Evaluation Groups), the International Policy Office, and the FAA Academy Regulatory Support Division.

##### *FAA Draft Policies*

##### **Final Policy: [Acceptable Methods for Demonstrating Compliance With Flammability Requirements](#)**

Issued 09/21/2016

Policy PS-AIR110-21-Y-Rn

This policy statement provides acceptable methods for demonstrating compliance with the flammability requirements of Title 14 of the Code of Federal Regulations (14 CFR) §§ 23.853, 23.855, 25.853, 25.855, 27.853, 27.855, 29.853, and 29.855.

## Orders

### **Order: [Aviation Medical Examiners for FAA Employees and Applicants Requiring Medical Certification](#)**

Issued 09/22/2016

Document NE 3930.7

Effective Date 10/01/2016

This order transmits Aviation Medical Examiner (AME) information to the following: Flight Standards, Security and Hazardous Materials Divisions, New England Region Flight Inspection Field Offices and the ATO of New England Region-Enroute and Terminal having employees requiring Federal Aviation Administration Aerospace Medical Certifications.

## Notices

### **Notice: [Certificate Management Across Multiple Offices](#)**

Published 09/21/2016

Document N 8900.384

Comments due M/D/YYYY

Access restriction to the public.

### **Meeting: [Thirty Second RTCA SC-213 Enhanced Flight Vision Systems/Synthetic Vision Systems \(EFVS/SVS\)](#)**

Meeting date 10/24/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Thirty Second RTCA SC-213 Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS).

### **Meeting: [Twentieth RTCA SC-223 Aeronautical Mobile Airport Communication System Plenary Calling Notice](#)**

Meeting date 11/08/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Twentieth RTCA SC-223 Aeronautical Mobile Airport Communication System Plenary Calling Notice.

## **September 23, 2016**

### **FAA Regulations**

#### *FAA Final rules*

### **Final Rule: [Amendment of Class E Airspace; Indiana, PA](#)**

Published 09/23/2016

Docket #: FAA-2016-6138

Effective date 11/10/2016

This action amends Class E Airspace at Indiana, PA, to accommodate the new runway at Indiana County Airport (Jimmy Stewart Field). This action enhances the safety and management of Instrument Flight Rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport.

**Final Rule: [Amendment of Class D and E Airspace, Falmouth, MA](#)**

Published 09/23/2016                      Docket #: FAA-2016-5444                      Effective date 11/10/2016  
This action amends Class E airspace designated as an extension at Cape Cod Coast Guard Air Station, (formerly Otis ANGB), Falmouth, MA, as the Otis TACAN has been decommissioned, requiring airspace reconfiguration. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport in the existing Class D and E airspace areas, as well as Falmouth Airpark, Barnstable Municipal Airport-Boardman/Polando Field, Chatham Municipal Airport, Martha's Vineyard Airport, (formerly Martha's Vineyard Municipal Airport), and the BOGEY LOM.

**Final Rule: [Amendment of Class D and Class E Airspace; Hagerstown, MD](#)**

Published 09/23/2016                      Docket #: FAA-2015-4513                      Effective date 11/10/2016  
This action amends Class E Airspace Designated as an Extension to a Class D Surface Area by eliminating the Notice to Airmen (NOTAM) part time status for Hagerstown Regional Airport-Richard A. Henson Field, Hagerstown, MD, for the safety and management of IFR operations. Also, this action recognizes the name change to Hagerstown Regional Airport-Richard A. Henson Field, (formerly Washington County Regional Airport), Hagerstown, MD, and updates the geographic coordinates of the airport listed in Class D and E airspace.

**Final Rule: [Amendment of Class E Airspace; Glasgow, KY](#)**

Published 09/23/2016                      Docket #: FAA-2016-6134                      Effective date 11/10/2016  
This action amends Class E Airspace at Glasgow, KY as the Beaver Creek Non-Directional Beacon (NDB) has been decommissioned, requiring airspace reconfiguration at Glasgow Municipal Airport. This action enhances the safety and management of Instrument Flight Rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport.

*FAA Proposed Rules*

**NPRM AD: [The Boeing Company Airplanes](#)**

Published 09/23/2016                      Docket #: FAA-2016-9072                      Comments due 11/07/2016  
We propose to adopt a new airworthiness directive (AD) for certain Boeing Model 727 airplanes. This proposed AD was prompted by fuel system reviews conducted by the manufacturer. This proposed AD would require modifying the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the body-mounted auxiliary fuel tanks due to electrical fault conditions. As an alternative to the modification, this proposed AD would allow deactivating the body-mounted auxiliary fuel tanks. We are proposing this AD to prevent ignition sources inside the body-mounted auxiliary fuel tanks, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

**NPRM AD: [The Boeing Company Airplanes](#)**

Published 09/23/2016                      Docket #: FAA-2016-9073                      Comments due 11/07/2016  
We propose to adopt a new airworthiness directive (AD) for certain Boeing Model 707 airplanes and Model 720 and 720B series airplanes. This proposed AD was prompted by fuel system reviews conducted by the manufacturer. This proposed AD would require modifying the fuel quantity indicating system (FQIS) to prevent development of an ignition source inside the center fuel tank due to electrical fault conditions. We are proposing this AD to prevent ignition sources inside the center fuel tank, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

**NPRM AD: [B-N Group Ltd. Airplanes](#)**

Published 09/23/2016                      Docket #: FAA-2016-9160                      Comments due 11/07/2016  
We propose to adopt a new airworthiness directive (AD) for B-N Group Ltd. Models BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T-4R, BN-2T, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3 (all models on Type Certificate Data Sheets A17EU and A29EU) airplanes that would supersede AD 2016-06-01. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks in the inner shell of certain pitot/static pressure heads. We are issuing this proposed AD to change the model applicability due to errors found in AD 2016-06-01.

**NPRM: [Proposed Amendment of Class E Airspace for the Following Iowa Towns; Algona, IA; Ankeny, IA; Atlantic, IA; Belle Plaine, IA; Creston, IA; Estherville, IA; Grinnell, IA; Guthrie Center, IA; and Oelwein, IA](#)**

Published 09/23/2016                      Docket #: FAA-2016-8833                      Comments due 11/07/2016  
This action proposes to modify Class E surface area at Ankeny Regional Airport, Ankeny, IA; and Class E airspace extending upward from 700 feet above the surface at Algona Municipal Airport, Algona, IA; Ankeny Regional Airport; Atlantic Municipal Airport, Atlantic, IA; Belle Plaine Municipal Airport, Belle Plaine, IA; Creston Municipal Airport, Creston, IA; Estherville Municipal Airport, Estherville, IA; Grinnell Regional Airport, Grinnell, IA; Guthrie County Regional Airport, Guthrie Center, IA; and Oelwein Municipal Airport, Oelwein, IA. 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. Additionally, the geographic coordinates for Algona Municipal Airport, Atlantic Municipal Airport, and Grinnell Regional Airport would be adjusted to coincide with the FAA's aeronautical database. The name of Belle Plaine, IA, would also be adjusted to correct a misspelling in the legal description.

## FAA Guidance Documents and Notices

### *FAA Draft Policies*

**Final Policy:** [Acceptable Methods for Demonstrating Compliance With Flammability Requirements](#)

Proposed Policy PS-AIR110-21-Y-Rn

This policy statement provides acceptable methods for demonstrating compliance with the flammability requirements of Title 14 of the Code of Federal Regulations (14 CFR) §§ 23.853, 23.855, 25.853, 25.855, 27.853, 27.855, 29.853, and 29.855. This policy statement also provides the means to properly document each acceptable method pursuant to the requirements of 14 CFR §§ 21.20 and 21.21.

### *Flight Standards Information Management System (FSIMS)*

**FSIMS:** [AIRBUS HELICOPTERS DEUTSCHLAND GmbH \(AHD\) MBB-BK 117 D-2 \(TCDS H13EU\)](#)

Issued 09/28/16

Revision 1 of the Airbus Helicopters MBB-BK 117 D-2 Master Minimum Equipment List.

### *Orders*

**Order:** [Aviation Medical Examiners for FAA Employees and Applicants Requiring Medical Certification](#)

Issued 09/23/2016

Document NE 3930.7

Effective Date 10/01/2016

This order transmits Aviation Medical Examiner (AME) information to the following: Flight Standards, Security and Hazardous Materials Divisions, New England Region Flight Inspection Field Offices and the ATO of New England Region-Enroute and Terminal having employees requiring Federal Aviation Administration Aerospace Medical Certifications.

### *Draft Orders*

**Order:** [Designee Management Policy](#)

Updated 09/14/2016

Reference 8000.95 CHG3

Comments due 10/13/2016

This order is a comprehensive publication establishing policy and procedures for managing all aspects of certain representatives of the Administrator including selection, appointment, orientation, training, oversight, suspension, and termination.

### *Notices*

**Notice:** [Field Condition \(FICON\) Reporting](#)

Published 09/22/2016

Document N JO 7930.107

Effective Date 10/01/2016

The purpose of this notice is to prescribe direction used to format and distribute information regarding unanticipated or temporary changes to services, components of, or hazards in, the National Airspace System (NAS) pertaining to runway environment/conditions using Takeoff and Landing Performance Assessment (TALPA) standards.

### *Standards Orders*

**TSO:** [Pressure Altimeter System](#)

Updated 08/31/2016

Comments due 09/26/2016

This technical standard order (TSO) is for manufacturers of pressure actuated sensitive type altimeter equipment 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 pressure actuated sensitive type altimeter equipment must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: [Aviation Safety Action Program \(ASAP\)](#)**

Updated 09/21/2016      Reference #: Title 14 Part 91-145      Comments due 10/03/2016

This advisory circular (AC) provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate. Under an ASAP, safety issues are resolved through corrective action rather than through punishment or discipline. The ASAP provides for the collection, analysis, and retention of the safety data that is obtained through the reporting process. ASAP participants use ASAP safety data, much of which would otherwise be unobtainable, to develop corrective actions for identified safety concerns, and to educate the appropriate parties to prevent a recurrence of the same type of safety event.

**AC: [Extended Operations \(ETOPS and Polar Operations\)](#)**

Updated 09/21/2016      Reference #: Title 14 Part 21-135      Comments due 11/30/2016

This advisory circular (AC) provides guidance to certificate holders on obtaining operational approval to conduct Extended Operations (ETOPS) under Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.161. The Federal Aviation Administration (FAA) may authorize ETOPS with two-engine airplanes over a route that contains a point farther than 60 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air (adequate airport is defined in § 121.7 and Appendix 1 of this AC). The FAA may also authorize ETOPS with passenger-carrying airplanes with more than two engines over a route that contains a point farther than 180 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air. This AC provides guidance for obtaining authorization to conduct operations under part 121 in polar areas as well.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: [Bombardier DHC-8-100, 200, 300, 400 Series](#)**

Updated 09/16/2016      Revision 4Draft X      Comments due 09/26/2016

**FSB: [Gulfstream G280](#)**

Updated 09/16/2016      Revision 3 Draft X      Comments due 09/30/2016

**FSB: [Bombardier Challenger 300/350](#)**

Updated 09/16/2016      Revision 3Draft X      Comments due 10/07/16

**FSB: [Gulfstream GIV-X, GV, GV-SP](#)**

Updated 09/16/2016      Revision 11 Draft X      Comments due 10/17/2016

**FSB: [FSB Boeing 777 R8](#)**

Updated 09/16/2016

Revision 8 Draft X

Comments due 10/17/2016

*Draft Master Minimum Equipment List*

**MMEL: [AIRBUS HELICOPTERS DEUTSCHLAND GmbH MBB-BK 117 A-1, A3, A-4, B-1, B-2, C-1 \(TCDS H13EU\)](#)**

Updated 09/14/2016

Revision 8 Draft X

Comments due 09/28/2016

**MMEL: [Bombardier Challenger CL-600/601/601-3A/601-3R/604/605/650](#)**

Updated 09/14/2016

Revision 10a Draft X

Comments due 10/07/2016

**September 26, 2016**

**Press releases**

**Federal Aviation Administration Dedicates New Tucson Control Tower**

FAA Administrator Michael Huerta today joined federal and local officials in dedicating the new, environmentally friendly air traffic control tower at Tucson International Airport.

**FAA Regulations**

*FAA Final rules*

**AD: [The Boeing Company Airplanes](#)**

Published 09/26/2016

Docket #: FAA-2015-0935

Effective date 10/31/2016

The FAA is adopting 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 AD was prompted by several reports of chafing of the wire bundles inside the electrical conduit of the forward and aft boost pumps of the numbers 1 and 4 main fuel tanks due to high vibration. These wire bundles can chafe through the wire sleeving into the insulation, exposing the wire conductors. This AD requires replacing the wire bundles inside the electrical conduit of the forward and aft boost pumps of the numbers 1 and 4 main fuel tanks with new, improved wire bundles inserted into conduit liners. This AD also requires adding a revision to the maintenance or inspection program, as applicable, to include critical design configuration control limitations (CDCCLs) for the fuel boost pump wiring. We are issuing this AD to prevent chafing of the wire bundles and subsequent arcing between the wiring and the electrical conduit creating an ignition source in the fuel tanks, which could result in a fire and consequent fuel tank explosion.

**AD: The Boeing Company Airplanes**

Published 09/26/2016

Docket #: FAA-#2016-3992    Effective date 10/31/2016

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 airplanes. This AD was prompted by a report of uncommanded movement by a captain's seat during a landing rollout due to a failure in the seat horizontal actuator. This AD requires repetitive tests of the captain and first officer seat assemblies for proper operation, and corrective action if necessary. This AD also requires installation of new captain and first officer seat assemblies, which terminates the repetitive tests. We are issuing this AD to prevent a seat actuator clutch failure, which could result in a loss of seat locking and uncommanded motion of the captain's or first officer's seat; uncommanded seat movement could result in reduced controllability of the airplane.

**AD: Airbus Airplanes**

Published 09/26/2016

Docket #: FAA-2016-5039    Effective date 10/31/2016

The FAA is superseding Airworthiness Directive (AD) 2000-10-18 for certain 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. AD 2000-10-18 required repetitive inspections to detect cracks in the lower spar of the engine pylons between ribs 6 and 7, and repair if necessary. This new AD reduces the compliance times for the initial inspection and the repetitive intervals. This AD was prompted by the determination that the compliance times for the initial inspection and the repetitive intervals must be reduced to allow timely detection of cracks in the engine pylon's lower spar between ribs 6 and 7. We are issuing this AD to detect and correct fatigue cracking, which could result in reduced structural integrity of the engine pylon's lower spar, and possible separation of the engine from the airplane.

**AD: The Boeing Company Airplanes**

Published 09/26/2016

Docket #: FAA-2011-1068    Effective date 10/31/2016

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This AD was prompted by fuel system reviews conducted by the manufacturer. This AD requires installing an automatic shutoff system for the center and auxiliary tank fuel boost pumps, as applicable; installing a placard in the airplane flight deck if necessary; replacing the P5-2 fuel system module assembly; installing the "uncommanded ON" (UCO) protection system for the fuel boost pumps; revising the airplane flight manual (AFM) to advise the flight crew of certain operating restrictions for airplanes equipped with an automatic shutoff system; and revising the maintenance program by incorporating new airworthiness limitations for fuel tank systems to satisfy Special Federal Aviation Regulation No. 88 requirements. We are issuing this AD to prevent operation of the center and auxiliary tank fuel boost pumps with continuous low pressure, which could lead to friction sparks or overheating in the fuel pump inlet that could create a potential ignition source inside the center and auxiliary fuel tanks. These conditions, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

**Final Rule: [Repair Stations; Response to Public Comments](#)**

Published 09/26/2016                      Docket #: FAA-2016-8744                      Effective date 09/26/2016  
This action confirms the effective date and adopts as final the interim final rule published on July 27, 2016, and responds to the comments received on that interim final rule. The rule removed 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 also revised 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 added an additional general purpose limited rating to cover maintenance work not covered by the existing 12 limited rating categories.

*FAA Proposed Rules*

**NPRM AD: [Airbus Airplanes](#)**

Published 09/26/2016                      Docket #: FAA-2016-9074                      Comments due 11/10/2016  
The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A318-111 and -112 airplanes, Model A319-111, -112, -113, -114, and -115 airplanes, Model A320-211, -212, and -214 airplanes, and Model A321-111, -112, -211, -212, and -213 airplanes. This proposed AD was prompted by reports of engine fan cowl door (FCD) losses on airplanes equipped with CFM56 engines due to operator failure to close the FCD during ground operations. This proposed AD would require modification and re-identification of certain FCDs or replacement of certain FCDs. This proposed AD would also require installation of a placard. We are proposing this AD to prevent in-flight loss of an engine FCD and possible consequent damage to the airplane.

**FAA Guidance Documents and Notices**

*FAA Legal Interpretations*

**Legal Interpretation: [Godown-Salinas Municipal Airport](#)**

Issued 09/23/2016                      Regulation/Order #: ##

This legal interpretation responds to a question requesting an interpretation of the public aircraft statute and requests that the FAA find that "airport operations area inspections" be included in the definition of governmental function.

*Notices*

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: ATC Authorizations in Controlled Airspace Under Part 107](#)**

Published 09/26/2016                      Document #: 2016-23118                      Comments due 11/25/2016

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. The FAA has established the ATC Authorization in Controlled Airspace under Part 107 portal to allow a remote pilot in command to request FAA authorization for a small unmanned aircraft to operate in Class B, C, D, and the lateral boundaries of the surface area of Class E airspace designated for an airport.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Mitsubishi MU-2B Series Airplane Special Training, Experience, and Operating Procedures](#)**

Published 09/26/2016 Document #: 2016-23117 Comments due 11/25/2016  
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. The collection of information is necessary to document participation, completion, and compliance with the pilot training program for the MU-2B under the newly published subpart N of part 91 which will replace SFAR No. 108.

**Notice:** [Notice to Remove TDW Alignment Map Performance Check in Order JO 6191.6, Standard Terminal Automation Replacement System \(STARS\) Enhanced Local Integrated Tower Equipment \(ELITE\) Maintenance Technical Handbook \(MTHB\)](#)

Published 09/23/2016 Document N JO 6191.32 Comments due M/D/YYYY  
This document's content can only be accessed from within the FAA network.

**Notice:** [Notice to Remove TDW Alignment Map Performance Check in Order JO 6191.5, Standard Terminal Automation Replacement System \(STARS\) Maintenance Technical Handbook \(MTHB\) Generation 4 \(G4\)](#)

Published 09/23/2016 Document N JO 6191.31 Comments due M/D/YYYY  
This document's content can only be accessed from within the FAA network.

#### *Flight Standards Service Draft Advisory Circular*

**AC:** [Application and Issuance Process for a Letter of Deviation Authority Issued in Accordance with Part 91, § 91.319](#)

Updated 09/23/2016 Reference #: Title 14 Part 21-135 Comments due M/D/YYYY  
This advisory circular (AC) provides information and guidance on the application and issuance process for obtaining a Letter of Deviation Authority (LODA) to utilize an experimental aircraft for compensation or hire while providing flight training. This AC describes an acceptable means, but not the only means, to provide guidance on the application and issuance process for obtaining a LODA to utilize an experimental aircraft for flight training for compensation or hire.

#### **September 27, 2016**

#### **FAA Regulations**

##### *FAA Final rules*

**Final Rule:** [Amendment of Class E Airspace; Tekamah, NE](#)

Published 09/27/2016 Docket #: FAA-2016-6989 Effective date 01/05/2016  
This action modifies Class E airspace extending upward from 700 feet above the surface at Tekamah Municipal Airport, Tekamah, NE. Controlled airspace is necessary to accommodate standard instrument approach procedures (SIAP) at Tekamah Municipal Airport for the safety and management of Instrument Flight Rules (IFR) operations at airport.

**Final Rule: [Modification of Colored Federal Airway B-1; Alaska](#)**

Published 09/27/2016                      Docket #: FAA-2016-4648                      Effective date 01/05/2016

This action renames Blue Federal airway B-1 in Alaska to B-12. This is necessary due to an automation issue that conflicts with an identically named airway in Taiwan. No air traffic services will be affected by this action.

*FAA Proposed Rules*

**NPRM: [Proposed Amendment of Class E Airspace for the Following Ohio Towns; Findlay, OH; Ashland, OH; Celina, OH; Circleville, OH; Columbus, OH; Defiance, OH; Hamilton, OH; Lima, OH; and London, OH](#)**

Published 09/27/2016                      Docket #: FAA- 2016-8839                      Comments due 11/14/2016

This action proposes to modify Class E airspace designated as a surface area at Findlay Airport, Findlay, OH; and Class E airspace extending upward from 700 feet above the surface at Ashland County Airport, Ashland, OH; Lakefield Airport, Celina, OH; Pickaway County Memorial Airport, Circleville, OH; Ross County Airport, Chillicothe, OH; Fairfield County Airport, Lancaster, OH; Defiance Memorial Airport, Defiance, OH; Findlay Airport; Bluffton Airport, Findlay, OH; Butler County Airport-Hogan Field, Hamilton, OH; Lima Allen County Airport, Lima, OH; and Madison County Airport, London, OH. Decommissioning of non-directional radio beacon (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 these airports. Additionally, the geographic coordinates at Port Columbus International Airport; Findlay Airport; Ashland County Airport; Samaritan Hospital Heliport, Ashland, OH; Lakefield Airport; Ross County Airport; Defiance Regional Medical Center Heliport, Defiance, OH; Bluffton Airport; Lima Allen County Airport; and St. Rita's Medical Center Heliport, Lima, OH, would be adjusted to coincide with the FAA's aeronautical database. Also, the names of Samaritan Hospital Heliport (formerly Samaritan Regional Health System), Defiance Regional Medical Center Heliport (formerly Defiance Hospital), and Butler County Regional Airport-Hogan Field (formerly Butler County Regional Airport) would be updated to coincide with the FAA's aeronautical database.

**FAA Guidance Documents and Notices**

*Flight Standards Service Information for Operators (InFO)*

**InFO: [Flight Plan \(FPL\) Filing of "Operational" Communication, Navigation, and Surveillance \(CNS\) Capability Codes](#)**

Issued 09/08/2016                      InFO 16015                      Comments due M/D/YYYY

This InFO serves to inform all operators and pilots of the importance of filing the appropriate "operational" CNS capability code.

*Notices*

**Notice: [Integrated Collaborative Rerouting \(ICR\)](#)**

Published 09/26/2016

Document N JO 7210.899

Comments due M/D/YYYY

This notice continues the ICR procedures contained in N JO 7210.888, Integrated Collaborative Rerouting (ICR), effective September 26, 2015. These procedures simplify ICR process implementation by eliminating the requirement for an ICR planning (PLN) advisory and eliminating the need for issuing a public flow evaluation area (FEA). This notice replaces N JO 7210.888, Integrated Collaborative Rerouting (ICR), effective September 26, 2015.

**September 28, 2016**

**[Press releases](#)**

**[FAA Regulations](#)**

*FAA Final rules*

**AD: [Bombardier, Inc. Airplanes](#)**

Published 09/28/2016

Docket #: FAA-2016-6148

Effective date 11/02/2016

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model DHC-8-400 series airplanes. This AD was prompted by a malfunctioning No. 2 engine intake heater with corrosion on the thermostats and the fuselage skin where the thermostats made contact with the aircraft fuselage skin. This AD requires a general visual inspection for corrosion of the thermostats' mounting surfaces and fuselage skin surface, corrective actions if necessary, and relocating the existing thermostats. We are issuing this AD to prevent corrosion within the thermostats that might cause the switch mechanism to seize in the open position and prevent the activation of the associated engine air intake heater. An inactive engine air intake heater could lead to an engine failure.

**AD: [REIMS AVIATION S.A. Airplanes](#)**

Published 09/28/2016

Docket #: FAA-2016-8161

Effective date 11/02/2016

The FAA is adopting a new airworthiness directive (AD) for certain REIMS AVIATION S.A. Model F406 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 cracks found in the horizontal stabilizer rear attach structure and the vertical fin rear spar attach structure. We are issuing this AD to prevent structural failure of the horizontal stabilizer and/or the vertical fin rear spar attach structure, which could result in damage to the airplane and loss of control.

**AD: [Saab AB, Saab Aeronautics \(Formerly Known as Saab AB, Saab Aerosystems\) Airplanes](#)**

Published 09/28/2016                      Docket #: FAA-2016-9114                      Effective date 10/13/2016

The FAA is adopting a new airworthiness directive (AD) for all Saab AB, Saab Aeronautics Model SAAB 2000 airplanes. This AD requires an inspection to identify the type of fasteners installed on the upper longerons and upper fittings of the engine mounting structure (EMS), an inspection for discrepancies of certain fasteners, and corrective action if necessary. This AD was prompted by the discovery of blind fasteners installed in EMS upper fittings that do not meet the type design. We are issuing this AD to detect and correct discrepancies of blind fasteners that could cause crack development and vibration in the engine mount structure, which could lead to failure of the affected engine-mount-to-airplane structural connection and resultant detachment of an engine from the airplane when both sides of a nacelle are affected.

**AD: [Airbus Airplanes](#)**

Published 09/28/2016                      Docket #: FAA-2013-0828                      Effective date 11/02/2016

The FAA is superseding Airworthiness Directive (AD) 2009-15-17 for certain Airbus Model A330-200 and -300 series airplanes; and Model A340-200 and -300 series airplanes. AD 2009-15-17 required an inspection for damage to the protective treatments or any corrosion of all main landing gear (MLG) bogie beams, and application of protective treatments if no damage or corrosion was found. If any damage or corrosion was found, corrective action followed by the application of protective treatments was required. This new AD continues to require inspections for damage to the protective treatments or any corrosion of all MLG bogie beams, application of protective treatments, and corrective action if necessary. This new AD also requires modification of the MLG bogie beams, which terminates the repetitive inspections for any modified bogie beam. This new AD allows optional methods of compliance for certain actions, and adds Airbus Model A330-200 Freighter series airplanes to the applicability. This new AD revises the compliance times and adds a one-time inspection for airplanes that were inspected too early. This AD was prompted by reports of thin paint coats and paint degradation on enhanced main landing gear (MLG) bogie beams, as well as reports that some airplanes have been inspected too early and not re-inspected as needed. We are issuing this AD to detect and correct damage or corrosion of the MLG bogie beams, which could cause a runway excursion event, bogie beam detachment from the airplane, or MLG collapse, and could result in damage to the airplane and injury to the occupants.

*FAA Proposed Rules*

**NPRM AD: [The Boeing Company Airplanes](#)**

Published 09/28/2016                      Docket #: FAA-2016-9116                      Comments due 11/14/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 767-200, -300, and -400ER series airplanes. This proposed AD was prompted an evaluation by the design approval holder (DAH) indicating that the fuselage skin lap splices are subject to widespread fatigue damage (WFD). This proposed AD would require repetitive inspections to detect any crack in the fuselage skin at the skin lap splices. We are proposing this AD to detect and correct cracks at the fuselage skin lap splice, which can rapidly link up, possibly resulting in rapid decompression and loss of structural integrity of the airplane.

## FAA Guidance Documents and Notices

### *FAA Final Policies*

**Final Policy:** [Guidance on Data that Should be Considered When Conducting ODA Oversight](#)

Issued 09/21/2016

Policy #: AIR100-16-160-PM11

Order 8100.15B chapter 5 outlines the requirements for ODA oversight. This memorandum supplements the guidance in Order 8100.15B and describes those data sources that organizational management team (OMT) members should be cognizant of and consider in order to target their oversight at high-risk activities.

**Final Policy:** [DER/ODA Compliance Finding and Approval Authority of Additive Manufactured Parts](#)

Issued 09/26/2016

Policy #: AIR100-16-160-PM09

This policy applies for data associated with parts, replacement parts, repairs, or alterations which use additive manufacturing (AM) process. It provides information on when the Organization Designation Authorization (ODA) Unit Member or Designated Engineering Representative (DER) can approve data or are limited to recommend approval of data to the FAA related to AM parts, repairs, and alterations.

### *FAA Legal Interpretations*

**Legal Interpretation:** [Support Pilot Qualifications](#)

Issued 09/26/2016

Regulation/Order #: Part 135 (§§ 135.293, 135.297)

This legal interpretation responds to questions asking if on a multi-engine turbo-jet simulator can a Part 135 (§§ 135.293, 135.297) checkride be conducted with a support pilot who is not a pilot that is qualified under Part 135 with the certificate holder, and can training be conducted utilizing a support pilot that is not a Part 135 current pilot with the air carrier?

**Legal Interpretation:** [Rest requirements under 14 C.F.R. § 135.267\(b\) and \(d\)](#)

Issued 09/26/2016

Regulation/Order #: 14 C.F.R. § 135.267(b) and (d)

This legal interpretation responds to a question asking for clarification with regard to rest requirements provided in 14 C.F.R. § 135.267(b) and (d).

### *Flight Standards Service Information for Operators (InFO)*

**InFO:** [Wake Turbulence Aircraft Re-Categorization \(RECAT\) Phase II Key Site Implementation at Southern California \(SoCal\) Terminal Radar Control \(TRACON\) and follow-on locations](#)

Issued 09/23/2016

InFO #: 16016

Comments due M/D/YYYY

This InFO details how operators can access information concerning wake turbulence aircraft separation minimums at RECAT Phase II locations.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: [Change 481 to 8900.1](#)**

Effective Date 09/16/2016

This change incorporates new information into Volume 3, Chapter 3, Section 1, Issue or Renew a Certificate of Waiver—Section 91.311 (Banner Towing). This change updates guidance applicable to issuing Certificate of Waiver (CoW) J550 for banner towing. This change is triggered partly by an FAA Safety Recommendation and the need to incorporate the CoW process into Web-Based Operations Safety System (WebOPSS).

**FSIMS: [Issue or Renew a Certificate of Waiver—Section 91.311 \(Banner Towing\)](#)**

Issued 09/16/2016

The objective of this task is to determine if an applicant is eligible for issuance or renewal of a Certificate of Waiver (CoW) for banner tow operations. Successful completion of this task results in the issuance of a certificate or disapproval of the application.

**FSIMS: [Certificate of Waiver J550, Banner Towing Operations](#)**

Issued 09/16/2016

This notice announces changes to the requirements for issuing the automated Certificate of Waiver (CoW) J550, Banner Towing Operations, and revises the J550 template for Title 14 of the Code of Federal Regulations (14 CFR) part 91 operations. This notice establishes the Web-based Operations Safety System (WebOPSS) and J550 as the preferred method of issuing CoWs for banner tow operations.

**FSIMS: [RCCB Decision: Type Certificate Data Sheets](#)**

Issued 09/14/2016

On May 6, 2015 the National Air Transportation Association (NATA) submitted an issue to the RCCB on behalf of an NATQA member. The question dealt with whether Type Certificate Data Sheets (TCDS) are regulatory and whether TCDS are included as part of the type design.

**FSIMS: [Volume 10 Safety Assurance System Policy And Procedures](#)**

Issued 09/13/2016

The purpose of this section is to provide an overview of a Safety Assurance System (SAS) user's roles, responsibilities, and qualifications. This overview is not an all-inclusive list, but provides a summary of tasks or functions related to SAS.

**FSIMS: [Volume 10 Safety Assurance System Policy And Procedures](#)**

Issued 09/13/2016

This chapter provides detailed guidance for a certificate-holder-requested change of operations that require validation tests and/or proving tests to a certificate holder operating under Title 14 of the Code of Federal Regulations (14 CFR) part 121. See Volume 3, Chapter 29 for information on when to use this process (e.g., additional authority under the same part, or to include adding a new make/model of aircraft). If you are a participant in a major change in operational authority, this section applies to you.

## Notices

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

Published 09/28/2016

Document 2016-23419

Comments due 10/28/2016

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. 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: [Notice of Land Use Change and Release of Grant Assurance Restrictions at the Oceano County Airport, Oceano, San Luis Obispo County, California](#)**

Published 09/28/2016

Document 2016-23417

Comments due 10/28/2016

The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a land-use change for approximately .834 acres of airport property at Oceano County Airport, Oceano, California. The land use change will permit the release of the aeronautical use provision of the Grant Assurances that require it to serve an airport purpose since the land is not needed for aeronautical uses. The released land will be used for storm drainage improvements intended to enhance the existing drainage system in the southerly portion of the Oceano community adjacent to the east portion of the Oceano County Airport. The project will also reduce existing runoff on airport property as well as alleviate an existing drainage problem on Highway 1 at 13th Street. The fair market value will be paid for the land and thereby serve the interest of civil aviation.

**Notice: [Notice of Intent To Rule on Disposal of Aeronautical Property at Everett-Stewart Regional Airport, Union City, TN \(UCY\)](#)**

Published 09/28/2016

Document 2016-23425

Comments due 10/28/2016

The Federal Aviation Administration is requesting public comment on a request by Obion County, to release three parcels of land (8.48 acres) at Everett-Stewart Regional Airport from federal obligations.

**Notice: [Hazardous Materials: Emergency Restriction/Prohibition Order](#)**

Published 09/28/2016 Document 2016-9156 Effective Date 09/16/2016

This notice provides Emergency Restriction/Prohibition Order No. FAA-2016-9156, issued September 16, 2016 to Braille Battery, Inc. The Emergency Order prohibits Braille Battery from offering for transportation and transporting, any lithium ion battery that is not in compliance with the HMR or the International Civil Aviation Organization (ICAO) Technical Instructions as permitted in the HMR; requires Braille Battery to maintain and make publicly available the complete test record issued by the testing facility for each lithium ion battery manufactured by Braille Battery proven to meet the criteria in part III, sub-section 38.3 of the UN Manual of Tests and Criteria; requires Braille Battery to notify third party vendors that may offer for transportation, or transport, via air any lithium ion battery manufactured by Braille Battery that the third party vendor should not offer for transportation, nor transport, via air a Braille Battery lithium ion battery until Braille Battery confirms that the lithium ion battery is of a design type proven to meet the criteria in part III, sub-section 38.3 of the UN Manual of Tests and Criteria; prohibits Braille from using any "hazmat employee" that has not received training in accordance with the HMR; and prohibits Braille Battery from offering for transportation, or transporting, by air any hazardous materials requiring a DOT specification or UN standard packaging unless Braille Battery follows the applicable packing and closure instructions.

*Draft Master Minimum Equipment List*

**MMEL: [Lockheed L-382, L-382B, L-382E, L-382F, L-382G, \(C-130E and Subsequent\), L-382 \(C-130B\) C-130A, EC130-Q](#)**

Updated 09/27/2016

Revision 19dDraft X

Comments due 10/07/2016

**September 29, 2016**

[FAA Regulations](#)

*FAA Final rules*

**AD: [Gulfstream Aerospace Corporation Airplanes](#)**

Published 09/29/2016 Docket #: FAA-2016-9116 Effective date 10/14/2016

The FAA is adopting a new airworthiness directive (AD) for all Gulfstream Aerospace Corporation Model G-1159, G-1159A, G-1159B, and G-IV airplanes. This AD requires revision of the maintenance or inspection program to establish the life limit of all elevator assemblies and skins on affected airplanes. This AD was prompted by the need to establish life limits for certain elevator assemblies and skins. We are issuing this AD to prevent failure of the elevator assembly and consequent loss of control of the airplane.

## *FAA Proposed Rules*

### **NPRM AD:** [Airbus Defense and Space S.A. \(Formerly Known as Construcciones Aeronauticas, S.A.\) Airplanes](#)

Published 09/29/2016

Docket #: FAA-2016-9113

Comments due 11/14/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Defense and Space S.A. (formerly known as Construcciones Aeronauticas, S.A.) Model CN-235, CN 235-100, CN 235-200, and CN 235-300 airplanes. This proposed AD was prompted by reports of cracks in certain areas of the rear fuselage. This proposed AD would require repetitive borescope and detailed visual inspections of the rear fuselage lateral beam and its external area and repair if necessary. We are proposing this AD to detect and correct cracks in the rear fuselage lateral beam and its external area; such cracking could lead to failure of the affected components, and result in reduced structural integrity of the fuselage.

### **NPRM AD:** [The Boeing Company Airplanes](#)

Published 09/29/2016

Docket #: FAA-2016-9112

Comments due 11/14/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. This proposed AD was prompted by reports of the Krueger flap bullnose departing an airplane during taxi, which caused damage to the wing structure and thrust reverser. This proposed AD would require a one-time detailed visual inspection for discrepancies in the Krueger flap bullnose attachment hardware, and related investigative and corrective actions if necessary. We are proposing this AD to detect and correct missing Krueger flap bullnose hardware. Such missing hardware could result in the Krueger flap bullnose departing the airplane during flight, which could damage empennage structure and lead to the inability to maintain continued safe flight and landing.

### **NPRM:** [Incorporation by Reference of ICAO Annex 2; Removal of Outdated North Atlantic Minimum Navigation Performance Specifications](#)

Published 09/29/2016

Docket #: FAA-2016-9154

Comments due 10/31/2016

This rulemaking proposes to harmonize the FAA's regulations regarding the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) with those of the International Civil Aviation Organization (ICAO). ICAO's NAT Region is transitioning from the decades-old MNPS navigation specification to a more modern, Performance-Based Navigation (PBN) specification. This proposed rule would also correct and update the incorporation by reference of ICAO Annex 2 in the FAA's regulations.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC:** [Specification for Obstruction Lighting Equipment](#)

Issued 09/28/2016

Document #: AC 150/5345-43H

Effective date 09/28/2017

This AC contains the FAA specification for obstruction lighting equipment. Effective 12 months after the date of this circular, only that equipment qualified per this specification will be listed in AC 150/5345-53, Airport Lighting Equipment Certification Program. No re-testing will be required for existing equipment where test standards are unchanged from the previous version of this AC.

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB:** [SBAS-capable FMS and GPS Equipment With No LP capability](#)

Issued 09/28/2016

SAIB #: HQ-16-25

This SAIB advises the public of an airworthiness concern, specifically for Navigation Space-based augmentation system (SBAS) capable equipment.

*Flight Standards Information Management System (FSIMS)*

**FSIMS:** [Safety Assurance System: Module 2 Planning](#)

Issued 09/13/2016

The principal inspector (PI)/certification project manager (CPM) assesses the certificate holder's or applicant's systems and operating environment for indications of hazards. This process helps to highlight risks and identify areas on which to focus attention. The Comprehensive Assessment Plan (CAP) is a tool for planning, documenting, and tracking assessments. The PI/CPM uses the CAP to add assessments and Data Collection Tools (DCT), adjust the resource order, adjust due dates of assessments, and record the reasons for making adjustments. The PI/CPM uses risk indicators in the Certificate Holder Assessment Tool (CHAT) to associate risk to the certificate holder's or applicant's proposed or current operating system.

**FSIMS:** [Safety Assurance System Policy And Procedures Chapter 1 General](#)

Issued 09/13/2016

The purpose of this section is to provide an overview of SAS, including statutory background, key concepts, and principles.

**FSIMS:** [Volume 10 Safety Assurance System Policies And Procedures Chapter 11 Major Changes In Operational Authority](#)

Issued 09/13/2016

This section contains work instructions for the Major Change Process Document (MCPD). See Volume 10, Chapter 11, Section 1 for general information. See Volume 3, Chapter 34, Section 2 for information on what would be considered a major change of authority. The work instructions in this section provide reference material, briefing guides, meeting agendas, training requirements, and procedures material. If you are a participant in a major change in operational authority, this section applies to you.

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 1 General Section 2 Safety Assurance System: Introduction to SAS Business Process and Tools](#)

Issued 09/13/2016

The purpose of this section is to introduce the general principles, business process, and tools that support the foundation of the Safety Assurance System (SAS).

**FSIMS:** [Volume 10 Safety assurance system Policy and Procedures CHAPTER 1 General Section 4 Safety Assurance System: Acronyms, Abbreviations, Terms, and Definitions](#)

Issued 09/13/2016

This section provides a list of Safety Assurance System (SAS) acronyms, abbreviations, terms, and definitions.

**FSIMS:** [Volume 10 Safety assurance system Policy and Procedures Chapter 2 Configuration Section 1 Safety Assurance System: Module 1 Configuration](#)

Issued 09/13/2016

The certificate holder or applicant defines its scope of operations and develops core processes, procedures, and programs for Federal Aviation Administration (FAA) approval or acceptance. The scope of operations enables the FAA to develop a Certificate Holder Operating Profile (CHOP) for a particular certificate holder or applicant. This operating profile allows the principal inspector (PI) or certification project manager (CPM) to plan and conduct oversight activities that are specific to the certificate holder or applicant's scope of operation.

**FSIMS:** [Change 479 to 8900.1](#)

Issued 09/13/2016

This change clarifies Compliance Action, in conjunction with the Compliance Action Philosophy Team, and addresses Safety Assurance System (SAS) Assistance, Feedback, or Enhancement (SAFE) Process feedback that was entered by field, regional, and national personnel requesting clarification of policy. This change reserves SAS Volume 10, Chapter 12, Section 1, Safety Assurance System: Reserved, and incorporates new information into SAS Volume 10, Chapter 1, Sections 1 through 4; Chapter 2, Section 1; Chapter 3, Section 1; Chapter 4, Section 1; Chapter 5, Sections 1 through 3; Chapter 6, Section 1 and 2; Chapter 7, Sections 1 through 3; Chapter 8, Section 1; Chapter 9, Section 1; Chapter 10, Section 1; and Chapter 11, Section 1 and 2.

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 6 Analysis, Assessment, And Action Section 1 Safety Assurance System: Module 5 Analysis And Assessment](#)

Issued 09/13/2016

This chapter includes information about the Analysis, Assessment, and Action (AAA) process for Performance Assessments (PA) and Design Assessments (DA). PAs determine if the certificate holder's or applicant's system performs as intended by regulations in such a way that a safety risk is being managed to an acceptable level. DAs determine if the certificate holder's or applicant's system design meets the standards for acceptance or approval. This process uses data collected by aviation safety inspectors (ASI). The principal inspector (PI) or certification project manager (CPM) may use data from other sources to help make the assessment. The action process requires the PI/CPM to determine and document the appropriate course of action based on the result of the analysis and assessment.

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 7 Risk Management Process And System Analysis Team Section 2 Safety Assurance System: Initiate a New Hazard](#)

Issued 09/13/2016

This section describes the process to initiate and manage a new hazard and the associated risk.

**FSIMS:** [VOLUME 10 SAFETY ASSURANCE SYSTEM POLICY AND PROCEDURES CHAPTER 5 DATA COLLECTION, DATA REPORTING, AND DATA REVIEW SECTION 2 SAFETY ASSURANCE SYSTEM: MODULE 4 DATA REPORTING](#)

Issued 09/13/2016

The Data Reporting Process Module defines the method for transferring data collected into the automation.

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 5 Data Collection, Data Reporting, And Data Review Section 1 Safety Assurance System: Module 4 Data Collection](#)

Issued 09/13/2016

Aviation safety inspectors (ASI) collect data in accordance with the Comprehensive Assessment Plan (CAP). Aviation safety technicians (AST) who are trained and qualified can provide technical support to ASIs during data collection activities if they are assigned to do so by their Frontline Manager (FLM). ASTs can provide technical support with the research and documentation; however, they cannot perform data collection.

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 8 Certificate Holder Evaluation Process Section 1 Safety Assurance System: Certificate Holder Evaluation Process](#)

Issued 09/13/2016

The Certificate Holder Evaluation Process (CHEP) provides the Flight Standards Service (AFS) and the Office of Hazardous Materials Safety (ADG) with standard policies and procedures to evaluate Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 135, and 145 certificate holders. If you are the principal inspector (PI); Frontline Manager (FLM); CHEP aviation safety inspector (ASI); or national, regional, or local AFS manager, this section applies to you. When information is applicable to someone other than the positions listed, the procedures are specific. Evaluations are an extension of Element Performance Assessments (EPA), Element Design Assessments (EDA), and System/Subsystem Performance Assessments (SPA).

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 6 Analysis, Assessment, And Action Section 2 Safety Assurance System: Module 5 Action](#)

Issued 09/13/2016

Purpose is to determine the action the principal inspector (PI)/certification project manager (CPM) needs to take based on the results of their analysis and assessment.

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 5 Data Collection, Data Reporting, And Data Review Section 3 Safety Assurance System: Module 4 Data Review](#)

Issued 09/13/2016

The data review process ensures quality data is entered into the Safety Assurance System (SAS) automation for the analysis and assessment of certificate holders or applicants.

**FSIMS:** [Volume 10 Safety Assurance System Policy and Procedures Chapter 7 Risk Management Process and System Analysis team Section 1 Safety Assurance System: Risk Management Process](#)

Issued 09/13/2016

Principal inspectors (PI) use the risk management process (RMP) to document, track, and evaluate the status of existing hazards and their associated risks. This section describes the process to initiate an RMP. If a new hazard is identified, then PIs need to see Volume 10, Chapter 7, Section 2, which describes the process to initiate a new hazard and the role of the National Safety Analysis (NSA).

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 7 Risk Management Process And System Analysis Team Section 3 Safety Assurance System: System Analysis Team](#)

Issued 09/13/2016

This section describes procedures and specific roles for the System Analysis Team (SAT) to determine the root cause of systemic problems.

**FSIMS:** [Volume 10 Safety Assurance System Policy And Procedures Chapter 9 Aircraft Configuration Control Document Section 1 Safety Assurance System: Aircraft Configuration Control Document](#)

Issued 09/13/2016

This section provides information and references for the evaluation of an aircraft configuration based on Title 14 of the Code of Federal Regulations (14 CFR) part 121 airworthiness requirements. If you are a participant in the evaluation of an aircraft configuration, then this section applies to you.

**FSIMS:** [Airbus Helicopters Deutschland GmbH \(AHD\) MBB-BK 117 D-2 \(TCDS H13EU\)](#)

Issued 09/28/2016

Revision 1 of the Airbus Helicopters MBB-BK 117 D-2 Master Minimum Equipment List.

**FSIMS:** [Flight Standards Inspector Resource Program \(FSIRP\) Policy Updates and Job Function Qualification Matrix](#)

Issued 09/28/2016

This notice provides guidance for Federal Aviation Administration (FAA) Flight Standards Service (AFS) personnel on the procedures and associated responsibilities when resources are requested under the Flight Standards Inspector Resource Program (FSIRP). Furthermore, the notice summarizes aviation safety inspector (ASI) currency and qualification requirements for flight-related job functions.

*Notices*

**Notice:** [Notice of Submission Deadline for Schedule Information for Chicago O'Hare International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Newark Liberty International Airport, and San Francisco International Airport for the Summer 2017 Scheduling Season](#)

Published 09/29/2016 Document #: 2016-23563 Comments due 10/06/2016

Under this notice, the FAA announces the submission deadline of October 6, 2016, for summer 2017 flight schedules at Chicago O'Hare International Airport (ORD), John F. Kennedy International Airport (JFK), Los Angeles International Airport (LAX), Newark Liberty International Airport (EWR), and San Francisco International Airport (SFO), in accordance with the International Air Transport Association (IATA) Worldwide Slot Guidelines (WSG). The deadline coincides with the schedule submission deadline for the IATA Slot Conference for the summer 2017 scheduling season.

**Notice:** [Flight Standards Inspector Resource Program \(FSIRP\) Policy Updates and Job Function Qualification Matrix](#)

Published 09/27/2016 Document #: N 8900.385 Effective Date 09/27/2016

This notice provides guidance for Federal Aviation Administration (FAA) Flight Standards Service (AFS) personnel on the procedures and associated responsibilities when resources are requested under the Flight Standards Inspector Resource Program (FSIRP). Furthermore, the notice summarizes aviation safety inspector (ASI) currency and qualification requirements for flight-related job functions.

*Draft Master Minimum Equipment List*

**MMEL:** [EMBRAER ERJ-170-100/200, ERJ-190-100/200, ERJ-190-100 ECJ](#)

[Commercial Designations: ERJ-170, ERJ-175, ERJ-190, ERJ-195, LINEAGE 1000](#)

Updated 09/28/2016

Revision 14 Draft X

Comments due 10/28/2016

**September 30, 2016**

**FAA Regulations**

*FAA Final rules*

**AD: [General Electric Company Turbofan Engines](#)**

Published 09/30/2016

Docket #: FAA-2016-5307

Effective date 11/04/2016

The FAA is adopting a new airworthiness directive (AD) for all General Electric Company (GE) GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines with high-pressure compressor (HPC) stage 8-10 spool, part numbers (P/Ns) 1694M80G04, 1844M90G01, or 1844M90G02, installed. This AD was prompted by reports of cracks found on the seal teeth of the HPC stage 8-10 spool. This AD requires eddy current inspections (ECIs) or fluorescent penetrant inspections (FPIs) of the HPC stage 8-10 spool seal teeth and removing from service those parts that fail inspection. We are issuing this AD to prevent failure of the HPC stage 8-10 spool, uncontained rotor release, damage to the engine, and damage to the airplane.

**AD: [Bell Helicopter Textron Canada Limited \(Bell\) Helicopters](#)**

Published 09/30/2016

Docket #: FAA-2016-9144

Effective date 10/17/2016

The FAA is adopting a new airworthiness directive (AD) for Bell Model 427 and Model 429 helicopters. This AD requires replacing certain engine and transmission oil check valves. This AD also prohibits installing the affected check valves on any helicopter. This AD is prompted by a report of several cracked or leaking check valves. These actions are intended to detect and prevent a cracked or leaking check valve which could result in loss of lubrication to the engine or transmission, failure of the engine or transmission, and subsequent loss of control of the helicopter.

**AD: [Honeywell International Inc. Turboprop and Turboshaft Engines](#)**

Published 09/30/2016

Docket #: FAA-2015-4866

Effective date 11/04/2016

The FAA is adopting a new airworthiness directive (AD) for certain Honeywell International Inc. (Honeywell) TPE331 model turboprop engines and TSE331-3U model turboshaft engines. This AD was prompted by the discovery of cracks in a 2nd stage compressor impeller during a routine shop visit. This AD requires removal of the 2nd stage compressor impeller. We are issuing this AD to prevent failure of the compressor impeller, uncontained part release, damage to the engine, and damage to the airplane.

**Final Rule: [Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments](#)**

Published 09/30/2016                      Docket #: FAA-####-23094      Effective date 09/30/2016

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

**Final Rule: [Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments](#)**

Published 09/30/2016                      Docket #: FAA-####-31097      Effective date 09/30/2016

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 09/30/2016                      Docket #: FAA-####-31095      Effective date 09/30/2016

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: [Modification of Class E Airspace; Napa, CA](#)**

Published 09/30/2016                      Docket #: FAA-2016-5574      Effective date 01/05/2017

This action modifies the Class E airspace extending upward from 700 feet above the surface at Napa 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) operations at the airport. This action also updates the airport's geographic coordinates, and is necessary for the safety and management of instrument flight rules (IFR) operations at the airport, with the minimum amount of airspace restriction.

**Final Rule: [Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments](#)**

Published 09/30/2016

Docket #: FAA-####-31096

Effective date 09/30/2016

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

*FAA Special Conditions*

**SC: [DAHER-SOCATA, Model TBM 700; Inflatable Four-Point Restraint Safety Belt With an Integrated Airbag Device](#)**

Published 09/30/2016

Docket #: FAA-2016-9172

Comments due 10/31/2016

These special conditions are issued for the installation of an inflatable four-point restraint safety belt with an integrated airbag device at the pilot and copilot seats on the DAHER-SOCATA, Model TBM 700 airplane. These airplanes, as modified by the installation of these inflatable safety belts, will have novel and unusual design features associated with the upper-torso restraint portions of the four-point safety belts, which contain an integrated airbag device. 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 ERJ 190-300 Series Airplanes; Electronic Flight Control System: Control Surface Position Awareness, Multiple Modes of Operation](#)**

Published 09/30/2016

Docket #: FAA-2016-9225

Comments due 11/14/2016

These special conditions are issued for the Embraer S.A. Model ERJ 190-300 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 design feature is a fly-by-wire electronic flight control system (EFCS) and no direct coupling from the flight deck controller to the control surface. As a result, the pilot is not aware of the actual control surface position. 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 Final Policies*

**Final Policy:** [Deviation to FAA Order 8120.23, Change 3, Certificate Management of Production Approval Holders](#)

Issued 09/29/2016

Policy #: AIR-100-16-140-DM15

The Federal Aviation Administration (FAA) is planning to issue FAA Order 8120.23A in December 2016. FAA Order 8120.23A will update several appendices currently in FAA Order 8120.23, Change 3. This deviation implements the use of those updated appendices during the period between October 1, 2016 and the issuance date of FAA Order 8120.23A.

### *FAA Draft Policies*

**Final Policy:** [Acceptable Methods for Demonstrating Compliance With Flammability Requirements](#)

Issued M/D/YYYY

Policy #: PS-AIR110-21-Y-Rn

This policy statement provides acceptable methods for demonstrating compliance with the flammability requirements of Title 14 of the Code of Federal Regulations (14 CFR) §§ 23.853, 23.855, 25.853, 25.855, 27.853, 27.855, 29.853, and 29.855.

### *Flight Standards Service Information for Operators (InFO)*

**InFO:** [Authorization to Use Exemptions Issued to Industry Associations](#)

Issued 09/27/2016

InFO #: 16017

Comments due M/D/YYYY

This InFO notifies external stakeholders that grants of exemption to the members of an industry association that petitioned on behalf of its members, will not include, or provide similar relief, to certificate holders who are not members of that association unless the non-member certificate holder has petitioned for relief.

### *Flight Standards Information Management System (FSIMS)*

**FSIMS:** [Dassault Aviation Falcon 900 Mystere Falcon 900, Falcon 900B, Falcon 900C](#)

Issued 10/11/2016

Master Minimum Equipment List (MMEL)

### *Orders*

**Order:** [FAA Maintenance of NAS Defense Facilities and Services](#)

Issued 09/27/2016

Document #: JO 6000.198B

Comments due M/D/YYYY

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

## *Draft Orders*

### **Order: [Designee Management Policy](#)**

Updated 09/14/2016

Document #: 8000.95 CHG3

Comments due 10/13/2016

This order is a comprehensive publication establishing policy and procedures for managing all aspects of certain representatives of the Administrator including selection, appointment, orientation, training, oversight, suspension, and termination.

## *Notices*

### **Notice: [Order JO 6110.13, Add Beacon Code 7400 to Daily Certification](#)**

Published 09/29/2016

Document #: N JO 6110.57

Comments due M/D/YYYY

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

## *Flight Standards Service Draft Advisory Circular*

### **AC: [Part 91 Approved Inspection Programs](#)**

Updated 09/27/2016

Reference #: Title 14 Part 43-127

Comments due 10/27/2016

This advisory circular (AC) discusses the procedures to develop and submit aircraft owner- and operator-specific inspection programs in accordance with an inspection program selected under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.409(f)(4), and satisfies the requirements of § 91.409(g) for review and approval by the Federal Aviation Administration (FAA). This AC can also be used to develop a program to meet the requirements of § 91.1109(b)(1). This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to develop an Approved Inspection Program (AIP). However, if you use the means described in the AC, you must follow it in all important respects.

### **AC: [Application and Issuance Process for a Letter of Deviation Authority Issued in Accordance with Part 91, § 91.319](#)**

Updated 09/27/2016

Reference #: Title 14 Part 21-135

Comments due 10/21/2016

This advisory circular (AC) provides information and guidance on the application and issuance process for obtaining a Letter of Deviation Authority (LODA) to utilize an experimental aircraft for compensation or hire while providing flight training. The Federal Aviation Administration (FAA) has the regulatory authority to issue a LODA in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.319(h). This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to provide guidance on the application and issuance process for obtaining a LODA to utilize an experimental aircraft for flight training for compensation or hire. If you use the means described in the AC, you must follow it in all important respects.

**AC: [Aviation Safety Action Program \(ASAP\)](#)**

Updated 09/27/2016      Reference #: Title 14 Part 91-145      Comments due 11/03/2016  
This advisory circular (AC) provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate. Under an ASAP, safety issues are resolved through corrective action rather than through punishment or discipline. The ASAP provides for the collection, analysis, and retention of the safety data that is obtained through the reporting process. ASAP participants use ASAP safety data, much of which would otherwise be unobtainable, to develop corrective actions for identified safety concerns, and to educate the appropriate parties to prevent a recurrence of the same type of safety event. An ASAP is based on a safety partnership that will include the FAA and the certificate holder, and may include a third party, such as the employee's labor organization or safety organization serving as an ASAP facilitator (e.g., The Air Charter Safety Foundation (ACSF) or The Medallion Foundation). To encourage an employee to voluntarily report safety issues, enforcement-related incentives have been designed into the program.

**AC: [Extended Operations \(ETOPS and Polar Operations\)](#)**

Updated 09/27/2016      Reference #: Title 14 Part 21-137      Comments due 11/30/2016  
This advisory circular (AC) provides guidance to certificate holders on obtaining operational approval to conduct Extended Operations (ETOPS) under Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.161. The Federal Aviation Administration (FAA) may authorize ETOPS with two-engine airplanes over a route that contains a point farther than 60 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air (adequate airport is defined in § 121.7 and Appendix 1 of this AC). The FAA may also authorize ETOPS with passenger-carrying airplanes with more than two engines over a route that contains a point farther than 180 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air. This AC provides guidance for obtaining authorization to conduct operations under part 121 in polar areas as well.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: [Gulfstream G280](#)**

Updated 09/30/2016      Revision 3 Draft X      Comments due 09/30/2016

**FSB: [Bombardier Challenger 300/350](#)**

Updated 09/30/2016      Revision 3 Draft X      Comments due 10/07/2016

**FSB: [Gulfstream GIV-X, GV, GV-SP](#)**

Updated 09/30/2016      Revision 11 Draft X      Comments due 10/17/2016

**FSB: [FSB Boeing 777 R8](#)**

Updated 09/30/2016      Revision 8 Draft X      Comments due 10/17/2016

*Draft Master Minimum Equipment List*

**M MEL: [Bombardier Challenger, CL-600 Series](#)**

Updated 09/29/2016

Revision 10a Draft X

Comments due 10/07/2016

**M MEL: [Airbus Helicopters AS-350C, AS-350D, AS-350D1, AS-350B, AS 350B1, AS 350B2, AS 350BA, AS 350B3 \(TCDS H9EU\)](#)**

Updated 09/29/2016

Revision 6a Draft X

Comments due 10/07/2016

**M MEL: [AIRBUS HELICOPTERS DEUTSCHLAND GmbH \(AHD\) BO-105A, BO-105C, BO-105S, BO-105LS A1, BO-105LS A3 \(TCDS H3EU\)](#)**

Updated 09/29/2016

Revision 11 Draft X

Comments due 10/27/2016

**M MEL: [Lockheed L-382, L-382B, L-382E, L-382F, L-382G, \(C-130E and subsequent\), L-382 \(C-130B\) C-130A, EC130-Q](#)**

Updated 09/29/2016

Revision 19d Draft X

Comments due 10/07/2016

**M MEL: [EMBRAER ERJ-170-100/200, ERJ-190-100/200, ERJ-190-100 ECJ Commercial Designations: ERJ-170, ERJ-175, ERJ-190, ERJ-195, LINEAGE 1000](#)**

Updated 09/29/2016

Revision 14 Draft X

Comments due 10/28/2016