

## ***Final Documents—December 2013***

*This list includes Federal Register (FR) publications such as final rules, policy statements, and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

**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.**

### **Final Rules, Airworthiness Directives (ADs)**

#### **AD: Airbus A318, A319, and A320 Airplanes**

Issued 12/02/2013      Docket #: FAA-2013-0698      Effective 01/06/2014

This AD supersedes an existing rule and requires an inspection to determine the part numbers of the magnetic fuel level indicators and their replacement if necessary.

#### **AD: Airbus A318 and A319 Airplanes**

Issued 12/02/2013      Docket #: FAA-2013-0096      Effective 01/06/2014

This AD requires inspecting forward fuselage frame 24, stringer 39, right hand, to determine if the fastener is missing; measuring the hole dimensions of the five holes surrounding the missing fastener if necessary; and doing related investigative and corrective actions if necessary.

#### **AD: Bombardier CL-600 Airplanes**

Issued 12/02/2013      Docket #: FAA-2013-0700      Effective 01/06/2014

This AD requires repetitive inspections for cracking and damage of both pilot-side rudder pedal tubes, and replacement of affected pilot-side rudder bar assemblies if necessary.

#### **AD: The Boeing Company 747 Airplanes**

Issued 12/02/2013      Docket #: FAA-2013-0976      Effective 12/17/2013

This AD requires repetitive ultrasonic or dye penetrant inspections for cracking of the barrel nuts and bolts, as applicable, on each forward engine mount, and related investigative and corrective actions if necessary.

#### **AD: Diamond Aircraft Industries DA40 Airplanes**

Issued 12/03/2013      Docket #: FAA-2013-0812      Effective 01/07/2014

This AD requires improving fatigue strength in the aft main spar that does not currently ensure unlimited lifetime structural integrity.

#### **AD: General Electric GE90 Turbofan Engines**

Issued 12/03/2013      Docket #: FAA-2013-0499      Effective 01/07/2014

This AD requires replacement of the variable bypass valve actuator fuel supply tube with a part eligible for installation.

#### **AD: General Electric GEnx Turbofan Engines**

Issued 12/03/2013      Docket #: FAA-2013-0475      Effective 01/07/2014

This AD requires a one-time adjustment to the cycle counts of certain life-limited parts to account for the additional low cycle fatigue life consumed during flight tests.

**AD: Gulfstream Aerospace Corporation GV and GV-SP Airplanes**

Issued 12/03/2013      Docket #: FAA-2012-1313      Effective 01/07/2014

This AD requires inspecting to determine if fuel boost pumps having a certain part number are installed, replacing the fuel boost pumps having a certain part number, and revising the airplane maintenance program to include revised instructions for continued airworthiness.

**AD: Boeing 707 and 720 Airplanes**

Issued 12/03/2013      Docket #: FAA-2013-0673      Effective 01/07/2014

This AD requires an inspection of the left- and right-hand wing fuel tank access doors to determine that impact-resistant access doors are installed in the correct locations, and to replace any door if necessary. This AD also requires an inspection for stencils and index markers on impact-resistant access doors, and application of new stencils or index markers if necessary. Lastly, this AD requires revising the maintenance program to incorporate changes to the airworthiness limitations section.

**AD: Boeing 747 Airplanes**

Issued 12/03/2013      Docket #: FAA-2013-0420      Effective 01/07/2014

This AD requires repetitive inspections for cracking of the fuselage skin, discrepant fasteners, and for disbonds at the doublers; and related investigative and corrective actions if necessary.

**AD: Boeing 757 and 767 Airplanes**

Issued 12/03/2013      Docket #: FAA-2012-1229      Effective 01/07/2014

This AD requires doing wiring changes and installing a new air/ground relay to the battery charger system.

**AD: Boeing 737 Airplanes**

Issued 12/03/2013      Docket #: FAA-2012-1317      Effective 01/07/2014

This AD requires replacing the pivot link assembly, modifying the existing seat track link assembly fastener, or replacing the seat track link assemblies on certain seats. Also, for certain airplanes, this AD requires installing a new seat track link assembly or modifying the seat track link assembly.

**AD: Boeing 727 Airplanes**

Issued 12/04/2013      Docket #: FAA-2012-1069      Effective 01/08/2014

This AD supersedes an existing rule and requires replacement of the wire bundles for the wing and center fuel boost pumps, installation of convoluted liners, and related investigative and corrective actions if necessary. This AD also requires replacement of the fuel quantity indicating system wires, a low-frequency eddy current inspection for cracking, and repair if necessary. Lastly, this rule requires revising the maintenance program to incorporate changes to the airworthiness limitations section.

**AD: Beechcraft 1900 Airplanes**

Issued 12/09/2013      Docket #: FAA-2013-0753      Effective 01/13/2014

This AD requires inspections of the vertical stabilizer spar angles and hat section for cracks with corrective actions as necessary.

**AD: Dassault Aviation Falcon 10 Airplanes**

Issued 12/09/2013      Docket #: FAA-2013-0979      Effective 12/24/2014

This AD requires a one-time inspection for cracking of the right-hand and left-hand inboard flaps and replacement if necessary.

**AD: Various Aircraft Equipped with Wing Lift Struts**

Issued 12/10/2013      Docket #: FAA-2013-0023      Effective 01/14/2014

This AD revises an existing rule by clarifying the intent of the language in paragraph (c).

**AD: EADS CASA C-212 Airplanes**

Issued 12/16/2013      Docket #: FAA-2013-0688      Effective 01/21/2014

This AD requires modifying the propeller pitch control lever attachment system.

**AD: General Electric GE90 Turbofan Engines**

Issued 12/16/2013      Docket #: FAA-2013-0879      Effective 12/31/2013

This AD requires removing high pressure compressor rotor stage 2-5 spools from service at times determined by a drawdown plan.

**AD: Maule Aerospace Technology M-4, M-5, M-6, M-7, MT-7, MX-7, MXT-7, and M-8 Airplanes**

Issued 12/16/2013      Docket #: FAA-2013-0725      Effective 01/21/2014

This AD revises an existing rule by removing MXT-7-420 airplanes from the Applicability section and clarifying the intent of the language in paragraph (b).

**AD: Piper Aircraft J-2 Airplanes**

Issued 12/16/2013      Docket #: FAA-2013-0724      Effective 01/21/2014

This AD revises an existing rule by clarifying the intent of the language in paragraph (c).

**AD: Boeing 747 Airplanes**

Issued 12/16/2013      Docket #: FAA-2013-0704      Effective 01/21/2014

This AD requires repetitive inspections for cracking of the lower spar chords and web, web lower spar chord modification (including inspections for cracking of the lower spar chords), and repetitive post modification inspections for cracking of the lower spar web and chord.

**AD: Eurocopter France AS332 and EC225 Helicopters**

Issued 12/20/2013      Docket #: FAA-2013-0524      Effective 01/24/2014

This AD requires visually inspecting each jettisonable emergency exit window panel for sealant, and removing any sealant that exists in the window's extruded sections.

**AD: AgustaWestland AB139 and AW139 Helicopters**

Issued 12/24/2013      Docket #: FAA-2013-0604      Effective 01/28/2014

This AD requires inspecting the nose landing gear pin installations for incorrect assembly.

**AD: Schempp-Hirth Flugzeugbau Duo Discus T Gliders**

Issued 12/24/2013      Docket #: FAA-2013-0661      Effective 01/28/2014

This AD revises the instructions provided to inspect the propeller hub and blades for detecting cracks and/or other damage, and other operating instructions provided by the flight and maintenance manual.

**AD: Turbomeca Arriel 1 Turboshaft Engines**

Issued 12/24/2013      Docket #: FAA-2013-0557      Effective 01/28/2014

This AD requires a one-time inspection of the free turbine module for the affected Turbomeca Arriel 1 engines and, if a discrepancy is found, repair of the affected module.

**AD: Airbus A318, A319, A320, A321 Airplanes**

Issued 12/27/2013      Docket #: FAA-2013-0416      Effective 01/31/2014

This AD supersedes AD 2010-24-07, reduces the inspection compliance time, adds an inspection of the upper fittings and shelves of the 80VU rack, and adds airplanes to the applicability.

**AD: Airbus A330 and A340 Airplanes**

Issued 12/27/2013      Docket #: FAA-2013-0365      Effective 01/31/2014

This AD supersedes AD 2009-24-09, expands the applicability, reduces the compliance time, changes torque values of the check valve tightening, and requires a repetitive inspection program for certain check valves in the hydraulic systems on airplanes that have had a certain modification embodied during production or in-service.

**AD: Bell Helicopter Textron Canada 206L Helicopters**

Issued 12/27/2013      Docket #: FAA-2013-0603      Effective 01/31/2014

This AD requires inspecting a certain tailboom upper left attachment fitting for a crack and other conditions.

**AD: Boeing 737 Airplanes**

Issued 12/27/2013      Docket #: FAA-2013-0421      Effective 01/31/2014

This AD requires, depending on airplane configuration, replacing fuel pump power control relays with new relays having a ground fault interrupter (GFI) feature, installing ground studs and a bonding jumper, doing certain bonding resistance measurements, and changing the GFI relay position. This AD also requires revising the maintenance program to incorporate certain airworthiness limitations.

**AD: Boeing DC-9 Airplanes**

Issued 12/27/2013      Docket #: FAA-2013-0706      Effective 01/31/2014

This AD requires modifying the aft pressure bulkhead. The modification includes inspecting for cracks around the rivet holes, and repair of any cracking. The objective of this AD is to prevent fatigue cracking of the aft pressure bulkhead, which could result in reduced structural integrity of the airplane.

**AD: Eurocopter Deutschland Helicopters EC135 and MBB-BK 117 Helicopters**

Issued 12/27/2013      Docket #: FAA-2013-0340      Effective 01/31/2014

This AD requires inspecting the boom for a crack and, if a crack exists, replacing the boom with an airworthy boom. Until the boom is inspected, this AD requires, before further flight, and thereafter before the first flight of each day, checking the hoist for a crack.

**AD: Airbus A340 Airplanes**

Issued 12/30/2013      Docket #: FAA-2013-1030      Effective 01/14/2014

This AD supersedes AD 2011-24-09, which concerns inspections to verify electrical bonding for certain water drain and ventilation intake systems, and requires revising the maintenance program to incorporate certain maintenance requirements and airworthiness limitations, and adds additional airplanes to the applicability.

**AD: Boeing 747 Airplanes**

Issued 12/30/2013      Docket #: FAA-2013-0304      Effective 02/03/2014

This AD requires cleaning the aft MEC drip shield gutter; and doing a one-time general visual inspection for disbanded seams, and repair if necessary. This AD also requires installing a fiberglass reinforcement overcoat to the underside of the bonded seams of the aft MEC drip shield gutters.

**AD: Bombardier CL-600 Airplanes**

Issued 12/30/2013      Docket #: FAA-2013-0370      Effective 02/03/2014

This AD was prompted by a report that traces of oil could be found in the crew oxygen system due to the use of incorrect pressure testing procedures during manufacturing. This AD requires cleaning the crew oxygen system.

**AD: CFM International CFM56 Turbofan Engines**

Issued 12/30/2013      Docket #: FAA-2013-0340      Effective 01/31/2014

This AD requires an independent inspection to verify re-installation of the handcranking pad cover after removal of the pad cover for maintenance until installation of a handcranking pad oil dynamic seal assembly.

**Special Conditions (SCs)**

**SC: Cessna 680 Airplanes; Aircraft Electronic System Security Isolation or Protection from Internal Access**

Issued 12/10/2013      Docket #: FAA-2013-1035      Effective 12/10/2013

These special conditions address a novel or unusual design feature associated with connectivity of the passenger service computer systems to the airplane critical systems and data networks.

**SC: Cessna 680 Airplanes; Aircraft Electronic System Security Protection from Unauthorized External Access**

Issued 12/10/2013      Docket #: FAA-2013-1034      Effective 12/10/2013

These special conditions address a novel or unusual design feature associated with the architecture and connectivity capabilities of the airplanes' computer systems and networks.

**SC: Cessna 750 Airplanes; Aircraft Electronic System Security Isolation or Protection from Internal Access**

Issued 12/12/2013      Docket #: FAA-2013-1037      Effective 12/12/2013

These special conditions address a novel or unusual design feature associated with connectivity of the passenger service computer systems to the airplane critical systems and data networks.

**SC: Cessna 750 Airplanes; Aircraft Electronic System Security Protection From Unauthorized External Access**

Issued 12/12/2013      Docket #: FAA-2013-1036      Effective 12/12/2013

These special conditions address a novel or unusual design feature associated with the architecture and connectivity capabilities of the airplanes' computer systems and networks.

**SC: Boeing 777 Airplanes; Rechargeable Lithium Ion Batteries and Battery Systems**

Issued 12/19/2013      Docket #: FAA-2013-0723      Effective 01/21/2014

These special conditions address a novel or unusual design feature associated with rechargeable lithium ion batteries and battery system used on an International Communications Group iPhone cordless cabin handset.

**SC: Bombardier BD-500 Airplanes; Seats with Non-Traditional, Large, Non-Metallic Panels**

Issued 12/19/2013      Docket #: FAA-2013-1051      Effective 12/19/2013

These special conditions address a novel or unusual design feature associated with seats that include non-traditional, large, non-metallic panels that would affect survivability during a post-crash fire event.

**SC: Bombardier BD-500 Airplanes; Side Stick Controllers: Pilot Strength, Pilot Control Authority, and Pilot Control**

Issued 12/19/2013      Docket #: FAA-2013-1054      Effective 12/19/2013

These special conditions address a novel or unusual design feature associated with side stick controllers for pitch and roll control instead of conventional wheels and columns.

**SC: Airbus A350 Airplanes; Interaction of Systems and Structures**

Issued 12/20/2013      Docket #: FAA-2013-0894      Effective 02/03/2014

These special conditions address a novel or unusual design feature associated with systems that, directly or as a result of failure or malfunction, affect structural performance.

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## ***Your Two Cents—December 2013***

*This is 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.**

### **NPRM, Airworthiness Directive (AD)**

#### **NPRM AD: [Rolls-Royce Deutschland Tay Turbofan Engines](#)**

Issued 11/29/2013      Docket #: FAA-2006-24777      Comments due 01/28/2014

This proposed AD would supersede an existing rule, would require additional inspections for affected engines, and would remove the Tay 611-8 engine from the applicability.

#### **NPRM AD: [British Aerospace Regional Aircraft Jetstream 3101 and 3201 Airplanes](#)**

Issued 12/03/2013      Docket #: FAA-2013-1012      Comments due 01/17/2014

This proposed AD would require repairing stress corrosion cracking of the main landing gear yoke pintle housing.

#### **NPRM AD: [Socata TBM 700 Airplanes](#)**

Issued 12/04/2013      Docket #: FAA-2013-1019      Comments due 01/21/2014

This proposed AD requires inspecting to ensure the landing gear actuator rod and piston doesn't unscrew and the landing gear actuator ball joint uncrimp during operation.

#### **NPRM AD: [Boeing 717 Airplanes](#)**

Issued 12/04/2013      Docket #: FAA-2013-0977      Comments due 01/21/2014

This proposed AD would require repetitive inspections for cracking in the overwing frames, and corrective actions if necessary.

#### **NPRM AD: [Bombardier DHC-8 Airplanes](#)**

Issued 12/06/2013      Docket #: FAA-2013-1024      Comments due 01/21/2014

This proposed AD would require a torque check of all wing-to-fuselage strut attachment joint bolts, and repairing or replacing if necessary. For certain airplanes, this proposed rule would require a detailed inspection for corrosion, damage, and wear of each wing-to-fuselage strut attachment joint bolt and associated hardware and replacing if necessary; and a borescope inspection for corrosion and damage of the bore hole and barrel nut threads and repairing or replacing if necessary.

#### **NPRM AD: [Boeing 747 Airplanes](#)**

Issued 12/06/2013      Docket #: FAA-2013-1023      Comments due 01/21/2014

This proposed AD would supersede an existing rule and would require completing certain mandated programs intended to support the airplane reaching its limit of validity of the engineering data that supplement the established structural maintenance program. For certain airplanes, this proposed AD would add inspections for cracking of the tension tie at body station (BS) 760 or 780, corrective action if necessary, and eventual modification of the tension ties. For all airplanes, this proposed AD would require repetitive post-modification inspections for cracking of the tension tie at BS 760 or 780, and corrective action if necessary.

**NPRM AD: [Boeing 767 Airplanes](#)**

Issued 12/06/2013      Docket #: FAA-2013-0978      Comments due 01/21/2014

This proposed AD would require replacing the existing air driven pump turbine gearbox assembly with an improved one.

**NPRM AD: [EADS CASA CN-235-300 Airplanes](#)**

Issued 12/09/2013      Docket #: FAA-2013-0980      Comments due 01/23/2014

This proposed AD would require a detailed inspection to determine the presence of panel thickness reduction, and repetitive nondestructive testing inspections and repair if necessary.

**Supplemental NPRM AD: [Boeing 737 Airplanes](#)**

Issued 12/09/2013      Docket #: FAA-2012-0268      Comments due 01/23/2014

This supplemental NPRM revises a previously proposed rule by changing the applicable thresholds from flight cycles on the airplane to flight cycles accumulated on the affected horizontal stabilizer.

**NPRM AD: [Boeing MD-90 Airplanes](#)**

Issued 12/09/2013      Docket #: FAA-2013-0981      Comments due 01/23/2014

This proposed AD would supersede an existing rule and would require revising the maintenance or inspection program to incorporate new principal structural elements requirements and associated inspections.

**NPRM AD: [BAE Systems BAe 146 and Avro 146-RJ Airplanes](#)**

Issued 12/11/2013      Docket #: FAA-2013-1026      Comments due 01/27/2014

This proposed AD would require revising the maintenance program to incorporate a new safe-life limitation for the nose landing gear main fitting.

**NPRM AD: [Bombardier DHC-8 Airplanes](#)**

Issued 12/11/2013      Docket #: FAA-2013-1025      Comments due 01/27/2014

This proposed AD would require modifying the beta warning horn microswitch installation.

**NPRM AD: [Boeing 737 Airplanes](#)**

Issued 12/12/2013      Docket #: FAA-2013-1027      Comments due 01/27/2014

This proposed AD would require inspecting to identify the part number of the wire support clamp, and related investigative and corrective actions if necessary.

**NPRM AD: [Airbus A318, A319, A320, and A321 Airplanes](#)**

Issued 12/18/2013      Docket #: FAA-2013-1028      Comments due 02/03/2014

This proposed AD would require inspecting the aft engine mount retainers for surface finish, and for cracks and failure, and replacement if necessary.

**NPRM AD: [Dornier Luftfahrt Dornier 228 Airplanes](#)**

Issued 12/23/2013      Docket #: FAA-2013-1056      Comments due 02/06/2014

This proposed AD would supersede an existing rule and would require correcting chafed or damaged wiring on the flight deck overhead panels (5VE and 6VE).

**NPRM AD: Rolls-Royce Deutschland) BR700 Turbofan Engines**

Issued 12/23/2013      Docket #: FAA-2013-0884      Comments due 02/21/2014

This proposed AD would require replacement of the low pressure compressor case ice impact panels.

**NPRM AD: Bombardier DHC-8-400 Airplanes**

Issued 12/24/2013      Docket #: FAA-2013-1029      Comments due 02/07/2014

This proposed AD would require installing a new pivot pin retention mechanism.

**NPRM AD: M7 Aerospace SA226, SA227, and SA26 Airplanes**

Issued 12/24/2013      Docket #: FAA-2013-1057      Comments due 02/07/2014

This proposed AD would require repetitively inspecting the FS 51.31 front pressure bulkhead on SA26 series airplanes and FS 69.31 front pressure bulkhead on SA226 and SA227 series airplanes for cracks, and repairing any cracked bulkhead.

**NPRM AD: Turbomeca Arriel 2B1 Turboshaft Engines**

Issued 12/24/2013      Docket #: FAA-2007-27009      Comments due 02/24/2014

This proposed AD would require hydromechanical metering unit replacement; reduce the compliance interval; and include the power turbine cycle consumption rate when determining compliance times.

**NPRM AD: Airbus A300 and A310 Airplanes**

Issued 12/30/2013      Docket #: FAA-2013-1066      Comments due 02/13/2014

This proposed AD would supersede an existing rule and would reduce the initial and repetitive inspection compliance times.

**NPRM AD: Bombardier CL-600 Airplanes**

Issued 12/30/2013      Docket #: FAA-2013-1065      Comments due 02/13/2014

This proposed AD would supersede an existing rule and would add airplanes to the applicability; require operators to assign serial numbers or part numbers to certain additional landing gear parts, to establish the number of landings on the parts, if necessary; and record in all required airplane technical records and manuals the new part numbers, serial numbers, and landings assigned to these parts.

**NPRM AD: Bombardier DHC-8 Airplanes**

Issued 12/30/2013      Docket #: FAA-2013-1067      Comments due 02/13/2014

This proposed AD would require inspecting for missing clamps, and related investigative and corrective actions if necessary.

**Proposed Special Conditions**

**SC: Bombardier BD-500 Airplanes; Flight Envelope Protection: General Limiting Requirements**

Issued 12/11/2013      Docket #: FAA-2013-1040      Comments due 01/27/2014

These proposed special conditions would address a novel or unusual design feature associated with new control architecture and a full digital flight control system that provides flight envelope protections.

**SC: Bombardier D-500 Airplanes; Flight Envelope Protection: High Speed Limiting**

Issued 12/11/2013      Docket #: FAA-2013-1038      Comments due 01/27/2014

These proposed special conditions would address a novel or unusual design feature associated with an electronic flight control system that contains fly-by-wire control laws, including envelope protections, for the overspeed protection and roll limiting function.

**SC: Bombardier D-500 Airplanes; Flight Envelope Protection: Normal Load Factor (g) Limiting**

Issued 12/11/2013      Docket #: FAA-2013-1039      Comments due 01/27/2014

These proposed special conditions would address a novel or unusual design feature associated with an electronic flight control system that prevents the pilot from inadvertently or intentionally exceeding the positive or negative airplane limit load factor.

**SC: Bombardier BD-500 Airplanes; Electronic Flight Control System: Control Surface Awareness and Mode Annunciation**

Issued 12/12/2013      Docket #: FAA-2013-1041      Comments due 01/27/2014

These proposed special conditions would address a novel or unusual design feature associated with control surface awareness and mode annunciation of the electronic flight control system.

**SC: Airbus A350 Airplanes; Control Surface Awareness and Mode Annunciation**

Issued 12/17/2013      Docket #: FAA-2013-0899      Comments due 01/31/2014

These proposed special conditions would address a novel or unusual design feature associated with control surface awareness and mode annunciation provided by the electronic flight control system.

**SC: Airbus A350 Airplanes; Electronic System Security Protection from Unauthorized External Access**

Issued 12/17/2013      Docket #: FAA-2013-0909      Comments due 01/31/2014

These proposed special conditions would address a novel or unusual design feature associated with electronic system security protection from unauthorized external access.

**SC: Airbus A350 Airplanes; Flight Envelope Protection: Normal Load Factor (g) Limiting**

Issued 12/17/2013      Docket #: FAA-2013-0905      Comments due 01/31/2014

These proposed special conditions would address a novel or unusual design feature associated with a flight control system that prevents the pilot from inadvertently or intentionally exceeding the positive or negative airplane limit load factor.

**SC: Airbus A350 Airplanes; Isolation or Protection of the Aircraft Electronic System Security from Unauthorized Internal Access**

Issued 12/17/2013      Docket #: FAA-2013-0910      Comments due 01/31/2014

These proposed special conditions would address a novel or unusual design feature associated with aircraft electronic system security protection or isolation from unauthorized internal access.

**SC: Airbus A350 Airplanes; Side Stick Controller**

Issued 12/17/2013      Docket #: FAA-2013-0896      Comments due 01/31/2014

These proposed special conditions would address a novel or unusual design feature associated with side stick controllers which require limited pilot force because they are operated by only one hand.

**SC: Airbus A350 Airplanes; Permanently Installed Rechargeable Lithium-Ion Batteries and Battery Systems**

Issued 12/19/2013      Docket #: FAA-2013-0801      Comments due 01/21/2014

These proposed special conditions would address a novel or unusual design feature associated with permanently installed rechargeable lithium-ion batteries and battery systems. These batteries have certain failure, operational, and maintenance characteristics that differ significantly from those of the nickel-cadmium and lead-acid rechargeable batteries currently approved for installation on large transport-category airplanes.

**SC: Airbus A350 Airplanes; Lightning Protection of Fuel Tank Structure to Prevent Fuel Tank Vapor Ignition**

Issued 12/19/2013      Docket #: FAA-2013-1002      Comments due 02/03/2014

These proposed special conditions would address a novel or unusual design feature associated with a nitrogen generation system for all fuel tanks that actively reduce flammability exposure within the fuel tanks that is significantly below that required by fuel tank flammability regulations.

**SC: Airbus A350 Airplanes; High Speed Protection System**

Issued 12/24/2013      Docket #: FAA-2013-1001      Comments due 02/07/2014

These special conditions would address a novel or unusual design feature associated with a high speed protection system.

**Notices**

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

Issued 12/02/2013      Document #: 2013-28720

This notice announces a meeting of the Aviation Rulemaking Advisory Committee to be held on Dec. 19 at 1:00pm.

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