

## Final Documents/Your Two Cents—October 2017

*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.

---

### **October 2, 2017**

#### **FAA Final rules**

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 10/02/2017

Docket #: FAA-2017-0518

Effective date 11/06/2017

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model DHC-8-400 series airplanes. This AD was prompted by the failure of the fire control amplifier (FCA), which was likely caused by an electrical short in a discharged squib for a fire extinguishing bottle. This AD requires replacing certain circuit breakers. We are issuing this AD to address the unsafe condition on these products.

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

Published 10/02/2017

Docket #: FAA-2016-3697

Effective date 11/06/2017

The FAA is superseding Airworthiness Directive (AD) 2011-01-15, which applied to certain The Boeing Company Model 757-200, -200CB, and -300 series airplanes. AD 2011-01-15 required repetitive inspections for cracking of the fuselage skin of the crown skin panel along the chem-milled step at certain stringers, and repair if necessary. This AD adds repetitive inspections for cracking in additional areas, and repair if necessary; removes airplanes from the applicability; adds an optional skin panel replacement, which terminates all inspections; adds an optional preventive modification, which terminates certain inspections; and reduces the compliance time for certain inspections. This AD was prompted by reports of the initiation of new fatigue cracking in the fuselage skin of the crown skin panel along locally thinned channels adjacent to the chem-milled steps. We are issuing this AD to address the unsafe condition on these products.

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

Published 10/02/2017

Docket #: FAA-2016-9522

Effective date 11/06/2017

The FAA is superseding Airworthiness Directive (AD) 2009-17-01, which applied to certain

Gulfstream Model G-IV, GIV-X, GV-SP airplanes and Model GV airplanes. AD 2009-17-01 required an inspection for sealant applied to the exterior of the auxiliary power unit (APU) enclosure (firewall), and a revision of the airplane flight manual (AFM), as applicable. This AD requires revising the AFM and revising the applicability to include additional airplanes. This AD was prompted by a report indicating that the type design sealant applied to the APU enclosure failed certain tests. We are issuing this AD to address the unsafe condition on these products.

**AD: Dassault Aviation Airplanes**

Published 10/02/2017

Docket #: FAA-2017-0532

Effective date 11/06/2017

The FAA is adopting a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 7X airplanes. This AD was prompted by a review showing that inadequate clearance may exist between certain electrical wiring and nearby structures. This AD requires an inspection of certain electrical wiring bundles and feeders, modifications, and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: Establishment of Temporary Restricted Area R-5602; Fort Sill, OK**

Published 10/02/2017

Docket #: FAA-2016-9591

Effective date 12/04/2017

This action establishes temporary restricted area R-5602, over the Fort Sill, OK, R-5601 restricted area complex, to support the U.S. Army Maneuver & Fires Integration Experiment (MFI) 2018 scheduled for December 2017. MFI 2018 is planned to exercise hazardous laser operations conducting counter unmanned aircraft systems (UAS) activities. The temporary restricted area will be in effect from December 4 through December 15, 2017.

**Final Rule: Amendment of Class E Airspace; Wellsboro, PA**

Published 10/02/2017

Docket #: FAA-2017-0289

Effective date 12/07/2017

This action amends Class E airspace extending upward from 700 feet or more above the surface at Wellsboro, PA, as the airspace surrounding Wellsboro Johnston Airport was inadvertently removed from the airspace description. This action enhances the safety and management of instrument flight rules (IFR) operations at the airport.

**Final Rule: Amendment of Class E Airspace; Windsor Locks, CT**

Published 10/02/2017

Docket #: FAA-2016-0398

Effective date 12/07/2017

This action amends Class E airspace at Windsor Locks, CT, by removing the Notice to Airmen (NOTAM) part-time status at Bradley International Airport under Class E airspace designated as an extension to a Class C surface area. This change enhances the safety and management of instrument flight rules (IFR) operations at Bradley International Airport under these Class E airspace designations. This action also updates the geographic coordinates of the airport.

**Final Rule: Establishment of Restricted Area R-2306F; Yuma Proving Ground, AZ**

Published 10/02/2017

Docket #: FAA-2016-7055

In Rule document 2017-20590, appearing on pages 44721-44723 in the issue of Tuesday, September 26, 2017, make the following correction:

*FAA Proposed Rules*

**NPRM: Proposed Revocation of Class E Airspace; Centerville, MD**

Published 10/02/2017

Docket #: FAA-2017-0822

Comments due 11/16/2017

This action proposes to remove Class E airspace extending upward from 700 feet above the surface

at Centerville, MD. Because the Maryland State Police Trooper 6 Heliport has moved, controlled airspace is no longer required at this location. Another rulemaking will be forthcoming establishing controlled airspace at the heliport's new location.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: Voluntary Disclosure Reporting Program - Hazardous Materials**

Issued 09/29/2017

Document #: AC 121 -37A

This advisory circular (AC) provides guidance to holders of certificates under Title 14 of the Code of Federal Regulations (CFR) parts 119 and 125 and foreign air carriers issued operations specifications under 14 CFR part 129 (operators) who voluntarily disclose to the Federal Aviation Administration (FAA) their violation(s) of certain hazardous materials regulations (HMR) under this voluntary disclosure reporting program (VDRP). This also provides guidance on the new process used to submit hazmat-related voluntary disclosures, which is now closely aligned with the process used by the FAA's Flight Standards Service (AFS).

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

Make sure to link to the SAIB's page. To complete the description, open the PDF document located at the bottom of the page and copy/paste the first paragraph. Keep the SAIB abbreviation. Unhighlight.

#### **SAIB: Engine Fuel and Control, Engine Fuel Filter**

Issued 09/29/2017

SAIB #: NE-17-27

This Special Airworthiness Information Bulletin (SAIB) alerts owners, operators, and certificated repair facilities of a quality escape of Wencor parts manufacturer approval (PMA) main engine fuel filters, part number (P/N) 5905587WE, used on the Pratt and Whitney Canada Corporation (PWC) engines listed in Table 1. The engines listed in Table 1 are all multi-engine aircraft.

At this time, the airworthiness concern is not an unsafe condition that would warrant an Airworthiness Directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.

### *Orders*

Click on the order, and link to that page. For the description, sometimes you will see "This document's content can only be accessed from within the FAA network.". It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

#### **Order: Aviation Medical Examiners for FAA Employees and Applicants Requiring Medical Certification**

Issued 10/01/2017

Document #: WP 3930.6J

This order transmits Aviation Medical Examiner (AME) information to the following: Flight Standards, Security and Hazardous Materials Divisions, Sacramento Flight Inspection Field Office, Los Angeles International Field Office, and the ATO Western Pacific - Enroute and Terminal having employees requiring Federal Aviation Administration Aerospace Medical Certifications.

## *Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

### **Meeting: Thirty Sixth RTCA SC-216 Aeronautical Systems Security Plenary**

Meeting date 11/13/17      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 Sixth RTCA SC-216 Plenary.

## **October 2, 2017**

## **October 2, 2017**

## **October 2, 2017**

## **October 3, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

### **Final Rule: Establishment of Class E Airspace; Hattiesburg, MS**

Published 10/03/2017      Docket #: FAA- 2017-0321      Effective date 12/07/2017

This action establishes Class E airspace extending upward from 700 feet above the surface at Forrest General Hospital Heliport, Hattiesburg, MS, to accommodate new area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures (SIAPs) serving Forrest General Hospital Heliport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the heliport.

**Final Rule: Establishment of Class E Airspace; Picayune, MS**

Published 10/03/2017

Docket #: FAA- 2017-0320

Effective date 12/07/2017

This action establishes Class E airspace extending upward from 700 feet above the surface at Picayune, MS, to accommodate new area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures (SIAPs) serving Highland Community Hospital Heliport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the heliport.

**FAA Guidance Documents and Notices***Orders*

Click on the order, and link to that page. For the description, sometimes you will see “This document's content can only be accessed from within the FAA network.”. It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

**Order: Modifications to Agency Airport Design, Construction, and Equipment Standards**

Issued 09/29/2017

Order number #: 5300.1G

Effective date 09/29/2017

This order establishes the process for the initiation, revision, coordination, and management of Modifications of Standards (MOS) applicable to airport design, construction material, and equipment projects. This order is the foundation of a web-based automated application of MOS. The automated application for submitting MOS is a step-by-step process facilitated within Airports Geographic Information System (AGIS).

**Order: Aviation Medical Examiners for FAA Employees and Applicants Requiring Medical Certification**

Issued 10/01/2017

Document #: WP 3930.6J

Effective date 10/01/2017

This order transmits Aviation Medical Examiner (AME) information to the following: Flight Standards, Security and Hazardous Materials Divisions, Sacramento Flight Inspection Field Office, Los Angeles International Field Office, and the ATO Western Pacific -Enroute and Terminal having employees requiring Federal Aviation Administration Aerospace Medical Certifications.

*Flight Standards Service Draft Advisory Circular*See instruction for TSO.**AC: Best Practices for Engine Time In Service Interval Extensions**

Updated 10/02/2017

Reference #: Title 14 Part 91-125

Comments due 10/31/2017

This advisory circular (AC) provides information on engine time in service interval extensions. The AC explains the background of engine time in service intervals as well as the Federal Aviation Administration's (FAA) regulatory requirements for time limitations and time in service intervals for engine overhauls. The AC also provides aircraft operators with information on the best practices for an engine time in service interval extension program and how to obtain an engine time in service interval extension.

**AC: Installation and Inspection Procedures for Emergency Locator Transmitters and Receivers**

Updated 10/02/2017      Reference #: Title 14 Part 25-135      Comments due 11/02/2017  
This AC describes installation and inspection procedures for emergency locator transmitter (ELT) systems. This AC is intended to be used in conjunction with or as a supplement to the installation, maintenance, and inspection requirements found in the documentation that came with and was used to install the ELT device being maintained or inspected. Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.207 is the regulatory basis for this AC. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to install, maintain, and inspect ELT systems. However, if you use the means described in the AC, you must follow it in all important respects.

### **October 4, 2017**

#### *FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

#### **Final Rule: Stage 5 Airplane Noise Standards**

Published 10/04/2017      Docket #: FAA-2015-3782      Effective date 11/03/2017  
The FAA is adopting a new noise standard for certain newly certificated subsonic jet airplanes and subsonic transport category large airplanes. This noise standard, known as Stage 5, applies to any person submitting an application for a new airplane type design with a maximum certificated takeoff weight of 121,254 pounds (55,000 kg) or more on or after December 31, 2017; or with maximum certificated takeoff weight of less than 121,254 pounds (55,000 kg) on or after December 31, 2020. This change will set a lower noise limit for newly certificated airplanes and harmonize the noise certification standards for those airplanes certificated in the United States with those certificated under international standards.

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

#### *FAA Final Policies*

Click on “By RGL Publish Date” in left-hand menu to get list of final policies. Only include final policies with a recent issue date. Sometimes, the FAA posts old policies.

#### **Final Policy: Certification of Cargo Projects**

Issued 08/11/2017      Policy #: PS-ANM-25-32  
This policy clarifies the applicable regulatory requirements, operating limitations, necessary compliance data, and certification approval process for design approvals related to the carriage of cargo on transport category airplanes. This policy reiterates the responsibility that applicants have regarding weight and balance manuals (WBMs) when applying for design approval for any portion of a cargo loading system. Misunderstanding or incorrect application of these requirements and processes has led to non-standardization in the way the Federal Aviation Administration (FAA) has approved cargo-related designs, which has contributed to operator non-compliance with title 14, Code of Federal Regulations (14 CFR) part 91 operating rules.

**Final Policy: [Guidance for Turbine, Compressor, Fan, and Turbosupercharger Rotor Overspeed, Loss of Load Requirements in 14 CFR, § 33.27](#)**

Issued 10/03/2017

Policy #: PS-ANE-33.27-01

This policy statement provides guidance on the loss of load requirements in Title 14 of the Code of Federal Regulations (14 CFR) § 33.27, Turbine, compressor, fan, and turbosupercharger rotor overspeed.

**Final Policy: [Guidance for 14 CFR 33.76, Bird Ingestion](#)**

Issued 09/27/2017

Policy #: PS-AIR-33.76-01

This policy statement provides guidance for applicants and ECO and ACO Branches who are delegated certification responsibility for Title 14, Code of Federal Regulations (14 CFR) 33.76. This policy statement does not apply to operators.

*FAA Legal Interpretations*

Click on the Legal Interpretation to open the pdf document, copy the title and adapt if necessary (for example: "*What Tasks Must be Recorded in an Aircraft's Maintenance Record, and Whose Names Must Appear in those Maintenance Records Under 14 C.F.R. § 43.9(a)*") becomes "*Aircraft's Maintenance Record Recorded Tasks, and Names 14 C.F.R. § 43.9(a)*") and hyperlink it to the pdf link.

In order to fill the highlighted part, read the first paragraph and identify the question asked. Then copy/paste the short description and adapt. Unhighlight.

In the Regulation/Order #, include the relevant parts of the 14 C.F.R. for example "14 C.F.R. § 43.9(a)".

**Legal Interpretation: [Legal Interpretation of 14 C.F.R. §21.9\(a\)\(6\) Concerning an Appropriately Rated Certificate Holder Fabricating Parts to be Consumed into a Repair Or Alteration](#)**

Issued 09/27/2017

Regulation/Order #: 14 C.F.R. §21.9(a)(6)

This responds to a request for a legal interpretation of 14 C.F.R. § 21.9(a)(6) concerning whether Pacific States Aviation (an appropriately-rated certificated repair station) may fabricate a replacement or modification aircraft part that is to be consumed in the repair or alteration of a product or article.

**Legal Interpretation: [Alaska Airlines/Nirgin America Single Operating Certificate](#)**

Issued 09/29/2017

Regulation/Order #: 14 C.F.R. part 119, subpart C. Section 119.39

This legal interpretation responds to a question asking the Federal Aviation Administration (FAA) to allow Alaska Airlines to include, on a temporary basis, both "Alaska Airlines" and "Virgin America" on the Alaska Airlines Air Carrier Operating Certificate ASAA802A at the time of single operating certificate (SOC) authorization.

**Legal Interpretation: [Legal Interpretation on Whether an Aircraft may be Operated with an Inoperative Item that is Included on the Aircraft's Minimum Equipment List Removed from the Aircraft and on the Meaning of the Term "Repair"](#)**

Issued 09/29/2017

Regulation/Order #: 14 C.F.R. §§ 91.213, 121.628, 125.201, and BS.179

This legal interpretation responds to a request for a legal interpretation on whether an aircraft may be operated with an inoperative item of equipment that is listed on the aircraft's FAA approved

Minimum Equipment List (MEL) physically removed from the aircraft.

### *Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

#### **Notice: Public Notice for Land Release; Skagit Regional Airport, Burlington, WA**

Published 10/04/2017

Document #: 2017-21361

Notice is being given that the FAA is considering a proposal from the Port of Skagit County to release approximately 125 acres of airport land from Surplus Property restrictions. The property consists of 45 buildable acres and 76.5 acres of protected wetland/buffer as well as road and drainage improvements. Environmental analysis has been completed. Lots range from 1.7 acres to 8.8 acres in size. The property is located within the Bayview Ridge Subarea Plan. The release will allow the expansion of industrial facilities adjacent to the existing Paccar operation.

### *Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

#### **AC: Reliability Program Methods—Standards for Determining Time Limitations**

Updated 10/03/2017

Reference #: Title 14 Part 91/135

Comments due 11/03/2017

This AC applies to you if you are a Title 14 of the Code of Federal Regulations (14 CFR) part 121 air carrier; 135, § 135.411(a)(2) or § 135.411(b) air carrier; or are a part 91 subpart K (part 91K) operator maintaining your aircraft under a CAMP (part 91K, § 91.1411), and you choose to use standards for determining your time limitations. Your reliability program is your standard, and provides compliance with 14 CFR part 119, §§ 119.49(a)(8) and 91.1015(a)(5), as applicable.

### **October 5, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include

the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: Honeywell International Inc. Turbofan Engines**

Published 10/05/2017

Docket #: FAA-2017-0034

Effective date 11/09/2017

The FAA is adopting a new airworthiness directive (AD) for certain Honeywell International Inc. (Honeywell) AS907-1-1A turbofan engines. This AD was prompted by reports of loss of power due to failure of the second stage low-pressure turbine (LPT2) blade. This AD requires a one-time inspection of the LPT2 blades and, if the blades fail the inspection, the replacement of the blades with a part eligible for installation. We are issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 10/05/2017

Docket #: FAA-2016-9183

Effective date 11/09/2017

The FAA is adopting a new airworthiness directive (AD) for The Boeing Company Model 707 airplanes equipped with a main cargo door (MCD). This AD was prompted by analysis of the cam support assemblies of the MCD that indicated the repetitive high frequency eddy current (HFEC) inspections required by the existing maintenance program are not adequate to detect cracks before two adjacent cam support assemblies of the MCD could fail. This AD requires repetitive ultrasonic inspections for cracking of the cam support assemblies of the MCD, and replacement if necessary. We are issuing this AD to address the unsafe condition on these products.

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

Published 10/05/2017

Docket #: 31155

Effective date 10/05/2017

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 10/05/2017

Docket #: FAA-31154

Effective date 10/05/2017

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.

**NPRM: [Proposed Amendment of Class E Airspace; Fort Scott, KS; and Phillipsburg, KS](#)**

Published 10/05/2017

Docket #: FAA-2017-0523

Comments due 11/20/2017

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Fort Scott Municipal Airport, Fort Scott, KS, and Phillipsburg Municipal Airport, Phillipsburg, KS. The FAA is proposing this action due to the decommissioning of the Fort Scott non-directional beacon (NDB) and the Phillipsburg NDB and the cancellation of the associated instrument approach procedures. This action would enhance the safety and management of instrument flight rules (IFR) operations at these airports.

**FAA Guidance Documents and Notices**

*FAA Final Policies*

Click on “By RGL Publish Date” in left-hand menu to get list of final policies. Only include final policies with a recent issue date. Sometimes, the FAA posts old policies.

**Final Policy: [HIRF/Lightning Test Levels and Compliance Methods for 14 CFR Part 23 Class I, II, and III Airplanes](#)**

Issued 10/03/2017

Policy #: PS-ACE-23-10

This policy statement describes acceptable compliance methods to 14 CFR 23.1306 and 23.1308 (§§ 23.2515 and 23.2520)1 for level A systems in Class I, II, and III airplanes (certification levels 1, 2, and 3)2, as determined from Advisory Circular (AC) 23.1309-1E. A level A system is defined in AC 20-136B and AC 20-158A. This method may be used for these classes of airplanes in lieu of the method described in AC 20-136B and AC 20-158A.

**Final Policy: [Guidance for Organization Designation Authorization \(ODA\) Unit Members Documenting Compliance to 14 CFR § 23 amendment 23-64.](#)**

Issued 10/04/2017

Policy #: AIR-600-17-6F0-PM01

This memorandum provides instructions on how ODA unit members must document compliance to the 14 CFR part 23.

**Final Policy: [Deviation from FAA Order 8000.95, Designee Management Policy, minimum experience requirements for Limited Manufacturing Designated Airworthiness Representatives \(L-DAR-Fs\) applying for Function Code 19 as a standard DAR-F in order to issue Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag, at distributor facilities.](#)**

Issued 10/04/2017

Policy #: AIR-600-17-6F0-DM08

The FAA's temporary Limited Manufacturing Designated Airworthiness Representative (L-DAR-F) program established by memos AIR-100-16-160-PM13 and AIR-600-17-6F0-PM01 will end on September 30, 2018. In preparation for ending the program, this memorandum describes the process by which existing L-DAR-F designees can be appointed with Function Code 19 delegation privileges as a Designated Airworthiness Representative – Manufacturing (DAR-F), per FAA Order 8000.95, Designee Management Policy, Volume 1, Chapter 2, and Volume 8, Chapter 2.

*FAA Draft Policies*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft

documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**Final Policy: Installed Non-Rechargeable Lithium Battery and Battery Systems**

Updated 10/04/2017

Policy #: PS-ANM-25-35

This proposed policy statement provides acceptable methods of compliance in regards to non-rechargeable lithium battery and battery systems.

*FAA Legal Interpretations*

Click on the Legal Interpretation to open the pdf document, copy the title and adapt if necessary (for example: “*What Tasks Must be Recorded in an Aircraft's Maintenance Record, and Whose Names Must Appear in those Maintenance Records Under 14 C.F.R. § 43.9(a)*” becomes “*Aircraft's Maintenance Record Recorded Tasks, and Names 14 C.F.R. § 43.9(a)*”) and hyperlink it to the pdf link.

In order to fill the highlighted part, read the first paragraph and identify the question asked. Then copy/paste the short description and adapt. Unhighlight.

In the Regulation/Order #, include the relevant parts of the 14 C.F.R. for example “14 C.F.R. § 43.9(a)”.

**Legal Interpretation: Operation of jet aircraft by hotel under 14 C.F.R. 91**

Issued 10/04/2017

Regulation #: 14 C.F.R. § 91

This legal interpretation responds to a request for an interpretation of 14 C.F.R. § 91 and- in particular- seeking confirmation on whether a jet aircraft, owned and operated by a hotel, can conduct operations under part 91.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: Notice of Opportunity for Public Comment on Surplus Property Release at Greenville SCTAC Airport, Greenville, South Carolina**

Published 10/05/2017

Document #: 2017-21501

Comments due 11/06/2017

Notice is being given that the Federal Aviation Administration (FAA) is considering a request from the City and County of Greenville to waive the requirement that one parcel (350.285 acres) of surplus property, located at the Greenville SCTAC Airport be used for aeronautical purposes. Currently, ownership of the property provides for protection of FAR Part 77 surfaces and compatible land use.

### **October 5, 2017**

#### *FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

#### **Final Rule: Amendment of Class D and E Airspace; Battle Creek, MI**

Published 10/10/2017

Docket #: FAA-2017-0232

Effective date 12/07/2017

This action modifies the Class D and removes the Class E airspace designated as an extension at W.K. Kellogg Airport (formerly W.K. Kellogg Field), Battle Creek, MI. Airspace reconfiguration is necessary due to the decommissioning of the Battle Creek collocated VHF omnidirectional range and tactical air navigation (VORTAC) navigation aid, and cancellation of the VOR approaches. The Class E airspace extending upward from 700 feet above the surface is also modified due to the redesign of the instrument landing system (ILS) approach, thereby removing reference to the BATOL navigation aid and Battle Creek ILS localizer.

#### **Final Rule: Establishment of Restricted Area R-2603; Fort Carson, CO**

Published 10/10/2017

Docket #: FAA-2016-8927

Effective date 12/07/2017

This action establishes 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. R-2603 will 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.

#### **Final Rule: Establishment of Class E Airspace; Augusta, AR**

Published 10/10/2017

Docket #: FAA-2016-9274

Effective date 12/07/2017

is action establishes Class E airspace at Augusta, AR. Controlled airspace is necessary to accommodate new special Instrument approach procedures developed at Woodruff County Airport, for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

#### *FAA Proposed Rules*

#### **NPRM AD: Stemme AG Gliders**

Published 10/10/2017

Docket #: FAA-2017-0952

Comments due 11/24/2017

We propose to supersede Airworthiness Directive (AD) 2017-10-11 for Stemme AG Model Stemme S10-VT gliders (type certificate previously held by Stemme GmbH & Co. KG). 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 certain propeller front transmission gear wheels having insufficient material strength because of improper heat treatment during manufacturing. We are issuing this proposed AD to require actions to address the unsafe condition on these products and to add Stemme AG Model Stemme S 12 to the applicability.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: Data Link Communications**

Issued 10/03/2017

Document #: AC 90-117

This advisory circular (AC) applies to all pilots, certificate holders, operators, and/or program managers conducting data link communication operations and to those providing data communication services on behalf of operators to meet Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) requirements.

#### **AC: Noise Standards: Aircraft Type and Airworthiness Certification**

Issued 10/12/2017

Document #: AC 36-4D

This advisory circular (AC) is intended to promote uniformity of implementation of part 36 of the noise certification requirements of the United States Code of Federal Regulations (CFR) Title 14. It provides (1) guidance to certifying authorities and applicants regarding the intended meaning and stringency of the Standards in part 36 as amended through October 4, 2017 (Amendment 36-31), and (2) the specific procedures that are deemed acceptable in demonstrating compliance with those Standards.

### *FAA Final Policies*

Click on “By RGL Publish Date” in left-hand menu to get list of final policies. Only include final policies with a recent issue date. Sometimes, the FAA posts old policies.

#### **Final Policy: Deviation to FAA Order 8000.372A, Unmanned Aircraft Systems (UAS) Designated Airworthiness Representatives (DAR) for UAS Certification at UAS Test Sites, Chapter 7, Training Requirements**

Issued 10/05/2017

Policy #: AIR-600-17-6F0-DM09

This deviation changes the initial training requirements required by FAA Order 8000.372A for new appointments. Order 8000.372A, Chapter 7, paragraphs 701(a) and (b) refer to on-line training that is no longer required. The required information in the two courses referenced is now included in the UAS Certification Seminar required by paragraph 703. This seminar is scheduled through the Manufacturing Inspection District Office.

### *FAA Legal Interpretations*

Click on the Legal Interpretation to open the pdf document, copy the title and adapt if necessary (for example: “What Tasks Must be Recorded in an Aircraft’s Maintenance Record, and Whose Names Must Appear in those Maintenance Records Under 14 C.F.R. § 43.9(a)” becomes “Aircraft’s Maintenance Record Recorded Tasks, and Names 14 C.F.R. § 43.9(a)”) and hyperlink it to the pdf link.

In order to fill the highlighted part, read the first paragraph and identify the question asked. Then

copy/paste the short description and adapt. Unhighlight.

In the Regulation/Order #, include the relevant parts of the 14 C.F.R. for example “14 C.F.R. § 43.9(a)”.

**Legal Interpretation: Operation of jet aircraft by hotel under 14 C.F.R. 91**

Issued M/D/YYYY

Regulation/Order #: 14 C.F.R. 91

This legal interpretation responds to a question seeking confirmation on whether a jet aircraft, owned and operated by a hotel, can conduct operations under part 91.

**Legal Interpretation: Operation of primary kit-built aircraft certificated under 14 CFR § 21.19 I(h) and subject**

to operating limitations issued under 14 CFR § 91.319.

Issued M/D/YYYY

Regulation/Order #: 14 CFR § 21.19 I(h) & § 91.319.

This legal interpretation responds to a question request for a legal interpretation of the provisions of §§ 21.191 and 21.193 of Title 14, Code of Federal Regulations (14 CFR).

*Flight Standards Information Management System (FSIMS)*

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: MBB-BK-117 C-2 Flight Operations Evaluation Board**

Issued 10/02/2017

The Fort Worth Aircraft Evaluation Group will be conducting a Flight Operations Evaluation Board (FOEB) for the MBB BK-117 C-2. The meeting is scheduled on 10/20/2017 at the FAA Regional Office Leonardo DaVinci Conference Room 5S-608. Participants will review the Draft Original Master Minimum Equipment List (MMEL). Stakeholders are invited to participate, and/or submit proposed agenda items to the FOEB chair prior to the meeting. Space is limited so reservations and/or agenda items should be sent to the point of contact; elizabeth.d'allura@faa.gov preferably by 10/13/2017.

**FSIMS: ATR – GIE Avions de Transport Régional Flight Operations Evaluation Board**

Issued 10/03/2017

The ATR 42 and ATR 72 FOEB will convene October 17 through October 19, 2017 at 09:00 AM, in the 'Conference Room' at the Airbus/ATR Training Center, 4355 N.W.36 Street, Miami Springs, Florida 33166. The purpose of the meeting is to assess proposed relief for the ATR 42 and ATR 72 Master Minimum Equipment Lists (MMEL's).

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit

[http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Petition for Exemption; Summary of Petition Received; Helicopter Association International](#)**

Published 10/10/2017                      Document #: 2017-21780                      Comments due 10/30/2017  
Helicopter Association International (HAI), petitioned the Federal Aviation Administration for an exemption from § 135.225(b)(2) of Title 14, Code of Federal Regulations. The proposed exemption, if granted, would provide HAI members relief from the requirement that mandates a current local altimeter setting for the destination airport for eligible on-demand operations.

**Notice: [ICAO THREE LETTER DESIGNATOR \(3LD\) “JRT” AND ASSOCIATED TELEPHONY “JETRIGHT”](#)**

Issued 10/05/2017                      Document #: JO 7340.428  
Modifications per order 7340.2, contractions, chapter 3, sections 1,2, & 3 have been approved to change ICAO 3LD/Telephony from (VRT) Averitt to (JRT) JetRight.

**Meeting: [Seventeenth RTCA SC-209 Plenary Session Joint With EUROCAE WG49](#)**

Meeting date 10/26/2017      Meeting time 9:00am – 5:00pm Time zone (EST/etc.)  
The FAA is issuing this notice to advise the public of a meeting of Seventeenth RTCA SC-209 Plenary Session Joint with EUROCAE WG49.

**Meeting: [Transport Airplane and Engine Subcommittee](#)**

Meeting date 10/25/2017      Meeting time 9:00am Time zone (EST/etc.)  
This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) Transport Airplane and Engine (TAE) Subcommittee to discuss TAE issues.

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

Meeting date 10/23/2017      Meeting time 10:00am – 11:00am Time zone (EST/etc.)  
The FAA is issuing this notice to advise the public of a meeting of Twelfth RTCA SC-233 Addressing Human Factors/Pilot Interface Issues for Avionics Plenary.

**Meeting: [Thirty First RTCA SC-217 Aeronautical Databases Plenary Joint With EUROCAE WG-44](#)**

Meeting date 11/29/2017      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 First RTCA SC-217 Aeronautical Databases Plenary Joint with EUROCAE WG-44.

**Meeting: [Ninety Ninth RTCA SC-159 Navigation Equipment Using the Global Navigation Satellite System \(GNSS\) Plenary](#)**

Meeting date 10/27/2017      Meeting time 9:00am – 5:00pm Time zone (EST/etc.)  
The FAA is issuing this notice to advise the public of a meeting of Ninety Ninth RTCA SC-159 Plenary. SC-159 is a subcommittee to RTCA.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Dassault Aviation DA-EASy**

Updated 10/05/2017

Revision 9 Draft X

Comments due 11/06/2017

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: B-737 MAX Boeing 737-8/9**

Updated 10/05/2017

Revision 1 Draft X

Comments due 11/03/2017

**October 11, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: Airbus Airplanes**

Published 10/11/2017

Docket #: FAA-2017-0624

Effective date 11/15/2017

We are adopting a new airworthiness directive (AD) for all Airbus Model A319 series airplanes, Model A320-211, -212, -214, -231, -232, and -233 airplanes, and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. This AD was prompted by a runway excursion due to an unexpected thrust increase leading to an unstable approach performed using the current flight management and guidance computer (FMGC) standard. This AD requires identification of potentially affected FMGCs, replacement of any affected FMGC, and applicable concurrent actions. We are issuing this AD to address the unsafe condition on these products.

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

Published 10/11/2017

Docket #: FAA-2017-21374

Effective date 11/15/2017

We are adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601 Variant), and CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes. This AD was prompted by a report of laminated shims that may have been improperly installed at a certain wing tie beam. This AD requires revising the maintenance or inspection program to incorporate certification maintenance requirement tasks that introduce revised checks of the tie beam. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 10/11/2017

Docket #: FAA-2017-0515

Effective date 11/15/2017

We are adopting a new airworthiness directive (AD) for certain Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes), and Model A310 series airplanes. This AD was prompted by

reports of unreliable airspeed indications that were caused by pitot heater resistance shorted to ground. This AD requires replacement of certain parts. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: [Establishment of Class E Airspace, Big Timber, MT](#)**

Published 10/11/2017                      Docket #: FAA-2017-0392                      Effective date 12/07/2017

This action establishes Class E airspace extending upward from 700 feet above the surface at Big Timber Airport, Big Timber, MT, to accommodate the development of instrument flight rules (IFR) operations under standard instrument approach and departure procedures at the airport, for the safety and management of aircraft within the National Airspace System.

**Final Rule: [Airspace Designations; Incorporation by Reference Amendments](#)**

Published 10/11/2017                      Docket #: FAA-2017-0798                      Effective date 10/11/2017

This action incorporates certain amendments into FAA Order 7400.11B, dated August 3, 2017, and effective September 15, 2017, for incorporation by reference in 14 CFR 71.1.

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

Published 10/11/2017                      Docket #: FAA-2017-0617                      Effective date 12/07/2017

This action modifies Class E airspace extending upward from 700 feet above the surface at Sunriver Airport, Sunriver, OR, to accommodate airspace redesign for the safety and management of instrument flight rules (IFR) operations within the National Airspace System.

**Final Rule: [Establishment of Class E Airspace and Amendment of Class D and Class E Airspace; Kaunakakai, HI](#)**

Published 10/11/2017                      Docket #: FAA-2017-0295                      Effective date 12/07/2017

This action modifies airspace designations at Molokai Airport, Kaunakakai, HI. The FAA establishes an area of Class E airspace designated as a surface area; modifies Class E airspace designated as an extension to a Class D or E surface area; and modifies Class E airspace extending upward from 700 feet above the surface. Also, this action updates the airport's geographic coordinates for the associated Class D and E airspace areas to reflect the FAA's current aeronautical database and removes references to the Molokai VHF omnidirectional range/tactical air navigation (VORTAC). These changes enhance safety and support instrument flight rules (IFR) operations at the airport.

**FAA Guidance Documents and Notices**

*Special Airworthiness Information Bulletins (SAIB)*

Make sure to link to the SAIB's page. To complete the description, open the PDF document located at the bottom of the page and copy/paste the first paragraph. Keep the SAIB abbreviation. Unhighlight.

**SAIB: [Landing Gear Dampers Inspection](#)**

Issued 10/10/2017                      SAIB #: SW-17-29

This Special Airworthiness Information Bulletin alerts you, owners, operators, and certificated repairs facilities of Sikorsky 269C and C-1, 269D and 269D Configuration "A" model rotorcraft, of Alert Service Bulletins (ASBs) issued by Sikorsky Aircraft Corporation that recommend a one-time Load/Stroke Test (LST) of the landing gear dampers to be performed at an overhaul or repair facility.

**SAIB: Fuel Quantity Indicator**

Issued 10/10/2017

SAIB #: SW-17-28

This Special Airworthiness Information Bulletin (SAIB) informs registered owners/operators of an airworthiness concern affecting Boeing Airplane Company 75 Series airplanes (under Type Certificate Data Sheet A-743) with a Dusters and Sprayers Supply, Inc. fuel gauge part number (P/N) AG75N1-3116 (under Part Manufacturer Approval (PMA) PQ229SW) installed.

**Notices**

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The petitioner requests relief from" in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

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

Published 10/11/2017

Document #: 2017-21913

Comments due 2017-21913

Airlines for America (A4A), on behalf of its affected operators, petitions for an exemption to operate Boeing B757-200 and -300 series aircraft with the survival kits remotely stowed from the slide/rafts. A4A has also petitioned for survival kits to be remotely stowed from the slide/rafts for the Airbus A319/A320/A321 aircraft, which the FAA has previously granted in Exemption No. 17291.

**Notice: Request for Emergency Processing of Collection of Information by the Office of Management and Budget; Emergency Clearance To Revise Information Collection 2120-0768, Part 107 Authorizations and Waivers**

Published 10/11/2017

Document #: 2017-21878

FAA hereby gives notice it is submitting the following Information Collection request (ICR) to the Office of Management and Budget (OMB) for Emergency processing under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations. FAA requests that OMB authorize the proposed collection of information identified below on, or before October 16, 2017, for a period of 180 days.

**Notice: Notice Suspending Implementation of the Environmental Impact Statement and Record of Decision for the Philadelphia International Airport Capacity Enhancement Program**

Published 10/11/2017

Document #: 2017-21880

The FAA is suspending further implementation of the December 2010 ROD for the Philadelphia International Airport (PHL) CEP. Due to unforeseen changes in operations at PHL, several of the airfield capacity enhancing components identified in the CEP ROD are not needed at this time. When the CEP ROD was issued, operations at PHL were forecasted to reach 555,112 in 2016 and 699,799 in 2025. PHL was consistently ranked as one of the most delayed airports in the nation. Delays at PHL contributed to delays throughout the region and across the nation and were resulting in substantial costs in time and money for passengers and airlines. However, unforeseen changes in the aviation industry and aircraft activity have resulted in considerably less activity at PHL. Actual operations at PHL in 2016 were 394,022, nearly thirty percent lower than originally forecasted.

### **October 12, 2017**

#### ***FAA Final rules***

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

#### **AD: The Boeing Company Airplanes**

Published 10/12/2017

Docket #: FAA-2017-0243

Effective date 11/16/2017

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, and -200C series airplanes. This 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 that was conducted by the manufacturer. This AD requires revising the maintenance or inspection program, as applicable, to add supplemental inspections. This AD also requires inspections to detect cracks in each structural significant item (SSI), and repair of any cracked structure. We are issuing this AD to address the unsafe condition on these products.

#### **AD: The Boeing Company Airplanes**

Published 10/12/2017

Docket #: FAA-2017-0244

Effective date 11/16/2017

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-300, -400, and -500 series airplanes. This AD was prompted by a determination that supplemental inspections are required for timely detection of fatigue cracking for certain structural significant items (SSIs). This AD requires revising the maintenance or inspection program, as applicable, to add supplemental inspections. This AD also requires inspections to detect cracks in each SSI, and repair of any cracked structure. We are issuing this AD to address the unsafe condition on these products.

#### **AD: The Boeing Company Airplanes**

Published 10/12/2017

Docket #: FAA-2017-0244

Effective date 11/16/2017

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-300, -400, and -500 series airplanes. This AD was prompted by a determination that supplemental inspections are required for timely detection of fatigue cracking for certain structural significant items (SSIs). This AD requires revising the maintenance or inspection program, as applicable, to add supplemental inspections. This AD also requires inspections to detect cracks in each SSI, and repair of any cracked structure. We are issuing this AD to address the unsafe condition on these products.

**AD: PIAGGIO AERO INDUSTRIES S.p.A. Airplanes**

Published 10/12/2017

Docket #: FAA-2017-0648

Effective date 11/16/2017

The FAA is adopting a new airworthiness directive (AD) for PIAGGIO AERO INDUSTRIES S.p.A. Model P-180 airplanes. This 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 disbonding of the upper and lower metal skin from the honeycomb core on the elevator assembly and other flight control surfaces. We are issuing this AD to require actions to address the unsafe condition on these products.

*FAA Proposed Rules***NPRM AD: Pratt & Whitney Division Turbofan Engines**

Published 10/12/2017

Docket #: FAA- 2017-0817

Comments due 11/27/2017

The FAA proposes to adopt a new airworthiness directive (AD) for all Pratt & Whitney Division (PW) PW4052, PW4056, PW4060, PW4062, PW4062A, PW4152, PW4156A, PW4158, PW4460, and PW4462 turbofan engine models, including engines identified with suffixes -1C, -1E, -3, -3A, or -3B. This proposed AD was prompted by the discovery of multiple cracked 4th stage low-pressure turbine (LPT) air seals in the fleet. This proposed AD requires removal from service of certain air seals. We are proposing this AD to correct the unsafe condition on these products.

**FAA Guidance Documents and Notices***FAA Final Advisory Circulars***AC: NOISE STANDARDS: AIRCRAFT TYPE AND AIRWORTHINESS CERTIFICATION**

Issued 10/12/2017

Document #: AC 36-4D

This advisory circular (AC) is intended to promote uniformity of implementation of part 36 of the noise certification requirements of the United States Code of Federal Regulations (CFR) Title 14. It provides (1) guidance to certifying authorities and applicants regarding the intended meaning and stringency of the Standards in part 36 as amended through October 4, 2017 (Amendment 36-31), and (2) the specific procedures that are deemed acceptable in demonstrating compliance with those Standards.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and

click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Notice of Intent To Release Certain Properties From All Terms, Conditions, Reservations and Restrictions of a Quitclaim Deed Agreement Between Sarasota Manatee Airport Authority and the Federal Aviation Administration for the Sarasota-Bradenton International Airport, Sarasota, FL](#)**

Published 10/12/2017

Document #: 2017-22121

Comments due 11/13/2017

The FAA hereby provides notice of intent to release certain airport properties 6.49 acres at the Sarasota-Bradenton International Airport, Sarasota, FL from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the Sarasota Manatee Airport Authority, dated December 16, 1947. The release of property will allow Sarasota Manatee Airport Authority to dispose of the property for other than aeronautical purposes. The property is located 1361 West University Parkway in Manatee County. The parcel is currently designated as commercial/industrial land. The property will be released of its federal obligations for commercial development. The fair market value of this parcel has been determined to be \$1,265,000.

**Notice: [Notice of Intent for Revision of Order JO 6980.25E, Maintenance of Batteries for Standby Power](#)**

Issued 10/05/2017

Document #: JO 6980.166

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

**October 13, 2017**

***FAA Final rules***

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**Final Rule: [Amendment of Class D and Class E Airspace; Elizabeth City, NC](#)**

Published 10/13/2017

Docket #: FAA-2016-0384

Effective date 12/07/2017

This action removes the Notice to Airmen (NOTAM) part-time status from the legal description of the Class E airspace area designated as an extension at Elizabeth City CGAS/Regional Airport, Elizabeth City, NC, and adds NOTAM part-time language information to Class E surface area airspace. This action brings the airspace descriptions in line with the airspace hours listed in the applicable Chart Supplement. This action also updates the geographic coordinates of the airport and the Woodville non-directional radio beacon (NDB) in the associated Class D and E airspace. Also, an editorial change is made to the Class D and E surface area airspace legal descriptions, replacing Airport/Facility Directory with the term Chart Supplement.

**Final Rule: [Amendment of Class D and Class E Airspace; Elizabeth City, NC](#)**

Published 10/13/2017

Docket #: FAA-2016-0384

Effective date 12/07/2017

This action removes the Notice to Airmen (NOTAM) part-time status from the legal description of the Class E airspace area designated as an extension at Elizabeth City CGAS/Regional Airport, Elizabeth City, NC, and adds NOTAM part-time language information to Class E surface area airspace. This action brings the airspace descriptions in line with the airspace hours listed in the applicable Chart Supplement. This action also updates the geographic coordinates of the airport and the Woodville non-directional radio beacon (NDB) in the associated Class D and E airspace. Also, an editorial change is made to the Class D and E surface area airspace legal descriptions, replacing Airport/Facility Directory with the term Chart Supplement.

## **FAA Guidance Documents and Notices**

### *FAA Draft Advisory Circulars*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

#### **AC: Certification of Propellers**

Issued M/D/YYYY

Document #: AC 35-1A

Comment date 12/08/2017

This AC describes an acceptable method, but not the only method, that may be used to demonstrate compliance to the propeller type certification requirements of Title 14, Code of Federal Regulations (14 CFR) 35.

### *FAA Draft Policies*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

#### **Final Policy: Fire Detection, Suppression and Extinguishing, Plumbing and Electrical Connections**

Updated 10/12/2017

Policy #: PS ANM 25-38

This policy statement provides guidance to reduce the likelihood of incorrect connections within the electrical and plumbing connections for fire detection, suppression and extinguishing systems.

#### **Final Policy: Auxiliary Power Unit (APU) Ingestion of Volatile Gases during an APU Fire**

Updated 10/12/2017

Policy #: PS ANM 25 37

This policy statement provides guidance for demonstrating that an auxiliary power unit (APU) installation will not create a hazard to the airplane, crew, or passengers during an APU fire when all or part of the APU, its mounting, inlet, surrounding structure, or tail cone is constructed of composite materials. This guidance provides a means of compliance with title 14, Code of Federal Regulations (14 CFR) 25.831, 25.1181, 25.1187, and 25.1191 when addressing the hazard from an

airplane APU inlet position that allows ingestion of volatile gases from composite material into occupied areas of the airplane.

**Final Policy: [Certification Considerations for Installation of Non-Rechargeable Lithium Batteries on Part 23 Airplanes](#)**

Updated 10/12/2017

Policy #: PS-ACE-23-12

This policy statement provides guidance to Aircraft Certification Offices (ACOs) regarding the risk-based certification considerations for the installation of non-rechargeable lithium batteries, or equipment that uses non-rechargeable batteries on Title 14, Code of Federal Regulations (14 CFR) part 23 airplanes.

**Final Policy: [Winglet Failure Conditions Considered for Flutter Compliance](#)**

Updated 10/12/2017

Policy #: PS AIR 25.629-02

Title 14 Code of Federal Regulations (14 CFR) 25.629(d) requires that the airplane be free from flutter considering any damage or failure conditions specified by 25.571, as well as for any combination of failures not shown to be extremely improvable. The damage tolerance and discrete sources damage conditions considered by 25.571 may only indicate partial winglet loss. However, since winglets are subject to failure from a variety of external damage conditions, the complete loss of a winglet is not considered extremely improbable.

**Final Policy: [Guidance for 14 CFR 33.27, Turbine, Compressor, Fan, and Turbosupercharger Rotor Overspeed Engine Control Systems](#)**

Updated 10/12/2017

Policy #: PS-ANE-33.27-02

This policy statement provides guidance for applicants, and the ACO Branches who are delegated certification responsibility for Title 14 of the Code of Federal Regulations (14 CFR), 33.27. This guidance does not apply to operators.

**Final Policy: [Installed Non-Rechargeable Lithium Battery and Battery Systems](#)**

Updated 10/12/2017

Policy #: PS-ANM-25-35

This proposed policy statement provides acceptable methods of compliance in regards to non-rechargeable lithium battery and battery systems.

*Flight Standards Information Management System (FSIMS)*

Click on the most recent FSIMSS, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: [EP 1.2.1 135C OP Part 119 Required Personnel](#)**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To provide sufficient qualified management and operations personnel.

**FSIMS: [ED 1.2.1 135C OP Part 119 Required Personnel](#)**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To provide sufficient qualified management and operations personnel.

**FSIMS: ED 2.1.2 121A OP Training of Check Airmen and Instructors**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To train check airmen and instructors.

**FSIMS: EP 1.2.2 135E OP Manual Management**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To provide manuals required by operations personnel to perform their duties.

**FSIMS: EP 1.1.3 135B AW Continuous Analysis and Surveillance System (CASS)**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

**FSIMS: EP 1.1.3 135C AW Continuous Analysis and Surveillance System (CASS)**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

**FSIMS: EP 1.1.3 135E AW Continuous Analysis and Surveillance System (CASS)**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

**FSIMS: ED 4.2.1 121A AW Maintenance / Inspection Requirements**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To maintain aircraft in a safe and airworthy condition.

**FSIMS: ED 1.2.1 135B OP Part 119 Required Personnel**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To provide sufficient qualified management and operations personnel.

**FSIMS: EP 1.2.1 135E OP Part 119 Required Personnel**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To provide sufficient qualified management and operations personnel.

**FSIMS: EP 1.2.2 135B OP Manual Management**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To provide manuals required by operations personnel to perform their duties.

**FSIMS: EP 1.2.1 135B OP Part 119 Required Personnel**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To provide sufficient qualified management and operations personnel.

**FSIMS: EP 1.2.2 135C OP Manual Management**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To provide manuals required by operations personnel to perform their duties.

**FSIMS: EP 2.1.1 135B OP Training of Flight Crewmembers**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To train and qualify flight crewmembers.

**FSIMS: EP 2.3.1 135E OP Appropriate Operation Equipment**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To prepare and equip aircraft and flight crewmembers to operate safely over the intended route.

**FSIMS: EP 2.1.1 135E OP Training of Flight Crewmembers**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To train and qualify flight crewmembers.

**FSIMS: DA-2EASY**

Issued 09/20/2017

Aircraft Evaluation Groups (AEG) are responsible for working with aircraft manufacturers and modifiers, during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft, to determine: 1) the pilot type rating; 2) flightcrew member training, checking, and currency requirements; and 3) operational suitability.

**FSIMS: EP 2.2.1 121A OP Airmen Duties / Flight Deck Procedures**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To maintain airmen duties and flight deck procedures that provide safe flight operations.

**FSIMS: EP 2.2.1 135B OP Airmen Duties / Flight Deck Procedures**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To maintain airmen duties and flight deck procedures that provide safe flight operations.

**FSIMS: EP 2.2.1 135C OP Airmen Duties / Flight Deck Procedures**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To maintain airmen duties and flight deck procedures that provide safe flight operations.

**FSIMS: EP 2.2.1 135D OP Airmen Duties / Flight Deck Procedures**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To maintain airmen duties and flight deck procedures that provide safe flight operations.

**FSIMS: EP 2.1.2 121A OP Training of Check Airmen and Instructors**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To train check airmen and instructors.

**FSIMS: EP 2.3.1 135C OP Appropriate Operation Equipment**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To prepare and equip aircraft and flight crewmembers to operate safely over the intended route.

**FSIMS: EP 2.3.1 135D OP Appropriate Operation Equipment**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To prepare and equip aircraft and flight crewmembers to operate safely over the intended route.

**FSIMS: EP 2.1.1 135C OP Training of Flight Crewmembers**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To train and qualify flight crewmembers.

**FSIMS: EP 2.3.1 135B OP Appropriate Operation Equipment**

Issued 09/20/2017

Purpose (Certificate Holder Responsibility): To prepare and equip aircraft and flight crewmembers to operate safely over the intended route.

*Orders*

Click on the order, and link to that page. For the description, sometimes you will see “This document's content can only be accessed from within the FAA network.”. It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

**Order: Special Operations**

Issued 10/12/2017

Document #: JO 7610.4U

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

*Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

**Order: United States Standard for Terminal Instrument Procedures (TERPS)**

Updated 10/06/2017

Reference #: 8260.3D

Comments due 10/15/2017

This order prescribes standardized methods for designing and evaluating instrument flight procedures (IFPs) in the United States and its territories. It is to be used by all personnel responsible for the preparation, approval, and promulgation of IFPs. These criteria are predicated on normal aircraft operations and performance.

**Order: Maintenance Review Boards**

Updated 10/06/2017

Reference #: AC 121-22

Comments due 10/27/2017

This change revises Volume 8, Chapter 2, Section 7. This change incorporates information from Advisory Circular (AC) 121-22C, Maintenance Review Boards, Maintenance Type Boards, and OEM/TCH Recommended Maintenance Procedures, dated August 27, 2012, into Order 8900.1 to clarify expectations for Federal Aviation Administration (FAA) personnel. This change also updates Maintenance Review Board (MRB) guidance in accordance with the International MRB Process Standard (IMPS).

**Order: Nonessential Equipment and Furnishings (NEF) Program**

Updated 10/06/2017

Reference #: 14 CFR part 21-135

Comments due 10/30/2017

This change incorporates new information into Volume 4, Chapter 4, Section 4, paragraphs 4-700 and 4-705. This change clarifies the definition of nonessential equipment and furnishings (NEF) items and provides guidance to principal inspectors (PI) reviewing NEF programs.

**Order: Establishment Date for Maintenance/Inspection Programs**

Updated 10/06/2017

Reference #: 14 CFR part 21-91

Comments due 10/27/2017

This notice provides clearer guidance on when an aircraft maintenance or inspection program should commence by specifying what date Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.409 first applies.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The petitioner requests relief from" in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: Notice of Release and Permanent Closure of the St. Clair Regional Airport, St. Clair, Missouri**

Published 10/13/2017

Document #: 2017-22231

The FAA is publishing this notice of a pending action required by statute. Public Law 113-285 requires the FAA to release the City of St. Clair, Missouri, from all restrictions, conditions, and limitations on the use, encumbrance, conveyance, and closure of the St. Clair Regional Airport upon the satisfaction of certain conditions of the St. Clair Regional Airport (K39). On August 1, 2017, the City of St. Clair, Missouri provided written notice to the Federal Aviation Administration (FAA) of its

intent to permanently close the St. Clair Regional Airport (K39), in St. Clair, Missouri. The City of St. Clair provided this notice to the FAA in excess of 30 days before the permanent closure. The FAA hereby publishes the City of St. Clair's notice of permanent closure of the St. Clair Regional Airport.

*Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

**AC: Internal Evaluation Programs**

Updated 10/12/2017      Reference #: Title 14 Part 121-135      Comments due 10/16/2017

This AC provides information and guidance to certificate holders operating under Title 14 of the Code of Federal Regulations (14 CFR) who are designing, developing, and implementing an Internal Evaluation Program (IEP). The procedures and practices outlined in this AC can be applied to all of a certificate holder's operations.

**AC: Maintenance Review Boards, Maintenance Type Boards, and OEM/TCH Recommended Maintenance Procedures**

Updated 10/12/2017      Reference #: Title 14 Part 21-121      Comments due 10/27/2017

This advisory circular (AC) provides guidelines that industry may use to develop and revise the minimum scheduled tasking/interval requirements for derivative or newly type certificated (TC) aircraft and powerplants for Federal Aviation Administration (FAA) approval.

**AC: Best Practices for Engine Time In Service Interval Extensions**

Updated 10/12/2017      Reference #: Title 14 Part 91-135      Comments due 10/31/2017

This advisory circular (AC) provides information on engine time in service interval extensions. The AC explains the background of engine time in service intervals as well as the Federal Aviation Administration's (FAA) regulatory requirements for time limitations and time in service intervals for engine overhauls. The AC also provides aircraft operators with information on the best practices for an engine time in service interval extension program and how to obtain an engine time in service interval extension.

**AC: Installation and Inspection Procedures for Emergency Locator Transmitters and Receivers**

Updated 10/12/2017      Reference #: Title 14 Part 25-135      11/02/2017

This AC describes installation and inspection procedures for emergency locator transmitter (ELT) systems. This AC is intended to be used in conjunction with or as a supplement to the installation, maintenance, and inspection requirements found in the documentation that came with and was used to install the ELT device being maintained or inspected. Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.207 is the regulatory basis for this AC.

**AC: Reliability Program Methods—Standards for Determining Time Limitations**

Updated 10/12/2017      Reference #: Title 14 Part 91-135      Comments due 11/03/2017

This advisory circular (AC) provides guidance for developing and maintaining a reliability program as part of a Continuous Airworthiness Maintenance Program (CAMP).

**AC: Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check**

Updated 10/12/2017      Reference #: Title 14 Part 61-142      Comments due 11/13/2017

This advisory circular (AC) provides information for certificated pilots and flight instructors to use in complying with the flight review required by Title 14 of the Code of Federal Regulations (14 CFR)

part 61, § 61.56 and the recent flight experience requirements of § 61.57. This AC is directed to General Aviation (GA) pilots and to certificated flight instructors (CFI).

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Dassault Aviation DA-EASy**

Updated 10/05/2017

Revision 9 Draft X

Comments due 11/06/2017

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: Boeing 787 All Models**

Updated 10/05/2017

Revision 15 Draft X

Comments due 10/18/2017

**MMEL: Embraer EMB-545, EMB-550**

Updated 10/05/2017

Revision 3 Draft X

Comments due 10/20/2017

**MMEL: Boeing 737 MAX B-737-8/9**

Updated 10/05/2017

Revision 1 Draft X

Comments due 11/03/2017

**October 16, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**Final Rule: Amendment of Class E Airspace; Clarinda, IA**

Published 10/16/2017

Docket #: FAA-2017-0536

Effective date 02/01/2018

This action modifies Class E airspace extending upward from 700 feet above the surface at Schenck Field, Clarinda, IA. This action is required due to the decommissioning of the Clarinda non-directional radio beacon (NDB) and the cancellation of the associated instrument approach procedures. This action enhances the safety and management of instrument flight rules (IFR) operations at the airport.

**Final Rule: Amendment of Restricted Areas R-3004A and R-3004B and Establishment of R-3004C; Fort Gordon, GA**

Published 10/16/2017

Docket #: FAA-2017-0886

Effective date 12/07/2017

Rule document 2017-20435 was originally published on pages 44513 through 44514 in the issue of Monday, September 25, 2017. In that publication, on page 44514, in the forty-ninth line of the first column and the thirty-fifth line of the second column, the number 1 was inadvertently deleted from the text. The corrected document is published here in its entirety.

**Final Rule: Amendment of Class E Airspace; Hebron, NE**

Published 10/16/2017

Docket #: FAA-2017-0175

Effective date 12/07/2017

This action modifies Class E airspace extending upward from 700 feet above the surface at Hebron Municipal Airport, Hebron, NE. This action is necessary due to the decommissioning of the Hebron non-directional radio beacon (NDB), and cancellation of the NDB approach. This action enhances the safety and management of standard instrument approach procedures for instrument flight rules (IFR) operations at the airport.

**Final Rule: Establishment of Class E Airspace; Onida, SD**

Published 10/16/2017

Docket #: FAA-2016-9546

Effective date 12/07/2017

This action establishes Class E airspace at Onida, SD. Controlled airspace is necessary to accommodate new special instrument approach procedures developed at Onida Municipal Airport, for the safety and management of instrument flight rules (IFR) operations at the airport.

**Final Rule: Amendment of Class E Airspace; Canadian, TX; and Wheeler, TX**

Published 10/16/2017

Docket #: FAA-2017-0458

Effective date 02/01/2018

This action amends Class E airspace extending upward from 700 feet above the surface at Hemphill County Airport, Canadian, TX, and Wheeler Municipal Airport, Wheeler, TX. This action is due to the decommissioning of the Sayre co-located VHF omnidirectional range and tactical air navigation system (VORTAC) facility, which provided navigation guidance for the instrument procedures to these airports. The VORTAC is being decommissioned as part of the VHF omnidirectional range (VOR) Minimum Operational Network (MON) Program. Additionally, the geographic coordinates of the airports are being adjusted to coincide with the FAA's aeronautical database.

*FAA Proposed Rules***NPRM: Proposed Amendment of VOR Federal Airways V-20, V-31, V-33, V-308, and V-433; and Revocation of V-379; in the Vicinity of Nottingham, MD**

Published 10/16/2017

Docket #: FAA-2017-0932

Comments due 11/30/2017

This action proposes to modify VHF Omnidirectional Range (VOR) Federal airways V-20, V-31, V-33, V-308, and V-433; and remove V-379; in the vicinity of Nottingham, MD. This action is necessary due to the planned decommissioning of the Nottingham, MD, VORTAC navigation aid, which provides navigation guidance for portions of the above routes. The Nottingham VORTAC is being decommissioned as part of the VOR Minimum Operational Network (MON) program.

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

Published 10/16/2017

Docket #: FAA-2017-0949

Comments due 11/30/2017

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Northeast Iowa Regional Airport, Charles City, IA. The FAA is proposing this action due to the cancellation of the instrument approach procedures associated with the decommissioned Charles City non-directional radio beacon (NDB). Additionally, the name of the airport would be updated to coincide with the FAA's aeronautical database. This action would enhance the safety and management of instrument flight rules (IFR) operations at this airport.

**FAA Guidance Documents and Notices***FAA Draft Policies*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**Final Policy: System Level Verification of Electronic Equipment (Software and Airborne Electronic Hardware) for 14 CFR Part 23 Airplanes**

Issued 10/13/2017

Policy #: PS-ACE-23-09

This policy statement provides guidance for using system level verification of software and Airborne Electronic Hardware (AEH) for part 23 approval of non-TSO'd equipment in showing compliance to some aspects of 14 CFR 23.1301 and 23.13091 (§§ 23.2500, 23.2505, and 23.2510)2.

*Special Airworthiness Information Bulletins (SAIB)*

Make sure to link to the SAIB's page. To complete the description, open the PDF document located at the bottom of the page and copy/paste the first paragraph. Keep the SAIB abbreviation. Unhighlight.

**SAIB: Fuel System**

Issued 10/13/2017

SAIB #: SW-17-31

This Special Airworthiness Information Bulletin (SAIB) notifies all registered helicopter owners and operators of an available list of helicopters that are fully compliant with the crash resistant fuel system (CRFS) safety standards of Title 14 of the Code of Federal Regulations (14 CFR) § 27.952 or 14 CFR § 29.952. Operating a non-CRFS compliant helicopter is not an airworthiness concern that would warrant airworthiness directive (AD) action under 14 CFR part 39. However, operating a CRFS compliant helicopter may reduce the risk of post-crash fires and improve occupant survivability in an accident.

**SAIB: Inlet Barrier Filter System**

Issued 10/13/2017

SAIB #: SW-17-30

This Special Airworthiness Information Bulletin (SAIB) advises registered owners, operators, and maintenance technicians of helicopters that incorporate engine inlet barrier filters of a potential airworthiness concern. These designs are installed either as part of the type design approval or a FAA-approved supplemental type certificate.

*Flight Standards Information Management System (FSIMS)*

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: Issue/Renew/Reevaluate/Rescind an Air Boss Letter of Authorization**

Issued 10/03/2017

The main objective of this task is to determine whether an applicant is eligible to receive a letter of authorization (LOA) to act as an air boss at an air show. Completion of this task results in the issuance or denial of an air boss LOA request. Additional tasks may involve the renewal,

reevaluation, or rescission of an air boss LOA.

**FSIMS: [Change 553 to 8900.1](#)**

Issued 10/03/2017

This change creates new Volume 5, Chapter 9, Section 6, establishing procedures for Federal Aviation Administration (FAA) Recognized Industry Organizations (RIO) that have developed an FAA-accepted air show Air Boss Recognition Program (ABRP). In accordance with this new policy, RIOs will be authorized to make recommendations to the FAA for the issuance of air boss letters of authorization (LOA) to qualified air bosses. This change also provides aviation safety inspectors (ASI) with the guidance necessary to issue, renew, reevaluate, or in some cases rescind air boss LOAs.

**FSIMS: [PC-12](#)**

Issued 10/23/2017

Revision 3 of the Pilatus Aircraft Ltd. (PC-12) Master Minimum Equipment List.

**FSIMS: [AS 355 Series](#)**

Issued 10/25/2017

Revision 5 of the AIRBUS HELICOPTERS (AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP (H11EU)) Master Minimum Equipment List.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Petition for Exemption; Summary of Petition Received; The Boeing Company](#)**

Published 10/16/2017

Document #: 2017-22376

Comments due 11/06/2017

By letter dated August 3, 2017, The Boeing Company petitioned the Federal Aviation Administration for an extension of and amendment to Exemption No. 10871, as amended. That exemption allows certain foreign pilots exercising private pilot privileges to fly as second-in-command (SIC) on Boeing aircraft while conducting evaluation and demonstration flights within the United States for potential buyers of those aircraft, or on behalf of their respective civil aviation authority (CAA). In its petition, Boeing asked for an amendment that would incorporate additional language to allow Boeing to conduct flights for demonstration and evaluation, on behalf of new or

potential customers, or at the request of a foreign civil aviation authority, using new developmental test aircraft models.

***October 17, 2017***

*FAA Special Conditions*

**SC: [ALOFT AeroArchitects, Boeing Model 737-800 Airplanes; Aircraft Electronic System Security Protection From Unauthorized External Access](#)**

Published 10/17/2017

Docket #: FAA-2017-0580

Effective date 10/17/2017

These special conditions are issued for the Boeing Model 737-800 airplane. These airplanes, as modified by ALOFT AeroArchitects (ALOFT), 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 Wireless Access Point (WAP), and connection of an improved Wireless Quick Access Recorder (WQAR) to the satellite communications (SATCOM) system, to provide in-flight access to information, in the WQAR, to ground personnel. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: [Bombardier CSeries \(CS100/CS300\) Flight Operations Evaluation Board](#)**

Issued 10/13/2017

The Bombardier CSeries (CS100/CS300) Flight Operations Evaluation Board (FOEB) will convene November 7, 2017 at the Long Beach Aircraft Evaluation Group (LGB-AEG) office, 3960 Paramount Blvd., Lakewood, CA. 90712-4137. The purpose of the meeting is to assess proposed relief for the Bombardier CSeries (CS100/CS300) Master Minimum Equipment List (MMEL) Revision 1. All interested parties are invited to attend the public meeting on Wednesday, November 8, 2017 (only) in identified conference rooms at the LGB-AEG address above, from 8:00 AM to 12:00 PM.

*Orders*

Click on the order, and link to that page. For the description, sometimes you will see "This document's content can only be accessed from within the FAA network.". It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

**Order: [Aircraft Type Designators](#)**

Issued 10/16/2017

Document #: JO 7360.1C

Effective date 12/07/2017

This directive provides aircraft type designators (standard abbreviations for aircraft) that most commonly use air traffic services. Aircraft type designators are principally used by air traffic

controllers, aircraft operators, and automation systems. Additionally, this directive provides information used by air traffic control for wake turbulence and runway separation.

### *Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

#### **Notice: [Petition for Exemption; Summary of Petition Received](#)**

Published 10/17/2017

Document #: 2017-22407

Comments due 10/27/2017

To fully comply with the regulations for unusable fuel supply and flightcrew altering, a design improvement is needed to prevent an erroneous “Center Fuel Low” advisory message. A software update is required to correct the erroneous display of the message of the center fuel quantities above the level where center fuel pumps should be selected off. A time-limited exemption is sought to correct the issue without delay to the Boeing Model 767-2C certification. The exemption would be limited to a period ending on December 31, 2019.

### **October 18, 2017**

#### ***FAA Special Conditions***

#### **SC: [TTF Aerospace Inc., Boeing Model 767-300F Series Airplane; Installation of Main-Deck Crew-Rest Compartment](#)**

Published 10/18/2017

Docket #: FAA- 2016-0965

Effective date 10/18/2017

These special conditions are issued for the Boeing Model 767-300F series airplane. This airplane, as modified by TTF Aerospace Inc., 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 crew-rest compartment located in a Class E cargo compartment on the main deck of the airplane. 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; Airplane Electronic-System Security Protection From Unauthorized Internal Access](#)**

Published 10/18/2017

Docket #: FAA- 2015-6359

Effective date 10/18/2017

This document corrects an error that appeared in Docket No. FAA-2015-6359, Special Conditions No. 25-633-SC, which was published in the Federal Register on August 22, 2016. The error is an incorrect word in the title of the final special conditions document.

## **FAA Guidance Documents and Notices**

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

Click on the most recent FSIMSS, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

#### **FSIMS: Duties and Responsibilities of the Designee**

Issued 10/11/2017

This section outlines the duties and responsibilities of a Designated Aircraft Dispatcher Examiner (DADE).

#### **FSIMS: Change 554 to 8900.1**

Issued 10/11/2017

This change improves guidance related to Designated Aircraft Dispatcher Examiners (DADE).

#### **FSIMS: Management and Oversight of a Designated Aircraft Dispatcher Examiner**

Issued 10/11/2017

For the purposes of this chapter, management of a Designated Aircraft Dispatcher Examiner (DADE) includes appointment and oversight. Initial and renewed DADE appointment is discussed in Volume 13, Chapter 3, Section 1. This section primarily discusses the Federal Aviation Administration's (FAA) oversight of a DADE.

#### **FSIMS: Initial Appointment and Renewal of a Designated Aircraft Dispatcher Examiner**

Issued 10/11/2017

This section provides policy related to the selection, appointment, oversight, training, renewal, and termination of Designated Aircraft Dispatcher Examiners (DADE). This policy is intended to coordinate with the general policy regarding air transportation designees located in Volume 13, Chapter 1, Sections 1 and 2.

#### **FSIMS: Designated Aircraft Dispatcher Examiner (DADE) Training**

Issued 10/11/2017

This section sets forth the initial and recurrent training requirements for Designated Aircraft Dispatcher Examiners (DADE).

#### **FSIMS: General Regulatory Requirements**

Issued 10/11/2017

This section contains only the general regulatory requirements that apply to aircraft dispatcher certification and Aircraft Dispatcher Certification Courses. More detailed information regarding specific standards and requirements are contained in Volume 3, Chapter 63, Sections 2 and 3, and the current edition of Advisory Circular (AC) 65-34, FAA-Approved Aircraft Dispatcher Certification Courses.

**FSIMS: New and Updated Policy Regarding Aircraft Dispatcher Certification, Including Approval and Oversight of FAA-Approved Aircraft Dispatcher Certification Courses and the Appointment and Management of Designated Aircraft Dispatcher Examiners**

Issued 10/11/2017

This notice announces both new and revised national policy and standards related to the certification of Aircraft Dispatchers, the approval and management of Aircraft Dispatcher Certification Courses, and the appointment and management of Designated Aircraft Dispatcher Examiners (DADE).

**FSIMS: Part 65 Aircraft Dispatcher Certification**

Issued 10/11/2017

This section provides aviation safety inspectors (ASI), examiners, and office managers with the necessary directives and guidance for conducting aircraft dispatcher certification, including administering the Aircraft Dispatcher Practical Test. For the purposes of this section, an “examiner” who administers the Aircraft Dispatcher Practical Test is either an ASI—Aircraft Dispatch (ASI-AD) or a Designated Aircraft Dispatcher Examiner (DADE).

**FSIMS: The Aircraft Dispatcher Practical Test**

Issued 10/11/2017

Directives, guidance, and instructions related to the administration of the Aircraft Dispatcher Practical Test are contained in Volume 5, Chapter 5, Section 10. Designated Aircraft Dispatcher Examiners (DADE) must review Volume 5, Chapter 5, Section 10, become familiar with the content, and adhere to the requirements set forth in that section prior to administering the Aircraft Dispatcher Practical Test.

**FSIMS: Federal Aviation Administration Resources and Assignment of Inspectors**

Issued 10/11/2017

This section contains directives and guidance regarding the appropriate Federal Aviation Administration (FAA) resources and assignment of inspectors to perform the duties associated with original and continued approval, and oversight of Aircraft Dispatcher Certification Courses, approved in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 65.

**FSIMS: Course Approval and Management**

Issued 10/17/2017

This section provides policy regarding approval and management of Federal Aviation Administration (FAA)-approved Aircraft Dispatcher Certification Courses, approved in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 65. This policy has been established in coordination with the standards set forth in the current edition of Advisory Circular (AC) 65-34, FAA-Approved Aircraft Dispatcher Certification Courses, which was originally published on Month Day, 2017.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](https://www.regulations.gov)). Unhighlight.

**Notice: [New and Updated Policy Regarding Aircraft Dispatcher Certification, Including Approval and Oversight of FAA-Approved Aircraft Dispatcher Certification Courses and the Appointment and Management of Designated Aircraft Dispatcher Examiners \(DADE\)](#)**

Published 10/11/2017

Document #: N 8900.438

Effective date 10/11/2017

This notice announces both new and revised national policy and standards related to the certification of Aircraft Dispatchers, the approval and management of Aircraft Dispatcher Certification Courses, and the appointment and management of Designated Aircraft Dispatcher Examiners (DADE).

**October 19, 2017**

***FAA Final rules***

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 10/19/2017

Docket #: 31160

Effective date 10/19/2017

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 10/19/2017

Docket #: 31158

Effective date 10/19/2017

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 10/19/2017

Docket #: 31159

Effective date 10/19/2017

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 10/19/2017

Docket #: 31157

Effective date 10/19/2017

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

*FAA Proposed Rules*

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

Published 10/19/2017

Docket #: FAA-2016-9435

Comments due 12/16/2016

The FAA is revising an earlier proposal to supersede Airworthiness Directive (AD) 2012-22-15, which applies to all Fokker Services B.V. Model F28 Mark 0070 and Mark 0100 airplanes. This action revises the notice of proposed rulemaking (NPRM) by proposing to require incorporating new airworthiness limitations into the maintenance or inspection program, as applicable. We are proposing this AD to address the unsafe condition on these products. Since these actions would impose an additional burden over those in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

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

Published 10/19/2017

Docket #: FAA-2017-0907

Comments due 12/04/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601 Variant), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) airplanes. This proposed AD was prompted by reports of fractured rudder pedal tubes on the pilot-side rudder bar assembly. This proposed AD would require repetitive inspections of the rudder pedal tubes for cracking and corrective actions if necessary. Replacement of both

pilot-side rudder bar assemblies is terminating action for the inspections. We are proposing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

### *FAA Final Policies*

Click on “By RGL Publish Date” in left-hand menu to get list of final policies. Only include final policies with a recent issue date. Sometimes, the FAA posts old policies.

#### **Final Policy: Guidance for Turbine, Compressor, Fan, and Turbosupercharger Rotor Overspeed, Loss of Load Requirements in 14 CFR, § 33.27**

Issued 09/25/2017

Policy #: PS-ANE-33.27-01

This policy statement provides guidance on the loss of load requirements in Title 14 of the Code of Federal Regulations (14 CFR) § 33.27, Turbine, compressor, fan, and turbosupercharger rotor overspeed.

### **October 20, 2017**

#### *FAA Draft Advisory Circulars*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs.

#### **AC: Certification of Propellers**

Updated 10/12/2017

Document #: AC 35-1A

Comment date 12/08/2017

This AC describes an acceptable method, but not the only method, that may be used to demonstrate compliance to the propeller type certification requirements of Title 14, Code of Federal Regulations (14 CFR) 35.

### *FAA Draft Policies*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs.

#### **Final Policy: Fire Detection, Suppression and Extinguishing, Plumbing and Electrical Connections**

Updated 10/13/2017

Policy #: PS ANM 25-38

This policy statement provides guidance to reduce the likelihood of incorrect connections within the electrical and plumbing connections for fire detection, suppression and extinguishing systems.

**Final Policy: Auxiliary Power Unit (APU) Ingestion of Volatile Gases during an APU Fire**

Updated 10/13/2017

Policy #: PS ANM 25 37

This policy statement provides guidance for demonstrating that an auxiliary power unit (APU) installation will not create a hazard to the airplane, crew, or passengers during an APU fire when all or part of the APU, its mounting, inlet, surrounding structure, or tail cone is constructed of composite materials. This guidance provides a means of compliance with title 14, Code of Federal Regulations (14 CFR) 25.831, 25.1181, 25.1187, and 25.1191 when addressing the hazard from an airplane APU inlet position that allows ingestion of volatile gases from composite material into occupied areas of the airplane.

**Final Policy: Certification Considerations for Installation of Non-Rechargeable Lithium Batteries on Part 23 Airplanes**

Updated 10/13/2017

Policy #: PS-ACE-23-12

This policy statement provides guidance to Aircraft Certification Offices (ACOs) regarding the risk-based certification considerations for the installation of non-rechargeable lithium batteries, or equipment that uses non-rechargeable batteries on Title 14, Code of Federal Regulations (14 CFR) part 23 airplanes.

**Final Policy: Winglet Failure Conditions Considered for Flutter Compliance**

Updated 10/13/2017

Policy #: PS AIR 25.629-02

Title 14 Code of Federal Regulations (14 CFR) 25.629(d) requires that the airplane be free from flutter considering any damage or failure conditions specified by 25.571, as well as for any combination of failures not shown to be extremely improvable. The damage tolerance and discrete sources damage conditions considered by 25.571 may only indicate partial winglet loss. However, since winglets are subject to failure from a variety of external damage conditions, the complete loss of a winglet is not considered extremely improbable.

**Final Policy: Turbine, Compressor, Fan, and Turbosupercharger Rotor Overspeed Engine Control Systems**

Updated 10/13/2017

Policy #: PS-ANE-33.27-02

This policy statement provides guidance for applicants, and the ACO Branches who are delegated certification responsibility for Title 14 of the Code of Federal Regulations (14 CFR), 33.27. This guidance does not apply to operators.

**Final Policy: Installed Non-Rechargeable Lithium Battery and Battery Systems**

Updated 10/13/2017

Policy #: PS-ANM-25-35

This proposed policy statement provides acceptable methods of compliance in regards to non-rechargeable lithium battery and battery systems.

**Final Policy: System Level Verification of Electronic Equipment (Software and Airborne Electronic Hardware) for 14 CFR Part 23 Airplanes**

Updated 10/13/2017

Policy #: PS-ACE-23-09

This policy statement provides guidance for using system level verification of software and Airborne Electronic Hardware (AEH) for part 23 approval of non-TSO'd equipment in showing compliance to some aspects of 14 CFR 23.1301 and 23.13091 (§§ 23.2500, 23.2505, and 23.2510)2.

Click on the order, and link to that page. For the description, sometimes you will see “This document's content can only be accessed from within the FAA network.”. It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

**Order: [Aerospace Medicine Safety Management Council](#)**

Issued 10/20/2017

Document #: AM 1110.155

Effective 10/20/2017

This order establishes the operational requirements for the Office of Aerospace Medicine (AAM) Safety Management Council; outlines the roles and responsibilities of the Safety Management Council (SMC); and supports the FAA's and the Aviation Safety (AVS) organization's commitment to implement Risk Based Decision Making (RBDM), Safety Risk Management (SRM), and Safety Assurance (SA) as integral parts of a Safety Management System.

*Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

**Order: [United States Standard for Terminal Instrument Procedures \(TERPS\)](#)**

Updated 10/18/2017

Reference #: 8260.3D

Comments due 11/17/2017

This order prescribes standardized methods for designing and evaluating instrument flight procedures (IFPs) in the United States and its territories. It is to be used by all personnel responsible for the preparation, approval, and promulgation of IFPs. These criteria are predicated on normal aircraft operations and performance.

**Order: [Maintenance Review Boards](#)**

Updated 10/18/2017

Reference #: 8900.1 CHG IMPS

Comments due 10/27/2017

This change revises Volume 8, Chapter 2, Section 7. This change incorporates information from Advisory Circular (AC) 121-22C, Maintenance Review Boards, Maintenance Type Boards, and OEM/TCH Recommended Maintenance Procedures, dated August 27, 2012, into Order 8900.1 to clarify expectations for Federal Aviation Administration (FAA) personnel. This change also updates Maintenance Review Board (MRB) guidance in accordance with the International MRB Process Standard (IMPS).

**Order: [Nonessential Equipment and Furnishings \(NEF\) Program](#)**

Updated 10/18/2017

Reference #: 14 CFR part 21-142

Comments due 10/30/2017

This change incorporates new information into Volume 4, Chapter 4, Section 4, paragraphs 4-700 and 4-705. This change clarifies the definition of nonessential equipment and furnishings (NEF) items and provides guidance to principal inspectors (PI) reviewing NEF programs.

**Order: [Establishment Date for Maintenance/Inspection Programs](#)**

Updated 10/18/2017

Reference #: 14 CFR part 21-91

Comments due 10/27/2017

This notice provides clearer guidance on when an aircraft maintenance or inspection program should commence by specifying what date Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.409 first applies.

### *Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

#### **Notice: U.S. Special Call Sign Designator (TOWE) and Associated Telephony (TOWE)**

Published 10/12/2017

Document #: JO 7340.429

Additions to faa order jo 7340.2, chapter 3, section 4, u.s. special telephony/call signs have been approved.

### *Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

#### **AC: Maintenance Review Boards, Maintenance Type Boards, and OEM/TCH Recommended Maintenance Procedures**

Updated 10/17/2017      Reference #: Title 14 Part 21-121

Comments due 10/27/2017

This advisory circular (AC) provides guidelines that industry may use to develop and revise the minimum scheduled tasking/interval requirements for derivative or newly type certificated (TC) aircraft and powerplants for Federal Aviation Administration (FAA) approval. This AC refers to these minimum scheduled tasking/interval requirements as the Maintenance Review Board Report (MRBR), the Maintenance Type Board Report (MTBR), or the Original Equipment Manufacturer (OEM)/Type Certificate Holder (TCH) Recommended Maintenance Procedures. After FAA approval, the requirements become a basis upon which operators develop their own individual maintenance programs.

#### **AC: Best Practices for Engine Time In Service Interval Extensions**

Updated 10/17/2017      Reference #: Title 14 Part 91-135

Comments due 10/31/2017

This change to the AC removes content referring to airframe/engine utilization reports, as these reports are no longer required. This change also clarifies maintenance program instructions and

requirements.

**AC: Installation and Inspection Procedures for Emergency Locator Transmitters and Receivers**

Updated 10/17/2017      Reference #: Title 14 Part 25-135      Comments due 11/02/2017

This change updates and reorganizes the information in the AC to provide procedures for the installation, maintenance, and inspection of ELT systems. It also changes the title (formerly Operational and Maintenance Practices for Emergency Locator Transmitters and Receivers).

**AC: Reliability Program Methods—Standards for Determining Time Limitations**

Updated 10/17/2017      Reference #: Title 14 Part 91-135      Comments due 11/03/2017

This AC applies to you if you are a Title 14 of the Code of Federal Regulations (14 CFR) part 121 air carrier; 135, § 135.411(a)(2) or § 135.411(b) air carrier; or are a part 91 subpart K (part 91K) operator maintaining your aircraft under a CAMP (part 91K, § 91.1411), and you choose to use standards for determining your time limitations. Your reliability program is your standard, and provides compliance with 14 CFR part 119, §§ 119.49(a)(8) and 91.1015(a)(5), as applicable.

**AC: Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check**

Updated 10/17/2017      Reference #: Title 14 Part 61-142      Comments due 11/13/2017

This advisory circular (AC) provides information for certificated pilots and flight instructors to use in complying with the flight review required by Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.56 and the recent flight experience requirements of § 61.57. This AC is directed to General Aviation (GA) pilots and to flight instructors.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Dassault Aviation DA-EASy**

Updated 10/05/2017      Revision 9 Draft X      Comments due 11/06/2017

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: Boeing 737-8/9**

Updated 10/05/2017      Revision 1 Draft X      Comments due 11/03/2017

**October 23, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.)  
Airplanes**

Published 10/23/2017

Docket #: FAA-2017-0693

Effective date 11/27/2017

The FAA is adopting a new airworthiness directive (AD) for certain Gulfstream Aerospace LP Model Gulfstream 100, Astra SPX, and 1125 Westwind Astra airplanes. This AD was prompted by a report indicating that the main entrance door (MED) opened during flight, and by the determination that the "CABIN DOOR UNLOCK" crew alerting system (CAS) message may extinguish before the handle latch pin is fully engaged. This AD requires accomplishing an updated rigging procedure for the adjustment of the MED microswitch. We are issuing this AD to address the unsafe condition on these products.

**AD: Dassault Aviation Airplanes**

Published 10/23/2017

Docket #: FAA-2016-9500

Effective date 11/27/2017

The FAA is adopting a new airworthiness directive (AD) for all Dassault Aviation Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes. This AD was prompted by reports of defective fire extinguisher tubes. This AD requires replacement of the affected fire extinguisher tubes with improved fire extinguisher tubes. We are issuing this AD to address the unsafe condition on these products.

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

Published 10/23/2017

Docket #: FAA-2017-0563

Effective date 11/27/2017

The FAA is adopting a new airworthiness directive (AD) for certain Saab AB, Saab Aeronautics Model 340A (SAAB/SF340A) and SAAB 340B airplanes. This AD was prompted by the determination that new inspection tasks for the drag brace support fitting of the main landing gear (MLG) and corrosion prevention and control program (CPCP) related tasks are necessary. This AD requires revising the maintenance or inspection program, as applicable, to incorporate airworthiness limitations, including new inspection tasks for the drag brace support fitting of the MLG and to implement CPCP related tasks. We are issuing this AD to address the unsafe condition on these products.

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

Published 10/23/2017

Docket #: FAA-2017-0697

Effective date 11/27/2017

We are adopting a new airworthiness directive (AD) for certain Embraer S.A. Model ERJ 170 airplanes and Model ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes. This AD was prompted by an evaluation by the design approval holder indicating that the forward pressure bulkhead is subject to widespread fatigue damage. This AD requires repetitive detailed inspections of the web aft face of the forward pressure bulkhead for any cracking and discrepancy, and repair if necessary. This AD also requires modification of the forward pressure bulkhead, which would terminate the inspections. We are issuing this AD to address the unsafe condition on these products.

**AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Airplanes**

Published 10/23/2017

Docket #: FAA-2017-0692

Effective date 11/27/2017

The FAA is adopting a new airworthiness directive (AD) for certain Gulfstream Aerospace LP Model Gulfstream G150 airplanes. This AD was prompted by a report indicating that the main entrance door (MED) opened during flight, and by the determination that the "CABIN DOOR UNLOCK" crew alerting system (CAS) message may extinguish before the handle latch pin is fully engaged. This AD requires accomplishing an updated rigging procedure for the adjustment of the MED microswitch. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 10/23/2017

Docket #: FAA-2017-0497

Effective date 11/27/2017

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A300 series airplanes. This AD was prompted by a report of reduction of the de-icing performance of the pitot probe over time that could remain hidden to the flight crew. This AD requires repetitive detailed inspections of the pitot probe heater insulation resistance, and replacement of the pitot probe heater if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 10/23/2017

Docket #: FAA-2017-0480

Effective date 11/27/2017

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes); and Model A310 series airplanes. This AD was prompted by a report of cracking in the door sill area of the aft cargo door. This AD requires repetitive inspections of the aft cargo door lower torsion box area, and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 10/23/2017

Docket #: FAA-2017-0628

Effective date 11/27/2017

We are adopting a new airworthiness directive (AD) for all Airbus Model A310 series airplanes. This AD was prompted by a revision of certain airworthiness limitation items (ALI) documents, which require more restrictive maintenance requirements and airworthiness limitations. This AD requires revising the maintenance or inspection program to incorporate the maintenance requirements and airworthiness limitations. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: Establishment of Class E Airspace; Rosebud, SD**

Published 10/23/2017

Docket #: FAA-2016-9545

Effective date 12/07/2017

This action establishes Class E airspace at Rosebud, SD. Controlled airspace is necessary to accommodate new special instrument approach procedures developed at Rosebud Sioux Tribal Airport, for the safety and management of instrument flight rules (IFR) operations at the airport.

**FAA Guidance Documents and Notices***FAA Draft Policies*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**Final Policy: Guidance for 14 CFR § 33.49, Endurance Test**

Updated 10/20/2017

Policy #: PS-AIR-33.49-01

This policy statement clarifies to reciprocating engine applicants the importance of completing the endurance test in accordance with Title 14 Code of Federal Regulations (14 CFR) § 33.49, and it provides additional information related to endurance tests and the establishment of initial times

between overhaul (TBOs).

### **October 24, 2017**

#### ***FAA Final rules***

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

#### **AD: Sikorsky Aircraft Corporation Helicopters**

Published 10/24/2017

Docket #: FAA-2017-0946

Effective date 11/08/2017

The FAA is adopting a new airworthiness directive (AD) for Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters. This AD requires adding operating limitations to a rotorcraft flight manual (RFM). This AD is prompted by test results showing decoupling of the flight director (FD) in certain flight conditions. The actions of this AD are intended to address an unsafe condition on these products.

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

Published 10/24/2017

Docket #: FAA-2016-6429

Effective date 11/28/2017

The FAA is superseding Airworthiness Directive (AD) 2015-05-02, which applied to all Airbus Model A318 and A319 series airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. AD 2015-05-02 required revising the maintenance or inspection program to incorporate new, more restrictive airworthiness limitations. This new AD requires revising the maintenance or inspection program to incorporate new or revised structural inspection requirements and adds airplanes to the applicability. This AD was prompted by an evaluation by the design approval holder (DAH), which indicates that principal structural elements and certain life-limited parts are subject to widespread fatigue damage (WFD). We are issuing this AD to address the unsafe condition on these products.

#### ***FAA Proposed Rules***

#### **NPRM AD: Dassault Aviation Airplanes**

Published 10/24/2017

Docket #: FAA-2017-0908

Comments due 12/08/2017

The FAA proposes to adopt a new airworthiness directive (AD) for all Dassault Aviation Model FAN JET FALCON, FAN JET FALCON SERIES D, E, F, and G airplanes; and certain Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes. This proposed AD was prompted by reports of the collapse of the main landing gear on touchdown. This proposed AD would require an electrical modification of the landing gear sequence logic. We are proposing this AD to address the unsafe condition on these products.

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

Published 10/24/2017

Docket #: FAA-2017-1020

Comments due 12/08/2017

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, -214, and -216 airplanes; and Model A321-111, -112, -211, -212, and -213 airplanes. This proposed AD

was prompted by a review of maintenance instructions for a blend repair of the snout diameter of the main beam assembly of the forward engine mount that would create an excessive gap between the bearing mono-ball and the snout. This proposed AD would require modifying the main beam assembly of the forward engine mount. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: [British Aerospace Regional Aircraft Airplanes](#)**

Published 10/24/2017

Docket #: FAA-2017-0993

Comments due 12/08/2017

The FAA proposes to supersede Airworthiness Directive (AD) 2007-08-06 for British Aerospace Regional Aircraft Models HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes. This 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 the need for airworthiness limitations for critical components in the main and nose landing gear assemblies. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

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

Published 10/24/2017

Docket #: FAA-2017-0909

Comments due 12/08/2017

We propose to adopt a new airworthiness directive (AD) for certain Dassault Aviation Model MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX airplanes. This proposed AD was prompted by reports of a loose screw on certain slat mechanical stop assemblies, and punctures in certain fuel caps. This proposed AD would require a one-time inspection, and corrective action if necessary. We are proposing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Final Policies*

Click on “By RGL Publish Date” in left-hand menu to get list of final policies. Only include final policies with a recent issue date. Sometimes, the FAA posts old policies.

**Final Policy: [Revision to Organization Designation Authorization \(ODA\) Organization Management Team \(OMT\) Lead Training Requirements](#)**

Issued 10/23/2017

Policy #: AIR-600-17-6F0-PM02

This memorandum allows Aircraft Certification Service (AIR) personnel to be assigned as an OMT lead without prior completion of FAA course 22000084, FAA/AIR Compliance and Enforcement (Part II). AIR OMT leads who have not previously completed the course must complete the course within 6 months after assignment if a course offering is available within the 6-month period.

*FAA Legal Interpretations*

Click on the Legal Interpretation to open the pdf document, copy the title and adapt if necessary (for example: “*What Tasks Must be Recorded in an Aircraft’s Maintenance Record, and Whose Names Must Appear in those Maintenance Records Under 14 C.F.R. § 43.9(a)*”) becomes “*Aircraft’s Maintenance Record Recorded Tasks, and Names 14 C.F.R. § 43.9(a)*”) and hyperlink it to the pdf link.

In order to fill the highlighted part, read the first paragraph and identify the question asked. Then

copy/paste the short description and adapt. Unhighlight.

In the Regulation/Order #, include the relevant parts of the 14 C.F.R. for example “14 C.F.R. § 43.9(a)”.

**Legal Interpretation: Applicability of 14 CFR§ 135.273, duty period limitations and rest time requirements, to voluntarily-assigned flight attendants**

Issued 10/20/2017

Regulation/Order #: 14 CFR§ 135.273

This memorandum is in response to your December 20, 2016 request for additional guidance on the appropriate application of 14 CFR§ 135.273, duty period limitations and rest time requirements, with regard to the voluntary assignment of flight attendants.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

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

Published 10/24/2017

Document #: 2017-23059

Comments due 11/13/2017

Bombardier Aerospace is petitioning for an exemption to 14 CFR 25.901(c) for single failures of the Throttle Quadrant Assembly (TQA) and the Propulsion control system that result in Uncontrollable High Thrust (UHT). The Bombardier Model BD-700-2A12 and BD-700-2A13 Series airplanes (Global 7000 and Global 8000, respectively) may not be controllable under certain landing and takeoff scenarios during a UHT event that occurs in crosswinds in excess of 15 knots.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Embraer 190**

Updated 10/23/2017

Revision 5 Draft X

Comments due 11/02/2017

**FSB: Embraer 170**

Updated 10/23/2017

Revision 5 Draft X

Comments due 11/02/2017

**FSB: Bombardier Challenger 604, 605, and 650**

**October 25, 2017*****FAA Draft Policies***

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**Final Policy: [Guidance for 14 CFR 33.49 Endurance Test](#)**

Updated 10/24/2017

Policy #: PS-AIR-33.49-01

This policy statement clarifies to reciprocating engine applicants the importance of completing the endurance test in accordance with Title 14 Code of Federal Regulations (14 CFR) § 33.49, and it provides additional information related to endurance tests and the establishment of initial times between overhaul (TBOs).

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

Make sure to link to the SAIB's page. To complete the description, open the PDF document located at the bottom of the page and copy/paste the first paragraph. Keep the SAIB abbreviation. Unhighlight.

**SAIB: [Navigation - Integrated Flight Director System – Esterline DU-875, DU-885 and DU-885AF Displays](#)**

Issued 10/24/2017

SAIB #: NE-18-01

This Special Airworthiness Information Bulletin alerts you, owners, operators, Type Certificate (TC) holders, and Supplemental Type Certificate (STC) holders of airplanes equipped with Esterline Belgium (formerly BARCO NV) DU-875, DU-885, and DU-885AF displays, that automatic self-tests of the displays are not being performed as intended. These displays are often installed as part of a Honeywell Primus Elite flight deck upgrade. At this time, this airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.

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

Click on the most recent FSIMs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: [Flightcrew Member Fatigue Focus Team](#)**

Issued 10/16/2017

The FAA established the Flightcrew Member Fatigue Focus Team (FMFFT) to provide guidance on applying the requirements prescribed in Title 14 of the Code of Federal Regulations (14 CFR) for managing and mitigating flightcrew member fatigue.

**FSIMS: Part 121 Check Pilot and Check Flight Engineer Records**

Issued 10/19/2017

This notice announces the availability and required completion of the Safety Assurance System (SAS) Custom Data Collection Tool (C DCT) titled, "Part 121 Check Pilot and Check Flight Engineer Records."

**Notices**

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The petitioner requests relief from" in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

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

Published 10/25/2017

Document #: 2017-23182

Comments due 11/06/2017

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

**Notice: Part 121 Check Pilot and Check Flight Engineer Records**

Effective date 10/19/2017

Document #: N 8900.439

Cancellation date 10/19/2018

This notice announces the availability and required completion of the Safety Assurance System (SAS) Custom Data Collection Tool (C DCT) titled, "Part 121 Check Pilot and Check Flight Engineer Records."

**October 26, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 10/26/2017

Docket #: FAA- 2017-0332

Effective date 11/30/2017

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-200, -200C, -300, -400, and -500 series airplanes. This AD was prompted by reports of skin doublers that disbonded from their skin panels. This AD requires repetitive inspections of fuselage skin panels, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

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

Published 10/26/2017

Docket #: FAA- 2017-0521

Effective date 11/30/2017

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) airplanes. This AD was prompted by reports of fuel leaks in the engine and auxiliary power unit (APU) electrical fuel pump (EFP) cartridge/canister electrical connectors and conduits. This AD requires repetitive inspections for fuel leakage at the engine and APU fuel pumps, and related investigative and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

*FAA Special Conditions***SC: [Boeing Model 777-300ER Airplanes; Passenger-Cabin High-Wall Suites](#)**

Published 10/26/2017

Docket #: FAA- 2017-0862

Effective date 10/26/2017

These special conditions are issued for Boeing Model 777-300ER airplanes with high-wall suites installed in the passenger cabin. This installation is novel or unusual, and the applicable airworthiness regulations do not contain adequate or appropriate safety standards for this interior configuration. 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 Legal Interpretations*

Click on the Legal Interpretation to open the pdf document, copy the title and adapt if necessary (for example: “*What Tasks Must be Recorded in an Aircraft's Maintenance Record, and Whose Names Must Appear in those Maintenance Records Under 14 C.F.R. § 43.9(a)*”) becomes “*Aircraft's Maintenance Record Recorded Tasks, and Names 14 C.F.R. § 43.9(a)*”) and hyperlink it to the pdf link.

In order to fill the highlighted part, read the first paragraph and identify the question asked. Then copy/paste the short description and adapt. Unhighlight.

In the Regulation/Order #, include the relevant parts of the 14 C.F.R. for example “14 C.F.R. § 43.9(a)”.

**Legal Interpretation: [Request for Legal Interpretation Concerning Legal Responsibilities of Dual Holders of a Supplemental Type Certificate \(STC\)](#)**

Issued 10/25/2017

Regulation/Order #: 14 C.F.R. § 21.120

This legal interpretation responds to letter requesting interpretation of the Federal Aviation Administration's (FAA) regulation concerning the responsibilities of a holder of a supplemental type certificate (STC) to provide written permission to a person whom the holder allows to use the STC to alter an aircraft, aircraft engine, or propeller.

**Legal Interpretation: Legal Interpretation of the Term "Current" in 14 C.F.R. §§ 43.13(a) and 145.109(d)**

Issued 10/25/2017

Regulation/Order #: 14 C.F.R. §§ 43.13(a) and 145.109(d)

This legal interpretation responds to letter requesting clarification of the word "current" as applicable to 14 CFR §§ 145.109 and 43.13. Your letter refers to two related legal memoranda issued by our office, 1 in which we provided legal interpretations on the use of the term "current" with respect to inspection programs selected under 14 C.F.R. § 91.409(f)(3) and requirements for maintenance manuals in §§ 43.13(a) and 145.109(d).

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The petitioner requests relief from" in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Meeting: Third RTCA SC-236 Joint Plenary With EUROCAE WG-96**

Meeting date 11/28/2017 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Third RTCA SC-236, Wireless Airborne Intra Communications (WAIC), joint Plenary with EUROCAE WG-96.

**October 27, 2017**

*FAA Draft Advisory Circulars*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**AC: Certification of Propellers**

Updated 10/12/2017

Document #: AC 35-1A

Comment date 12/08/2017

This AC describes an acceptable method, but not the only method, that may be used to

demonstrate compliance to the propeller type certification requirements of Title 14, Code of Federal Regulations (14 CFR) 35.

#### *FAA Draft Policies*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

#### **Final Policy: Fire Detection, Suppression and Extinguishing, Plumbing and Electrical Connections**

Updated 10/24/2017

Policy #: PS ANM 25-38

This policy statement provides guidance to reduce the likelihood of incorrect connections within the electrical and plumbing connections for fire detection, suppression and extinguishing systems.

#### **Final Policy: Auxiliary Power Unit (APU) Ingestion of Volatile Gases during an APU Fire**

Updated 10/24/2017

Policy #: PS ANM 25 37

This policy statement provides guidance for demonstrating that an auxiliary power unit (APU) installation will not create a hazard to the airplane, crew, or passengers during an APU fire when all or part of the APU, its mounting, inlet, surrounding structure, or tail cone is constructed of composite materials. This guidance provides a means of compliance with title 14, Code of Federal Regulations (14 CFR) 25.831, 25.1181, 25.1187, and 25.1191 when addressing the hazard from an airplane APU inlet position that allows ingestion of volatile gases from composite material into occupied areas of the airplane.

#### **Final Policy: Certification Considerations for Installation of Non-Rechargeable Lithium Batteries on Part 23 Airplanes**

Updated 10/24/2017

Policy #: PS-ACE-23-12

This policy statement provides guidance to Aircraft Certification Offices (ACOs) regarding the risk-based certification considerations for the installation of non-rechargeable lithium batteries, or equipment that uses non-rechargeable batteries on Title 14, Code of Federal Regulations (14 CFR) part 23 airplanes.

#### **Final Policy: Winglet Failure Conditions Considered for Flutter Compliance**

Updated 10/24/2017

Policy #: PS AIR 25.629-02

Title 14 Code of Federal Regulations (14 CFR) 25.629(d) requires that the airplane be free from flutter considering any damage or failure conditions specified by 25.571, as well as for any combination of failures not shown to be extremely improvable. The damage tolerance and discrete sources damage conditions considered by 25.571 may only indicate partial winglet loss. However, since winglets are subject to failure from a variety of external damage conditions, the complete loss of a winglet is not considered extremely improbable.

#### **Final Policy: Guidance for 14 CFR 33.27, Turbine, Compressor, Fan, and Turbosupercharger Rotor Overspeed Engine Control Systems**

Updated 10/24/2017

Policy #: PS-ANE-33.27-02

This policy statement provides guidance for applicants, and the ACO Branches who are delegated

certification responsibility for Title 14 of the Code of Federal Regulations (14 CFR), 33.27. This guidance does not apply to operators.

**Final Policy: [Installed Non-Rechargeable Lithium Battery and Battery Systems](#)**

Updated 10/24/2017

Policy #: PS-ANM-25-35

This proposed policy statement provides acceptable methods of compliance in regards to non-rechargeable lithium battery and battery systems.

**Final Policy: [System Level Verification of Electronic Equipment \(Software and Airborne Electronic Hardware\) for 14 CFR Part 23 Airplanes](#)**

Updated 10/24/2017

Policy #: PS-ACE-23-09

This policy statement provides guidance for using system level verification of software and Airborne Electronic Hardware (AEH) for part 23 approval of non-TSO'd equipment in showing compliance to some aspects of 14 CFR 23.1301 and 23.1309 (§§ 23.2500, 23.2505, and 23.2510) . This policy provides a process by which the intended function and compliance with safety objectives of avionics systems software and AEH may be verified by a combination of system-level reviews, analysis, and testing. Software and AEH development assurance are not in the scope of this policy; therefore, this policy is only applicable when system level verification can detect development/design errors that contribute to or result in failure conditions at the airplane or system level. This guidance is applicable to approval of equipment intended for part 23 class I and II as defined in AC 23.1309-1 (certification levels 1 and 2) airplanes to include type certificates (TC), supplemental type certificates (STC), amended type certificates (ATC), and amended supplemental type certificates (ASTC).

**Final Policy: [Guidance for 14 CFR 33.49 Endurance Test](#)**

Updated 10/24/2017

Policy #: PS-AIR-33.49-01

This policy statement clarifies to reciprocating engine applicants the importance of completing the endurance test in accordance with Title 14 Code of Federal Regulations (14 CFR) § 33.49, and it provides additional information related to endurance tests and the establishment of initial times between overhaul (TBOs).

*Flight Standards Information Management System (FSIMS)*

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: [BHT-505](#)**

Issued 10/30/2017

Revision 0 of the BELL HELICOPTER TEXTRON CANADA LIMITED 505 (TCDS R00008RD)) Master Minimum Equipment List.

**FSIMS: [MD-90](#)**

Issued 10/31/2017

Revision 11 of the Boeing MD-90 (MD-90-30) Master Minimum Equipment List.

**FSIMS: [G-280](#)**

Issued 10/31/2017

Revision 3 of the Gulfstream (G280) Master Minimum Equipment List.

### *Orders*

Click on the order, and link to that page. For the description, sometimes you will see “This document's content can only be accessed from within the FAA network.”. It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

**Order: [Energy and Water Management Program for FAA Buildings and Facilities](#)**

Issued 10/26/2017

Document #: 1053.IC

Ibis Order establishes policy, delegates authority, and assigns responsibility for ensuring that FAA's energy and water management goals are achieved. In addition, this Order sets forth procedures for the performance, management, and oversight of the Energy and Water Management Program by Agency personnel.

### *Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

**Order: [United States Standard for Terminal Instrument Procedures \(TERPS\)](#)**

Updated 10/25/2017

Reference #: 8260.3D

Comments due 11/17/2017

This order prescribes standardized methods for designing and evaluating instrument flight procedures (IFPs) in the United States and its territories. It is to be used by all personnel responsible for the preparation, approval, and promulgation of IFPs. These criteria are predicated on normal aircraft operations and performance.

**Order: [Maintenance Review Boards](#)**

Updated 10/25/2017

Reference #: 8900.1 CHG IMPS

Comments due 10/27/2017

This change revises Volume 8, Chapter 2, Section 7. This change incorporates information from Advisory Circular (AC) 121-22C, Maintenance Review Boards, Maintenance Type Boards, and OEM/TCH Recommended Maintenance Procedures, dated August 27, 2012, into Order 8900.1 to clarify expectations for Federal Aviation Administration (FAA) personnel. This change also updates Maintenance Review Board (MRB) guidance in accordance with the International MRB Process Standard (IMPS).

**Order: [Nonessential Equipment and Furnishings \(NEF\) Program](#)**

Updated 10/25/2017

Reference #: 14 CFR part 21-142

Comments due 10/30/2017

This change incorporates new information into Volume 4, Chapter 4, Section 4, paragraphs 4-700 and 4-705. This change clarifies the definition of nonessential equipment and furnishings (NEF) items and provides guidance to principal inspectors (PI) reviewing NEF programs.

**Order: Establishment Date for Maintenance/Inspection Programs**

Updated 10/25/2017

Reference #: 14 CFR part 21-91

Comments due 10/27/2017

This notice provides clearer guidance on when an aircraft maintenance or inspection program should commence by specifying what date Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.409 first applies.

*Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

**AC: Maintenance Review Boards, Maintenance Type Boards, and OEM/TCH Recommended Maintenance Procedures**

Updated 10/17/2017

Reference #: Title 14 Part 21-121

Comments due 10/27/2017

This advisory circular (AC) provides guidelines that industry may use to develop and revise the minimum scheduled tasking/interval requirements for derivative or newly type certificated (TC) aircraft and powerplants for Federal Aviation Administration (FAA) approval. This AC refers to these minimum scheduled tasking/interval requirements as the Maintenance Review Board Report (MRBR), the Maintenance Type Board Report (MTBR), or the Original Equipment Manufacturer (OEM)/Type Certificate Holder (TCH) Recommended Maintenance Procedures. After FAA approval, the requirements become a basis upon which operators develop their own individual maintenance programs.

**AC: Best Practices for Engine Time In Service Interval Extensions**

Updated 10/17/2017

Reference #: Title 14 Part 91-135

Comments due 10/31/2017

This advisory circular (AC) provides information on engine time in service interval extensions. The AC explains the background of engine time in service intervals as well as the Federal Aviation Administration's (FAA) regulatory requirements for time limitations and time in service intervals for engine overhauls. The AC also provides aircraft operators with information on the best practices for an engine time in service interval extension program and how to obtain an engine time in service interval extension.

**AC: Installation and Inspection Procedures for Emergency Locator Transmitters and Receivers**

Updated 10/17/2017

Reference #: Title 14 Part 25-135

Comments due 11/02/2017

This AC describes installation and inspection procedures for emergency locator transmitter (ELT) systems. This AC is intended to be used in conjunction with or as a supplement to the installation, maintenance, and inspection requirements found in the documentation that came with and was used to install the ELT device being maintained or inspected. Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.207 is the regulatory basis for this AC. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to install, maintain, and inspect ELT systems. However, if you use the means described in the AC, you must follow it in all important respects.

**AC: Reliability Program Methods—Standards for Determining Time Limitations**

Updated 10/17/2017

Reference #: Title 14 Part 91-135

Comments due 11/03/2017

This AC applies to you if you are a Title 14 of the Code of Federal Regulations (14 CFR) part 121 air carrier; 135, § 135.411(a)(2) or § 135.411(b) air carrier; or are a part 91 subpart K (part 91K) operator maintaining your aircraft under a CAMP (part 91K, § 91.1411), and you choose to use standards for determining your time limitations. Your reliability program is your standard, and

provides compliance with 14 CFR part 119, §§ 119.49(a)(8) and 91.1015(a)(5), as applicable.

**AC: Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check**

Updated 10/17/2017      Reference #: Title 14 Part 61-142      Comments due 11/13/2017

This advisory circular (AC) provides information for certificated pilots and flight instructors to use in complying with the flight review required by Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.56 and the recent flight experience requirements of § 61.57. This AC is directed to General Aviation (GA) pilots and to flight instructors.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Dassault Aviation DA-EASy**

Updated 10/26/2017      Revision 9 Draft X      Comments due 11/06/2017

**FSB: Embraer 190**

Updated 10/26/2017      Revision 5 Draft X      Comments due 11/02/2017

**FSB: Embraer 170**

Updated 10/26/2017      Revision 5 Draft X      Comments due 11/02/2017

**FSB: Bombardier Challenger 604, 605, and 650**

Updated 10/26/2017      Revision 5 Draft X      Comments due 11/22/2017

**FSB: Gulfstream G280**

Updated 10/26/2017      Revision 4 Draft X      Comments due 11/27/2017

**FSB: Boeing 737**

Updated 10/26/2017      Revision 5 Draft X      Comments due 11/27/2017

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: B-737 MAX Boeing 737-8/9**

Updated 10/25/2017      Revision 1 Draft X      Comments due 11/03/2017

**MMEL: Pilatus Aircraft LTD., PC-12/47E**

Updated 10/25/2017      Revision 3 Draft X      Comments due 11/24/2017

**October 30, 2017**

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the

link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Petition for Exemption; Summary of Petition Received; Airlines for America](#)**

Published 10/30/2017

Document #: 2017-23486

Comments due 11/20/2017

Airlines for America is seeking relief to allow each air carrier to issue to its flightcrew members, on a temporary basis, confirmation of required airman or medical certificates in either paper or electronic form based upon information contained in the air carrier's approved recordkeeping system.

**October 31, 2017**

*Flight Standards Information Management System (FSIMS)*

**[FSIMS: Master Minimum Equipment List Policy Letter 98, Revision 1, Navigation Databases, and Associated Aviation Safety Inspector Requirements](#)**

Issued 10/27/2017

This notice announces revised policy associated with Master Minimum Equipment List (MMEL) Policy Letter (PL)-98, Navigation Databases. This notice provides guidance to the Aircraft Evaluation Division (AFS-100), which develops and revises MMELs, and aviation safety inspectors (ASI) with minimum equipment list (MEL) oversight responsibility, and tasks them with ensuring all MMELs and operators’ MELs are updated in accordance with this notice and MMEL PL-98, revision 1. This notice also extends the due date for ASIs and AFS-100 to ensure compliance with MMEL PL-98, revision 1.

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: [A-350](#)**

Issued 11/07/2017

Revision # of the Airbus (A350-900 Series, All Models) Master Minimum Equipment List.

*Notices*

In addition to the Notices found on the Federal Register, [make sure to visit](#)

[http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Membership in the National Parks Overflights Advisory Group](#)**

Published 10/31/2017

Document #: 2017-23672

The Federal Aviation Administration (FAA) and the National Park Service (NPS) invite interested persons to apply to fill one current vacancy and one upcoming vacancy on the National Parks Overflights Advisory Group (NPOAG). This notice invites interested persons to apply to fill the openings, one of which represents air tour operator interests and one of which represents Native American concerns.