Final Documents/Your Two Cents—August 2016

This list includes <u>Federal Register</u> (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.

August 1, 2016

FAA Guidance Documents and Notices

FAA Final Advisory Circulars

AC: Airport Field Condition Assessments and Winter Operations Safety

Issued 07/29/2016 Document #: AC 150/5200- Effective date 10/01/2016 30D

This AC provides guidance to assist airport operators in developing a snow and ice control plan, assessing and reporting airport conditions through the utilization of the Runway Condition Assessment Matrix (RCAM), and establishing snow removal and control procedures

Flight Standards Information Management System (FSIMS)

FSIMS: ED 1.4.2 145F AW Certificate Requirements Issued 07/13/2016

Revision 8, to keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: ED 1.4.4 145G AW Quality Control System

Issued 07/13/2016 Revision 11, to provide quality control of maintenance or alterations performed.

FSIMS: ED 1.4.4 145F AW Quality Control System

Issued 07/13/2016 Revision 11, to provide quality control of maintenance or alterations performed.

FSIMS: ED 1.3.3 121A AW Coordinating Agencies for Suppliers Evaluation (CASE)

Issued 07/13/2016 Revision 5, to meet all requirements as a member of C.A.S.E.

FSIMS: ED 1.4.4 145H AW Quality Control System Issued 07/13/2016 Revision 10, to provide quality control of maintenance or alterations performed.

FSIMS: ED 1.4.1 145F AW Personnel Records

Issued 07/13/2016 Revision 9, to have personnel records of the accountable persons available and maintained on a roster.

FSIMS: ED 2.1.4 135B OP Outsource Crewmember Training

Issued 07/13/2016 Revision 6, to use outsource training to meet requirements.

FSIMS: ED 2.1.1 135C OP Training of Flight Crewmembers

Issued 07/13/2016 Revision 13, to train and qualify flight crewmembers.

FSIMS: ED 1.3.2 135E AW Manual Management

Issued 07/13/2016 Revision 6, to provide manuals required by technical personnel to perform their duties

FSIMS: ED 1.4.2 145H AW Certificate Requirements

Issued 07/13/2016 Revision 7, to keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: ED 1.4.3 145F AW Manuals

Issued 07/13/2016 Revision 12, to provide manuals required by personnel to perform their duties.

FSIMS: ED 1.2.1 135C OP Part 119 Required Personnel

Issued 07/13/2016 Revision 6, to provide sufficient qualified management and operations personnel.

FSIMS: ED 1.3.3 135B AW Coordinating Agencies for Suppliers Evaluation (CASE)

Issued 07/13/2016 Revision 6, to meet all requirements as a member of C.A.S.E.

FSIMS: ED 1.2.2 135E OP Manual Management
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Revision 6, to provide manuals required by operations personnel to perform their duties.
FSIMS: ED 1.4.1 145H AW Personnel Records
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Revision 6, to have personnel records of the accountable persons available and maintained on a roster.

FSIMS: ED 1.4.1 145G AW Personnel Records

Issued 07/13/2016 Revision 7, to have personnel records of the accountable persons available and maintained on a roster.

FSIMS: ED 1.2.1 121A OP Part 119 Required Personnel

Issued 07/13/2016 Revision 6, to provide sufficient qualified management and operations personnel.

FSIMS: ED 1.4.2 145G AW Certificate Requirements

Issued M/D/YYYY Revision 8, to keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: ED 1.2.3 135E OP Computer-Based Recordkeeping System

Issued M/D/YYYY Revision 7, to keep records in an FAA approved computer based system.

FSIMS: ED 2.1.3 135E OP Simulators / Training Devices

Issued 07/13/2016 Revision 8, to use simulators, training devices, and training aids that meet the requirements of the training programs.

FSIMS: ED 1.4.3 145G AW Manuals

Issued 07/13/2016 Revision 12, to provide manuals required by personnel to perform their duties.

FSIMS: ED 1.1.6 121A AW Safety Program

Issued 07/13/2016 Revision 1, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 2.1.5 135B OP Appropriate Airmen / Crewmembers Checks and Qualifications

Issued M/D/YYYY Revision 9, to use qualified and competent airmen and crewmembers for the operations.

FSIMS: ED 1.3.2 121A AW Manual Management

Issued 07/13/2016 Revision 8, to provide manuals required by technical personnel to perform their duties.

FSIMS: ED 2.1.1 135E OP Training of Flight Crewmembers Issued 07/13/2016 Revision 12, To train and qualify flight crewmembers.

FSIMS: ED 2.1.1 121A OP Training of Flight Crewmembers

Issued M/D/YYYY Revision 15, to train and qualify flight crewmembers.

FSIMS: ED 2.1.3 135C OP Simulators / Training Devices

Issued 07/13/2016 Revision 8, to use simulators, training devices, and training aids that meet the requirements of the training programs.

FSIMS: ED 2.1.6 135B OP Advanced Qualification Program (AQP)

Issued 07/13/2016 Revision 7, to train personnel using AQP.

FSIMS: ED 1.3.1 135C AW Part 119 Required Personnel

Issued 07/13/2016 Revision 6, to provide sufficient qualified management and technical personnel.

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

Issued 07/13/2016 Revision 9, to train check airmen and instructors.

FSIMS: ED 1.2.2 135B OP Manual Management

Issued 07/13/2016 Revision 5, to provide manuals required by operations personnel to perform their duties.

FSIMS: ED 1.1.6 135D AW Safety Program

Issued 07/13/2016 Revision 1, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 2.1.2 135E OP Training of Check Airmen and Instructors

Issued 07/13/2016 Revision 7, to train check airmen and instructors.

FSIMS: ED 1.1.4 135C AW Reliability Program

Issued 07/13/2016 Revision 6, to develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

FSIMS: ED 1.2.3 135C OP Computer-Based Recordkeeping System

Issued 07/13/2016 Revision 7, to keep records in an FAA approved computer based system.

FSIMS: ED 2.1.2 135C OP Training of Check Airmen and Instructors Issued 07/13/2016

Revision 7, to train check airmen and instructors.

FSIMS: ED 1.1.6 145F AW Safety Program

Issued 07/13/2016 Revision 1, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 2.1.4 121A OP Outsource Crewmember Training Issued 07/13/2016 Revision 5, to use outsource training to meet requirements.

FSIMS: ED 2.1.5 135C OP Appropriate Airmen / Crewmembers Checks and Qualifications

Issued 07/13/2016 Revision 9, to use qualified and competent airmen and crewmembers for the operations.

FSIMS: ED 2.1.3 121A OP Simulators / Training Devices

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FSIMS: ED 2.1.6 121A OP Advanced Qualification Program (AQP)

Issued 07/13/2016 Revision 6, to train personnel using AQP.

FSIMS: ED 1.2.3 121A OP Computer-Based Recordkeeping System

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FSIMS: ED 1.1.4 121A AW Reliability Program

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FSIMS: ED 2.1.6 135C OP Advanced Qualification Program (AQP)

Issued 07/13/2016 Revision 7, to train personnel using AQP.

FSIMS: ED 2.1.1 135B OP Training of Flight Crewmembers

Issued 07/13/2016 Revision 14, to train and qualify flight crewmembers.

FSIMS: ED 1.1.2 135B OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 6, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.2 135C OPSafety Program (Ground and Flight)

Issued 07/13/2016 Revision 6, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.6 135B AW Safety Program

Issued 07/13/2016 Revision 1, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.4 135B AW Reliability Program

Issued 07/13/2016 Revision 6, to develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

FSIMS: ED 1.1.6 145G AW Safety Program

Issued 07/13/2016 Revision 1, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.3 135E AWContinuous Analysis and Surveillance System (CASS)

Issued 07/13/2016 Revision 6, to develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

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

Issued 07/13/2016 Revision 6, to develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

FSIMS: ED 1.1.2 135D OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 6, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.3 121A AW Continuous Analysis and Surveillance System (CASS)

Issued 07/13/2016 Revision 8, to develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

FSIMS: ED 2.1.2 135B OP Training of Check Airmen and Instructors

Issued 07/13/2016 Revision 7, to train check airmen and instructors.

FSIMS: ED 1.3.1 135B AW Part 119 Required Personnel

Issued 07/13/2016 Revision 6, to provide sufficient qualified management and technical personnel.

FSIMS: ED 1.2.3 135D OP Computer-Based Recordkeeping System

Issued 07/13/2016 Revision 7, to keep records in an FAA approved computer based system.

FSIMS: ED 1.3.2 135B AW Manual Management

Issued 07/13/2016 Revision 6, to provide manuals required by technical personnel to perform their duties.

FSIMS: ED 2.1.3 135B OP Simulators / Training Devices

Issued 07/13/2016 Revision 8, to use simulators, training devices, and training aids that meet the requirements of the training programs.

FSIMS: ED 2.1.5 121A OP Appropriate Airmen / Crewmembers Checks and Qualifications

Issued 07/13/2016 Revision 9, to use qualified and competent airmen and crewmembers for the operations.

FSIMS: ED 1.2.2 121A OP Manual Management Issued 07/13/2016 Revision 7, to provide manuals required by operations personnel to perform their duties.

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FSIMS: ED 1.1.2 121A OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 7, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.3.1 135E AW Part 119 Required Personnel

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FSIMS: ED 1.2.3 135B OP Computer-Based Recordkeeping System

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FSIMS: ED 2.1.5 135D OP Appropriate Airmen / Crewmembers Checks and Qualifications Issued 07/13/2016 Revision 10, to use qualified and competent airmen and crewmembers for the operations.

FSIMS: ED 1.1.6 145H AW Safety Program

Issued 07/13/2016 Revision 1, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.2.2 135C OP Manual ManagementFSIMS Document Viewer

Issued 07/13/2016 Revision 6, to provide manuals required by operations personnel to perform their duties.

FSIMS: ED 1.2.1 135E OP Part 119 Required Personnel

Issued 07/13/2016 Revision 6, to provide sufficient qualified management and operations personnel.

FSIMS: ED 2.1.6 135E OP Advanced Qualification Program (AQP)

Issued 07/13/2016 Revision 7, to keep records in an FAA approved computer based system.

FSIMS: EP 1.4.1 145F AW Personnel Records

Issued 07/13/2016 Revision 10, to have personnel records of the accountable persons available and maintained on a roster.

FSIMS: EP 2.1.5 121A OP Appropriate Airmen / Crewmembers Checks and Qualifications

Issued 07/13/2016 Revision 11, use qualified and competent airmen and crewmembers for the operations.

FSIMS: EP 1.4.4 145F AW Quality Control System

Issued 07/13/2016 Revision 11, to provide quality control of maintenance or alterations performed.

FSIMS: EP 2.1.5 135C OP Appropriate Airmen / Crewmembers Checks and Qualifications

Issued 07/13/2016 Revision 10, to use qualified and competent airmen and crewmembers for the operations.

FSIMS: EP 1.3.3 121A AW Coordinating Agencies for Suppliers Evaluation (CASE)

Issued 07/13/2016 Revision 5, to meet all requirements as a member of C.A.S.E.

FSIMS: EP 1.3.2 135C AW Manual Management

Issued 07/13/2016 Revision 7, to provide manuals required by technical personnel to perform their duties.

FSIMS: EP 2.1.6 121A OP Advanced Qualification Program (AQP)

Issued 07/13/2016 Revision 6, to train personnel using AQP.

FSIMS: EP 2.1.1 135C OP Training of Flight Crewmembers

Issued 07/13/2016 Revision 14, to train and qualify flight crewmembers..

FSIMS: EP 2.1.2 135B OP Training of Check Airmen and Instructors

Issued 07/13/2016 Revision 9, to train check airmen and instructors.

FSIMS: EP 1.1.6 135C AW Safety Program

Issued 07/13/2016 Revision 1, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: EP 1.3.1 135B AW Part 119 Required Personnel

Issued 07/13/2016 Revision 9, to provide sufficient qualified management and technical personnel.

FSIMS: EP 1.1.2 135B OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 8, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: EP 1.3.3 135B AW Coordinating Agencies for Suppliers Evaluation (CASE)

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FSIMS: EP 1.2.3 135C OP Computer-Based Recordkeeping System

Issued 07/13/2016 Revision 8, to keep records in an FAA approved computer based system.

FSIMS: EP 1.1.6 135D AW Safety Program

Issued 07/13/2016 Revision 1, to develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: EP 1.4.2 145G AW Certificate Requirements

Issued 07/13/2016 Revision 10, to keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: EP 1.1.4 135C AW Reliability Program

Issued 07/13/2016 Revision 8, develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

August 2, 2016

FAA Regulations

FAA Final rules

Final Rule: Airports/Locations: Special Operating Restrictions

Published 08/02/2016Docket #: FAA-2015-8059Technical AmendmentThis action amends the Appendix listing airports/locations with special operating restrictions inFAA's general operating and flight rules. Specifically, this action corrects the entry for Kansas City,MO (Kansas City International Airport) and updates the name of twelve (12) other airports listed inAppendix D, section 1. Additionally, this action updates the name of thirteen (13) airports listed inAppendix D, section 3, and the name of four (4) airports listed in Appendix D, section 4. The FAA istaking this action to correctly identify the airports listed in the appropriate special operatingrestrictions sections of the Appendix consistent with FAA aeronautical database information.

Final Rule: Amendment of Class E Airspace for the following Indiana Towns; Goshen, IN; Greencastle, IN; Huntingburg, IN; North Vernon, IN; Rensselaer, IN; Tell City, IN; and Washington, IN

Published 08/02/2016 Docket #: FAA-2016-4291 Effective date 11/10/2016 This action modifies Class E airspace extending upward from 700 feet above the surface at Virgil I. Grissom Municipal Airport, Bedford, IN; Goshen Municipal Airport, Goshen, IN; Putnam County Airport, Greencastle, IN; Huntingburg Airport, Huntingburg, IN; North Vernon Airport, North Vernon, IN; Jasper County Airport, Rensselaer, IN; Perry County Municipal Airport, Tell City, IN; and Daviess County Airport, Washington, IN. Decommissioning of non-directional radio beacons (NDBs), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at these airports. This action also updates the geographic coordinates of Goshen Municipal Airport, Putnam County Airport, North Vernon Airport, Jasper County Airport, and Perry County Municipal Airport to coincide with the FAA's aeronautical database. O'Neal Airport, Vincennes, IN, is removed from this rule as the Class E airspace area was removed in a rule published in the Federal Register of October 23, 2015.

FAA Guidance Documents and Notices

Flight Standards Information Management System (FSIMS)

FSIMS: ED 1.1.4 135C AW Reliability Program

Issued 07/13/2016

Revision 6; To develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

FSIMS: ED 1.3.1 135E AW Part 119 Required Personnel

Issued 07/13/2016 Revision 6: To provide sufficient qualified management and technical personnel.

FSIMS: ED 1.1.6 145H AW Safety Program

Issued 07/13/2016 Revision 6: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 2.1.4 135E OP Outsource Crewmember Training

Issued 07/13/2016 Revision 6: To use outsource training to meet requirements..

FSIMS: ED 1.2.3 135E OP Computer-Based Recordkeeping System

Issued 07/13/2016 Revision 7: To keep records in an FAA approved computer based system.

FSIMS: ED 1.1.2 121A OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 7: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.2.1 135B OP Part 119 Required Personnel

Issued 07/13/2016 Revision 6: To provide sufficient qualified management and operations personnel.

FSIMS: ED 1.2.2 121A OP Manual Management

Issued 07/13/2016 Revision 7: To provide manuals required by operations personnel to perform their duties.

FSIMS: ED 1.2.3 135C OP Computer-Based Recordkeeping System

Issued 07/13/2016 Revision 7: To keep records in an FAA approved computer based system.

FSIMS: ED 1.2.1 121A OP Part 119 Required Personnel Issued 07/13/2016 Revision 6: of the Company Model (i.e., Cesna 500) Master Minimum Equipment List.

FSIMS: ED 1.3.2 135B AW Manual Management

Issued 07/13/2016 Revision 6: To provide manuals required by technical personnel to perform their duties.

FSIMS: ED 1.2.2 135C OP Manual Management Issued 07/13/2016 Revision 6: To provide manuals required by operations personnel to perform their duties.

FSIMS: ED 1.3.1 135B AW Part 119 Required Personnel

Issued 07/13/2016 Revision 6: To provide sufficient qualified management and technical personnel.

FSIMS: ED 1.2.1 135C OP Part 119 Required Personnel Issued 07/13/2016 Revision 6: To provide sufficient qualified management and operations personnel.

FSIMS: 2.1.1 (OP) Training of Flight Crewmembers, Performance Assessment, OP, Peer Group B -Part 135 (10 or More Seats)

Issued 07/13/2016 Revision 14: To train and qualify flight crewmembers.

FSIMS: EP 2.1.5 135D OP Appropriate Airmen / Crewmembers Checks and Qualifications Issued 07/13/2016 Revision 10: To use gualified and competent airmen and crewmembers for the operations.

FSIMS: EP 1.4.4 145F AW Quality Control System

Issued 07/13/2016 Revision 11: To provide quality control of maintenance or alterations performed.

FSIMS: EP 2.1.4 135E OP Outsource Crewmember Training

Issued 07/13/2016 Revision 7: To use outsource training to meet requirements..

FSIMS: EP 2.1.1 135E OP Training of Flight Crewmembers

Issued 07/13/2016 Revision 14: To train and qualify flight crewmembers

FSIMS: EP 1.4.2 145H AW Certificate Requirements

Issued 07/13/2016 Revision 7: To keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: EP 1.4.4 145H AW Quality Control System Issued 07/13/2016 Revision 9: To provide quality control of maintenance or alterations performed.

FSIMS: EP 2.1.1 135C OP Training of Flight Crewmembers Issued 07/13/2016 Revision 14: To train and qualify flight crewmembers.

FSIMS: 2.1.6 (OP) Advanced Qualification Program (AQP), Performance Assessment, OP, Peer Group E - Part 135 (HAA) Issued 07/13/2016 Revision 8: To train personnel using AQP.

FSIMS: EP 1.4.2 145F AW Certificate Requirements

Issued 07/13/2016 Revision 10: To keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: EP 1.1.6 135C AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: 2.1.4 (OP) Outsource Crewmember Training, Performance Assessment, OP, Peer Group B -Part 135 (10 or More Seats

Issued 07/13/2016 Revision 7: To use outsource training to meet requirements.

FSIMS: EP 1.3.3 135B AW Coordinating Agencies for Suppliers Evaluation (CASE)

Issued 07/13/2016 Revision 7: To meet all requirements as a member of C.A.S.E.

FSIMS: 2.1.3 (OP) Simulators / Training Devices, Performance Assessment, OP, Peer Group E - Part 135 (HAA)

Issued 07/13/2016 Revision 9: To use simulators, training devices, and training aids that meet the requirements of the training programs.

FSIMS: 2.1.2 (OP) Training of Check Airmen and Instructors, Performance Assessment, OP, Peer Group B - Part 135 (10 or More Seats)

Issued 07/13/2016 Revision 9: To train check airmen and instructors.

FSIMS: EP 1.3.3 121A AW Coordinating Agencies for Suppliers Evaluation (CASE)

Issued 07/13/2016 Revision 5: To meet all requirements as a member of C.A.S.E.

FSIMS: 2.1.1 (OP) Training of Flight Crewmembers, Performance Assessment, OP, Peer Group A -Part 121 Air Operators

Issued 07/13/2016 Revision 13: To train and qualify flight crewmembers.

FSIMS: EP 1.4.2 145G AW Certificate Requirements

Issued 07/13/2016 Revision 10: To keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: EP 1.4.3 145G AW Manuals

Issued 07/13/2016 Revision 8: To provide manuals required by personnel to perform their duties.

FSIMS: EP 1.4.1 145F AW Personnel Records

Issued 07/13/2016 Revision 10: To have personnel records of the accountable persons available and maintained on a roster.

FSIMS: 2.1.3 (OP) Simulators / Training Devices, Performance Assessment, OP, Peer Group B - Part 135 (10 or More Seats)

Issued 07/13/2016 Revision 9: To use simulators, training devices, and training aids that meet the requirements of the training programs.

FSIMS: ED 1.2.1 135C OP Part 119 Required Personnel

Issued 07/13/2016 Revision 6: To provide sufficient qualified management and operations personnel.

FSIMS: ED 2.1.1 135C OP Training of Flight Crewmembers

Issued 07/13/2016 Revision 13: To train and qualify flight crewmembers

FSIMS: ED 1.2.2 135B OP Manual Management

Issued 07/13/2016 Revision 5: To provide manuals required by operations personnel to perform their duties.

FSIMS: ED 1.4.1 145F AW Personnel Records

Issued 07/13/2016 Revision 9: To have personnel records of the accountable persons available and maintained on a roster

Notices

Notice: Petition for Exemption; Summary of Petition Received; Diamond Aircraft Industries GmbHPublished 08/02/2016Document #: 2016-84Comments due 08/22/2016This exemption, if granted, would exempt the Diamond Aircraft Industries, model DA 62 airplanefrom the 61-knot maximum landing configuration stall speed requirement with ice accretions andwill also have a landing configuration stall speed, without ice accretions, above 61 knots.

Meeting: Notice of Industry Meeting

Meeting date 08/02/2016 Meeting time 8:00am – 4:30pm Time zone (EST/etc.) The Federal Aviation Administration (FAA) is hosting a public meeting to conclude the Aircraft Access to System Wide Information Management (AAtS) Demonstration project. The meeting will inform flight operations stakeholders and information service providers on the demonstrated concept, prototype applications developed, and results collected throughout the project. This meeting is not a precursor to a request for proposal (RFP) or request for offer (RFO). The FAA is not seeking or accepting unsolicited proposals. Draft Master Minimum Equipment List

MMEL: Dassault Aviation Falcon 7X/8X

Updated 08/01/2016

Revision 10 Draft X

Comments due 09/29/2016

August 3, 2016

FAA Regulations

FAA Final rules

AD: Airbus Airplanes

Published 08/03/2016 Docket #: FAA-2016-3983 Effective date 08/16/2016 The FAA is correcting an airworthiness directive (AD) that published in the Federal Register. That AD applies to certain Airbus Model A330-200 Freighter series airplanes; Model A330-200 and A330-300 series airplanes; Model A340-200 and A340-300 series airplanes; Model A340-500 series airplanes; and Model A340-600 series airplanes. Table 1 to paragraph (j) of the regulatory text contains typographical errors regarding certain part numbers (P/Ns). This document corrects those errors. In all other respects, the original document remains the same.

Final Rule: Revisions to the Civil Penalty Inflation Adjustment Tables; Correction

Published 08/03/2016 Docket #: FAA-2016-7004 Effective date 08/05/2016 The FAA is correcting an interim final rule titled "Revisions to the Civil Penalty Inflation Adjustment Tables" that it published in the Federal Register on July 5, 2016. That interim final rule was the catch-up inflation adjustment to civil penalty amounts that may be imposed for violations of Federal Aviation Administration (FAA) regulations, as required by the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015. In that document, there were several errors that need to be corrected before the rule becomes effective. This document addresses those errors.

FAA Proposed Rules

NPRM AD: Airbus Airplanes

Published 08/03/2016 Docket #: FAA-2016-8182 Comments due 09/19/2016 We propose to adopt a new airworthiness directive (AD) for all Airbus Model A318-111 and -112 airplanes; Model A319-111, -112, -113, -114, and -115 airplanes; Model A320-211, -212, and -214 airplanes; and Model A321-111, -112, -211, -212, and -213 airplanes. This proposed AD was prompted by reports of cracks on the 3 o'clock and 9 o'clock pivot fittings of a CFM56 engine's thrust reverser (T/R). This proposed AD would require repetitive inspections for cracking and corrosion of the 3 o'clock and 9 o'clock pivot fittings of a CFM56 engine's T/R, and corrective actions if necessary. We are proposing this AD to detect and correct such cracking and corrosion, which could lead to T/R malfunction and, in a case of rejected takeoff at V1 on a wet runway, a consequent runway excursion, possibly resulting in damage to the airplane and injury to occupants.

FAA Special Conditions

SC: <u>Associated Air Center, Boeing Model 747-8 Airplane; Installation of an Airbag System To Limit</u> the Axial Rotation of the Upper Leg on Single-Place Side-Facing Seats

Published 08/03/2016 Docket #: FAA-2016-7851 Effective date 09/19/2016 These special conditions are issued for the Boeing Model 747-8 airplane. This airplane, as modified by Associated Air Center, 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 an airbag system to limit axial rotation of the upper leg, due to leg flail, of occupants in single-place side-facing seats. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for these design features. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

SC: <u>Embraer S.A. Model EMB-545 and EMB-550 airplanes, Synthetic Vision System and Enhanced</u> <u>Flight Vision System on Head-Up Display</u>

Published 08/03/2016 Docket #: FAA-2016-3872 Comments due 09/19/2016 These special conditions are issued for the Embraer S.A. (Embraer) Model EMB-545 and EMB-550 airplanes. These airplanes will have a novel or unusual design feature associated with a vision system that displays video imagery on the head-up display. 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: FedEx Express Corporation, Boeing Model 767-300F; Enhanced Flight Vision System

Published 08/03/2016 Docket #: FAA-2016-4116 Comments due 09/19/2016 These special conditions are issued for the Boeing Model 767-300F airplane. This airplane, as modified by the FedEx Express Corporation (FedEx), will have a novel or unusual design feature associated with an advanced, enhanced flight vision system (EFVS). The EFVS consists of a head-up display (HUD) system modified to display forward-looking infrared (FLIR) imagery. 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: <u>Gulfstream Aerospace Corporation Model GVII-G500 Airplanes; Interaction of Systems and</u> <u>Structures Through a Three-Axis Fly-by-Wire System</u>

Published 08/03/2016 Docket #: FAA-2015-7294 Comments due 09/19/2016 These special conditions are issued for the Gulfstream Aerospace Corporation (Gulfstream) Model GVII-G500 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is a fly-by-wire flight-control system that governs the pitch, yaw, and roll axes 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: <u>The Boeing Company Model 777-300ER Airplanes; Dynamic Test Requirements for Single-</u> Occupant Oblique (Side-Facing) Seats with Inflatable Restraints

Published 08/03/2016 Docket #: FAA-2016-4136 Comments due 09/19/2016 These special conditions are issued to The Boeing Company (Boeing) for their Model 777-300ER airplane. This airplane has novel or unusual design features associated with single-occupant oblique (side-facing) seats equipped with inflatable restraints. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for occupants of seats installed at an angle of greater than 18 degrees, but substantially less than 90 degrees, to the vertical plane containing the centerline of the airplane, nor for inflatable restraints or related airbag devices. 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: <u>The Boeing Company Model 787-9 Series Airplane; Dynamic Test Requirements for Single-</u> Occupant Oblique (Side-Facing) Seats With Inflatable and 3-Point Restraint Systems

Published 08/03/2016 Docket #: FAA-2016-5909 Comments due 09/19/2016 These special conditions are issued for The Boeing Company (Boeing) Model 787-9 series airplane. This airplane, as modified by Boeing, will have novel or unusual design features when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. These design features are single-occupant oblique (side-facing) seats with inflatable and 3-point restraint systems requiring dynamic testing. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for these design features. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

FAA Guidance Documents and Notices

Flight Standards Information Management System (FSIMS)

FSIMS: <u>ED 1.4.4 145G AW Quality Control System</u> Issued 07/13/2016 Revision 11: To provide quality control of maintenance or alterations performed.

FSIMS: ED 1.4.4 145H AW Quality Control System

Issued 07/13/2016 Revision 10: To provide quality control of maintenance or alterations performed.

FSIMS: ED 1.4.4 145F AW Quality Control System

Issued 07/13/2016 Revision 11: To provide quality control of maintenance or alterations performed.

FSIMS: <u>2.1.1 (OP) Training of Flight Crewmembers, Design Assessment, OP, Peer Group E - Part</u> <u>135 (HAA)</u>

Issued 07/13/2016 Revision 12: To train and qualify flight crewmembers.

FSIMS: ED 1.2.2 135E OP Manual Management

Issued 07/13/2016 Revision 6: To provide manuals required by operations personnel to perform their duties.

FSIMS: ED 2.1.2 135C OP Training of Check Airmen and Instructors

Issued 07/13/2016 Revision 7: To train check airmen and instructors.

FSIMS: ED 2.1.3 135E OP Simulators / Training Devices

Issued 07/13/2016 Revision 8: To train check airmen and instructors.

FSIMS: ED 1.4.2 145G AW Certificate Requirements

Issued 07/13/2016 Revision 8: To keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: <u>ED 1.3.3 121A AW Coordinating Agencies for Suppliers Evaluation (CASE)</u> Issued 07/13/2016 Revision 5: To meet all requirements as a member of C.A.S.E.

FSIMS: <u>2.1.5 (OP) Appropriate Airmen / Crewmembers Checks and Qualifications, Design</u> Assessment, OP, Peer Group C – Part 135 (9 or Less Seats)

Issued 07/13/2016 Revision 9: To use qualified and competent airmen and crewmembers for the operations.

FSIMS: <u>2.1.3 (OP) Simulators / Training Devices, Design Assessment, OP, Peer Group A - Part 121</u> <u>Air Operators</u>

Issued 07/13/2016 Revision 5: To use simulators, training devices, and training aids that meet the requirements of the training programs.

FSIMS: <u>2.1.4 (OP) Outsource Crewmember Training, Design Assessment, OP, Peer Group B - Part</u> <u>135 (10 or More Seats)</u>

Issued 07/13/2016 Revision 6: To use outsource training to meet requirements.

FSIMS: <u>ED 1.3.3 135B AW Coordinating Agencies for Suppliers Evaluation (CASE)</u> Issued 07/13/2016 Revision 6: To meet all requirements as a member of C.A.S.E.

FSIMS: ED 1.3.2 135E AW Manual Management

Issued 07/13/2016 Revision 6: To provide manuals required by technical personnel to perform their duties.

FSIMS: ED 1.4.1 145H AW Personnel Records

Issued 07/13/2016

Revision 6: To have personnel records of the accountable persons available and maintained on a roster.

FSIMS: ED 1.1.4 135C AW Reliability Program

Issued 07/13/2016 Revision 6: To develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

FSIMS: ED 1.4.2 145F AW Certificate Requirements

Issued 07/13/2016 Revision 8: To keep OpSpecs, organizational charts, and capability lists up to date and available.

FSIMS: ED 1.3.1 135E AW Part 119 Required Personnel

Issued 07/13/2016 Revision 6: To provide sufficient qualified management and technical personnel.

FSIMS: ED 2.1.1 121A OP Training of Flight Crewmembers

Issued 07/13/2016 Revision 15: To train and qualify flight crewmembers.

FSIMS: ED 1.1.6 135D AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.2.3 121A OP Computer-Based Recordkeeping System

Issued 07/13/2016 Revision 7: To keep records in an FAA approved computer based system.

FSIMS: <u>2.1.5 (OP) Appropriate Airmen / Crewmembers Checks and Qualifications, Design</u> Assessment, OP, Peer Group E - Part 135 (HAA)

Issued 07/13/2016 Revision 10: To use qualified and competent airmen and crewmembers for the operations.

FSIMS: ED 1.3.2 135B AW Manual Management

Issued 07/13/2016 Revision 6: To provide manuals required by technical personnel to perform their duties.

FSIMS: ED 2.1.4 135E OP Outsource Crewmember Training

Issued 07/13/2016 Revision 6: To provide sufficient qualified management and operations personnel.

FSIMS: ED 1.2.3 135E OP Computer-Based Recordkeeping System

Issued 07/13/2016 Revision 7: To keep records in an FAA approved computer based system.

FSIMS: ED 1.2.2 135C OP Manual Management

Issued 07/13/2016 Revision 6: To provide manuals required by operations personnel to perform their duties.

FSIMS: ED 1.2.1 121A OP Part 119 Required Personnel

Issued 07/13/2016 Revision 6: To provide sufficient qualified management and operations personnel.

FSIMS: ED 1.1.6 135B AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.6 145H AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.6 135E AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.3.1 121A AW Part 119 Required Personnel

Issued 07/13/2016 Revision 5: To provide sufficient qualified management and technical personnel.

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

Issued 07/13/2016 Revision 6: To develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

FSIMS: ED 1.1.2 135D OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 6: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.6 145F AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.4 135B AW Reliability Program

Issued 07/13/2016 Revision 6: To develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

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

Issued 07/13/2016

Revision 6: To develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

FSIMS: ED 1.1.4 135C AW Reliability Program

Issued 07/13/2016 Revision 6: To develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

FSIMS: ED 1.2.1 135E OP Part 119 Required Personnel

Issued 07/13/2016 Revision 6: To provide sufficient qualified management and operations personnel.

FSIMS: ED 1.1.4 135E AW Reliability Program

Issued 07/13/2016 Revision 1: To develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

FSIMS: ED 1.1.6 135D AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.6 135B AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.3 121A AW Continuous Analysis and Surveillance System (CASS)

Issued 07/13/2016 Revision 8: To develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

FSIMS: ED 1.1.2 135D OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 6: To develop an effective safety program that identifies safety concerns and implements corrective actions.

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

Issued 07/13/2016 Revision 6: To develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

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

Issued 07/13/2016 Revision 6: To develop an effective CASS that provides continuous analysis, surveillance, identifies deficiencies and implements corrective actions.

FSIMS: ED 1.1.6 145G AW Safety Program

Issued 07/13/2016 Revision 1: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.4 121A AW Reliability Program

Issued 07/13/2016 Revision 6: To develop a reliability program that through analysis and corrective actions improves aircraft, powerplant and system reliability.

FSIMS: ED 1.1.2 135B OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 6: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.2 135C OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 6: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.1.2 135E OP Safety Program (Ground and Flight)

Issued 07/13/2016 Revision 6: To develop an effective safety program that identifies safety concerns and implements corrective actions.

FSIMS: ED 1.3.2 135B AW Manual Management

Issued 07/13/2016 Revision 6: To provide manuals required by technical personnel to perform their duties.

FSIMS: <u>2.1.9 (OP) Operations Control Specialist Duty / Rest Time, Performance Assessment, OP,</u> <u>Peer Group C - Part 135 (9 or Less Seats)</u>

Issued 07/14/2016 Revision 2: To schedule operations control specialists according to duty and rest requirements.

FSIMS: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Performance Assessment, OP, Peer Group B - Part 135 (10 or More Seats

Issued 07/14/2016 Revision 7: To schedule flight crewmembers using flight time limitation, and rest and duty periods.

FSIMS: July 2016 OSWG Meeting Agenda Issued 07/14/2016 July 20, 2016 Domestic Meeting Agenda

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

Issued 07/14/2016 Revision 13: 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 07/14/2016 Revision 13: To maintain airmen duties and flight deck procedures that provide safe flight operations.

FSIMS: <u>2.1.9 (OP) Operations Control Specialist Duty / Rest Time, Performance Assessment, OP,</u> <u>Peer Group E - Part 135 (HAA)</u>

Issued 07/14/2016 Revision 2: To schedule operations control specialists according to duty and rest requirements.

FSIMS: <u>2.1.8 (OP) Training of Operations Control Specialists, Performance Assessment, OP, Peer</u> <u>Group B - Part 135 (10 or More Seats</u>

Issued 07/14/2016 Revision 2: To train and gualify operations control specialists.

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

Issued 07/14/2016 Revision 13: To maintain airmen duties and flight deck procedures that provide safe flight operations.

FSIMS: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Performance Assessment, OP, Peer Group E - Part 135 (HAA)

Issued 07/14/2016 Revision 7: To schedule flight crewmembers using flight time limitation, and rest and duty periods.

FSIMS: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Performance Assessment, OP, Peer Group D - Part 135 (9 or Less Seats/Single Pilot)

Issued 07/14/2016 Revision 7: To schedule flight crewmembers using flight time limitation, and rest and duty periods.

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

Issued 07/14/2016 Revision 13: To maintain airmen duties and flight deck procedures that provide safe flight operations.

FSIMS: 2.1.8 (OP) Training of Operations Control Specialists, Performance Assessment, OP, Peer Group C - Part 135 (9 or Less Seats) Issued 07/14/2016

Revision 2: To train and qualify operations control specialists.

FSIMS: 2.1.8 (OP) Training of Operations Control Specialists, Performance Assessment, OP, Peer Group E - Part 135 (HAA) Issued 07/14/2016

Revision 2: To train and qualify operations control specialists.

FSIMS: 2.1.9 (OP) Operations Control Specialist Duty / Rest Time, Performance Assessment, OP, Peer Group B - Part 135 (10 or More Seats) Issued 07/14/2016

Revision 2: To schedule operations control specialists according to duty and rest requirements.

FSIMS: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Performance Assessment, OP, Peer Group A - Part 121 Air Operators

Issued 07/14/2016 Revision 8: To schedule flight crewmembers using flight time limitations, rest and duty periods.

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

Issued 07/14/2016 Revision 14: To maintain airmen duties and flight deck procedures that provide safe flight operations.

FSIMS: <u>2.1.9 (OP) Operations Control Specialist Duty / Rest Time, Design Assessment, OP, Peer</u> Group C - Part 135 (9 or Less Seats)

Issued 07/14/2016

Revision 2: To schedule operations control specialists according to duty and rest requirements.

FSIMS: <u>2.1.9 (OP) Operations Control Specialist Duty / Rest Time, Design Assessment, OP, Peer</u> Group B - Part 135 (10 or More Seats)

Issued 07/14/2016

Revision 2: To schedule operations control specialists according to duty and rest requirements.

FSIMS: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Design Assessment, OP, Peer Group D - Part 135 (9 or Less Seats/Single Pilot)

Issued 07/14/2016 Revision 7: To schedule flight crewmembers using flight time limitations, rest and duty periods.

FSIMS: <u>2.1.9 (OP) Operations Control Specialist Duty / Rest Time, Design Assessment, OP, Peer</u> Group E - Part 135 (HAA)

Issued 07/14/2016

Revision 2: To schedule operations control specialists according to duty and rest requirements.

FSIMS: <u>2.1.8 (OP) Training of Operations Control Specialists, Design Assessment, OP, Peer Group B</u> - Part 135 (10 or More Seats)

Issued 07/14/2016 Revision 2: To train and qualify operations control specialists.

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

Issued 07/14/2016 Revision 14: To maintain airmen duties and flight deck procedures that provide safe flight operations.

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

Issued 07/14/2016 Revision 13: To maintain airmen duties and flight deck procedures that provide safe flight operations.

FSIMS: <u>2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Design Assessment, OP, Peer</u> Group E - Part 135 (HAA)

Issued 07/14/2016 Revision 7: To schedule flight crewmembers using flight time limitations, rest and duty periods.

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

Issued 07/14/2016 Revision 13: To maintain airmen duties and flight deck procedures that provide safe flight operations.

FSIMS: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Design Assessment, OP, Peer Group C - Part 135 (9 or Less Seats)

Issued 07/14/2016

Revision 7: To schedule flight crewmembers using flight time limitations, rest and duty periods.

FSIMS: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Design Assessment, OP, Peer Group A - Part 121 Air Operators

Issued 07/14/2016

Revision 6: To schedule flight crewmembers using flight time limitations, rest and duty periods.

FSIMS: 2.1.7 (OP) Flight Crewmember Flight / Duty / Rest Time, Design Assessment, OP, Peer Group B - Part 135 (10 or More Seats)

Issued 07/14/2016 Revision 7: To schedule flight crewmembers using flight time limitations, rest and duty periods.

FSIMS: 2.1.8 (OP) Training of Operations Control Specialists, Design Assessment, OP, Peer Group C - Part 135 (9 or Less Seats) Issued 07/14/2016

Revision 2: To train and qualify operations control specialists.

FSIMS: ED 2.2.1 135E OP Airmen Duties / Flight Deck Procedures

Issued 07/14/2016 Revision 13: To maintain airmen duties and flight deck procedures that provide safe flight operations.

FSIMS: 2.1.8 (OP) Training of Operations Control Specialists, Design Assessment, OP, Peer Group E - Part 135 (HAA)

Issued 07/14/2016 Revision 2: To train and qualify operations control specialists.

FSIMS: <u>8900.1,Vol.2,Ch5,Sec2</u>

Issued 07/15/2016 VOLUME 2 AIR OPERATOR AND AIR AGENCY CERTIFICATION AND APPLICATION PROCESS CHAPTER 5 THE APPLICATION PROCESS—TITLE 14 CFR PART 91, SUBPART K

FSIMS: 8900.1,CHG471

Issued 07/15/2016

This change incorporates new information into Volume 2, Chapter 5, Section 2. This change updates guidance for the precertification process for fractional ownership operators under Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart K (part 91K).

FSIMS: <u>8900.1,Vol.12,Ch9,Sec1_SAS</u>

Issued 07/20/2016

Turnover of Certificated Repair Stations. This section must be used for Federal Aviation Administration (FAA) repair stations located outside of the United States and its territories under a Maintenance Implementation Procedure (MIP) of a Bilateral Aviation Safety Agreement (BASA). It describes the procedures for the turnover of FAA-certificated repair stations located outside the territory of the United States to a regulatory aviation authority (AA) of a foreign country. This publication applies to any country with a signed BASA/MIP with the United States. The Flight Standards Service (AFS) International Programs and Policy Division (AFS-50), Aircraft Maintenance Division (AFS-300), and the Aircraft Certification Service (AIR-400), list the status of countries on the FAA's Web site

FSIMS: 8900.1 CHG 472

Issued 07/20/2016

This change incorporates new information into Volume 12, Chapter 9, Section 1. It updates guidance for the turnover of FAA-certificated repair stations located outside the territory of the United States to a regulatory National Aviation Authority (NAA) of a foreign country under a Bilateral Aviation Safety Agreement/Maintenance Implementation Procedure (BASA/MIP).

FSIMS: TSA/FAA Airspace Waivers for Sporting Events and Civilian Flyovers

Issued 07/22/2016

This notice clarifies Federal Aviation Administration (FAA) policy, guidance, and procedures regarding flyovers of stadiums, race tracks, civic events, funerals, etc., with a focus on major sporting events requiring a sporting event temporary flight restriction (TFR). This notice defines what aviation safety inspectors (ASI) and/or aviation safety technicians (AST) will review upon electronic notification of Transportation Security Administration (TSA)/FAA airspace waivers. The FAA has seen a growing number of civil aircraft requesting relief from sporting event TFRs in order to conduct a flyover at one of these events.

FSIMS: <u>Student Pilot Certificate Application Procedures to Exercise Pilot-in-Command Privileges</u> on the Applicant's Eligibility Birthday (Date - 07/23/2016)

Issued 07/23/2016

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

FSIMS: Certificate of Waiver for an Aerobatic Practice Area

Issued 07/27/2016

This notice addresses a Certificate of Waiver (CoW) (Federal Aviation Administration (FAA) Form 7711-1, Certificate of Waiver or Authorization) for an aerobatic practice area (APA) issued in accordance with FAA Order 8900.1, Volume 3, Chapter 5, Section 1, Issue a Certificate of Waiver or Authorization for an Aerobatic Practice Area or an Aerobatic Contest Box. A CoW for a long-term aerobatic practice area (LT APA) ("long-term" meaning more than 30 days) is valid for 36 calendar-months. This notice revises the expiration date of a CoW for a LT APA from 24 calendar-months to 36 calendar-months. This notice provides guidance and policy to aviation safety inspectors (ASI) who issue a CoW for a LT APA or who may oversee an APA conducted under a CoW for a LT APA.

FSIMS: DA-7X (Falcon 7X), Rev. 10

Issued 08/11/2016 Master Minimum Equipment List (MMEL)

Orders

Order: Wake Turbulence Recategorization – Phase II

Issued 08/02/2016Document #: JO 7110.123Effective Date 08/03/2016This order provides procedural guidance to FAA Order JO 7110.65,Air Traffic Control, and the Pilot/Controller Glossary, related to the use of Wake TurbulenceRecategorization (Recat) Phase II procedures and separation minima.Effective Date 08/03/2016

Flight Standards Service Draft Advisory Circular

AC: Autorotation Training

Updated 08/02/2016 Reference #: Title 14 Part 61,91 Comments due 08/17/2016 The purpose of this advisory circular (AC) is to describe enhanced guidelines for autorotations during helicopter flight training. The Federal Aviation Administration (FAA) has found a need to raise awareness of the risks inherent in performing autorotations in the training environment, and in particular, 180-degree autorotations. In this AC, the FAA recommends procedures that will mitigate safety risk during autorotations. This information is intended to supplement information about autorotation training found in the current editions of the Helicopter Flying Handbook (HFH), FAA-H-8083-21, and the Helicopter Instructor's Handbook (HIH), FAA-H-8083-4. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, of conducting autorotation training for proficiency or in consideration of the requirements to be issued an Airman Certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 61. You may use alternate methods for training if you establish that those methods meet the requirements of the HFH and FAA practical test standards (PTS).

August 4, 2016

FAA Regulations

FAA Final rules

AD: Airbus Airplanes

Published 08/04/2016 Docket #: FAA-2016-5460 Effective date 09/08/2016 The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-200 Freighter, -200, and -300 series airplanes. This AD was prompted by a report of a manufacturing defect that affects the durability of affected parts in the cargo and cabin compartment. This AD requires an inspection of affected structural parts in the cargo and cabin compartments to determine if proper heat treatment has been done, and replacement if necessary. We are issuing this AD to prevent crack initiation and propagation, which could result in reduced structural integrity of the fuselage.

AD: Airbus Airplanes

Published 08/04/2016 Docket #: FAA-2016-0466 Effective date 09/08/2016 The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A300 B4-603, B4-605R, and B4-622R airplanes; and Model A310-304, -324, and -325 airplanes. This AD was prompted by a report of a crack found on door frame (FR) 73A between stringers 24 and 25. This AD requires inspections around the rivet heads of the seal retainer run-out holes at certain frames and corrective actions if necessary. We are issuing this AD to detect and correct cracking of the door frame, which could result in reduced structural integrity of the airplane.

AD: Bombardier, Inc. Airplanes

Published 08/04/2016 Docket #: FAA-2016-5459 Effective date 09/08/2016 The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model BD-700-1A10 and BD-700-1A11 airplanes. This AD was prompted by a design review, which found that the burst pressure of the flexible hose used to vent oxygen from the high-pressure relief valve of the oxygen cylinder overboard is lower than the opening pressure of the high-pressure relief valve. This AD requires replacement of flexible relief hoses for the crew oxygen bottles with new metal design relief hoses. We are issuing this AD to prevent the accumulation of excess oxygen in an enclosed space, which could, if near a source of ignition, cause an uncontrolled oxygen-fed fire.

AD: Dassault Aviation Airplanes

Published 08/04/2016 Docket #: FAA-2016-5594 Effective date 09/08/2016 The FAA is adopting a new airworthiness directive (AD) for all Dassault Aviation Model FALCON 900EX and FALCON 2000EX airplanes. This AD was prompted by a review that identified a nonconformity between the torque value applied to the screw-nuts of aileron servo actuators, and the torque value specified by the type design. This AD requires replacing certain aileron servo actuators with serviceable servo actuators. We are issuing this AD to prevent desynchronization between two servo actuator barrels, which could lead to reduced control of the airplane during roll maneuvers at low altitude.

AD: Fokker Services B.V. Airplanes

Published 08/04/2016 Docket #: FAA-2015-8469 Effective date 09/08/2016 The FAA is adopting a new airworthiness directive (AD) for all Fokker Services B.V. Model F.28 Mark 1000, 2000, 3000, and 4000 airplanes. This AD was prompted by a design review that revealed insufficient measures were taken to ensure the correct locking of the attachments of the fuel quantity tank units (FQTUs) in each wing tank. When an FQTU becomes loose, this could lead to insufficient clearance between the FQTU and the adjacent tank structure or other metal parts, and under certain conditions, create an ignition source inside the wing fuel vapor space. This AD requires modifying the FQTUs by applying sealant to cover the nuts, washers, and stud ends at the FQTU attachments in each main wing tank. This AD also requires revising the maintenance or inspection program, as applicable, by incorporating a fuel airworthiness limitation item and a critical design configuration control limitation (CDCCL). We are issuing this AD to prevent an ignition source in the wing fuel tank vapor space, which could result in a wing fuel tank explosion and consequent loss of the airplane.

AD: Fokker Services B.V. Airplanes

Published 08/04/2016 Docket #: FAA-2015-8472 Effective date 09/08/2016 The FAA is adopting a new airworthiness directive (AD) for all Fokker Services B.V. Model F.28 Mark 1000, 2000, 3000, and 4000 airplanes. This AD was prompted by a design review that revealed a hot spot may develop in the main fuel tank under certain failure conditions of the solenoid of the level control pilot valve, the reed switch of the main tank overflow valve, the level float switch of the collector tank, or the solenoid of the main tank fueling shut-off valve. This AD requires installing fuses in the wiring of the solenoid of the level control pilot valve, the reed switch of the main tank overflow valve, the level float switch of the collector tank, and the solenoid of the main tank fueling shut-off valve, as applicable. This AD also requires accomplishing concurrent actions and revising the airplane maintenance or inspection program, as applicable, by incorporating fuel airworthiness limitation items and critical design configuration control limitations (CDCCLs). We are issuing this AD to prevent an ignition source in the main fuel tank vapor space, which could result in a fuel tank explosion and consequent loss of the airplane.

AD: Pacific Aerospace Limited Airplanes

Published 08/04/2016Docket #: FAA-2016-8838Effective date 09/08/2016The FAA is adopting a new airworthiness directive (AD) for Pacific Aerospace Limited Models FU24-954 and FU24A-954 airplanes. This AD results from mandatory continuing airworthinessinformation (MCAI) issued by the aviation authority of another country to identify and correct anunsafe condition on an aviation product. The MCAI describes the unsafe condition as crackedelevator torque tubes. We are issuing this AD to require actions to address the unsafe condition onthese products.

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

Published 08/04/2016 Docket #: FAA-2016-18423 Effective date 08/04/2016 This rule amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

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

Published 08/04/2016 Docket #: FAA-2016-18438 Effective date 08/04/2016 This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

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

Published 08/04/2016 Docket #: FAA-2016-18444 Effective date 08/04/2016 This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

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

Published 08/04/2016 Docket #: FAA-2016-18435 Effective date 08/04/2016 This rule amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

FAA Guidance Documents and Notices

Special Airworthiness Information Bulletins (SAIB)

SAIB: Scheduled Maintenance Checks

Issued 08/03/2016 SAIB #: NM-16-20 This Special Airworthiness Information Bulletin (SAIB) advises registered owners, operators and maintenance personnel of all Transport Category airplanes of incidents on certain airplanes that were returned to service after incomplete scheduled maintenance tasks.

Notices

Meeting: 2016 Meetings of the Equip 2020 Plenary and Working Groups; Supplemental NoticeMeeting date 08/04/2016Meeting time 8:30am Time zone (EST/etc.)Due to scheduling conflicts, the FAA is rescheduling meeting dates that were published in thenotice May 6, 2016, announcing the 2016 meetings of the Equip 2020 Plenary and Working Groups.

August 5, 2016

Press releases

Press Release – FAA Proposes \$500,000 Civil Penalty Against SeaPort AirlinesBrief description (usually The U.S. Department of Transportation's Federal Aviation Administration (FAA) proposes a \$500,000 civil penalty against SeaPort Airlines, Inc. of Portland, Ore., for allegedly operating three single-engine Cessna Caravans when they were not airworthy.

FAA Regulations

FAA Proposed Rules

NPRM AD: Airbus Airplanes

Published 08/05/2016 Docket #: FAA-2016-8185 Comments due 09/19/2016 The FAA proposes to supersede Airworthiness Directive (AD) 2003-18-06, for certain Airbus Model A319-131 and -132 airplanes; Model A320-231, -232, and -233 airplanes; and Model A321-131 and -231 airplanes. AD 2003-18-06 currently requires installing new anti-swivel plates and weights on the engine fan cowl door (FCD) latches and a new cowl door hold-open device. Since we issued AD 2003-18-06, we have received reports of additional engine FCD in-flight losses, and a new FCD front latch and keeper assembly has been developed to address this unsafe condition. This proposed AD would retain the current actions and require modifying the engine FCDs, installing placards, and reidentifying the FCDs with the new part numbers. This proposed AD would also revise the applicability to include all Model A319-131 and -132 airplanes; Model A320-231, -232, and -233 airplanes; and Model A321-131 and -231 airplanes. We are proposing this AD to prevent in-flight loss of an engine FCD and possible consequent damage to the airplane and hazards to persons or property on the ground.

NPRM AD: Airbus Airplanes

Published 09/19/2016 Docket #: FAA-2016-8184 Comments due 09/19/2016 The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A300 series airplanes; and 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). This proposed AD was prompted by reports of cracks in certain pins in the main landing gear (MLG). This proposed AD would require repetitive detailed visual inspections of the pins for cracks, and replacing the MLG leg if necessary. We are proposing this AD to detect and correct cracking of certain pins in the MLG, which could result in a MLG collapse, and consequent damage to the airplane and injury to the airplane occupants.

NPRM AD: Bombardier, Inc. Airplanes

Published 09/19/2016 Docket #: FAA-2016-8183 Comments due 09/19/2016 The FAA proposes to supersede Airworthiness Directive (AD) 2012-08-11 for certain Bombardier, Inc. Model DHC-8-400 series airplanes. AD 2012-08-11 currently requires repetitive detailed inspections for defects and damage of the retract port flexible hoses on the left and right Main Landing Gear (MLG) retraction actuator, and replacement of the flexible hoses if necessary. Since we issued AD 2012-08-11, we determined that the orientation of the retraction actuator ports must be revised to address the identified unsafe condition. This proposed AD would continue to require the actions required by AD 2012-08-11, and would require reorientation of the retraction actuator of the MLG, which would terminate the repetitive inspections. This proposed AD would also remove airplanes from the applicability. We are proposing this AD to prevent hydraulic fluid leakage in the event of a damaged retract port flexible hose failure; this condition could lead to an undamped extension of the MLG and could result in MLG structural failure, leading to an unsafe, asymmetric landing configuration.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (Embraer) Airplanes

Published 08/05/2016 Docket #: FAA-2015-3143 Comments due 09/19/2016 The FAA is revising an earlier proposed airworthiness directive (AD) for certain Empresa Brasileira de Aeronautica S.A. (Embraer) Model EMB-135 airplanes and Model EMB-145, -145ER, -145MR, -145LR, -145MP, and -145EP airplanes. The NPRM proposed to require a detailed inspection for chafing on the electrical harness of each electrical fuel pump in the fuel tanks, replacement of the affected electrical fuel pump with a new or serviceable pump if necessary, and installation of clamps on the fuel pump electrical harnesses. The NPRM was prompted by a report of chafing found between the fuel pump electrical harness and the fuel pump tubing during scheduled maintenance. This action revises the NPRM by expanding the proposed applicability and revising the compliance time for the detailed inspection. We are proposing this supplemental NPRM (SNPRM) to detect and correct chafing of the fuel pump harnesses with other parts inside the fuel tank, which could present a potential ignition source that could result in a fire or fuel tank explosion. Since certain actions impose an additional burden over those proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

FAA Guidance Documents and Notices

FAA Draft Advisory Circulars

AC: Onboard Recording of Controller Pilot Data Link Communication In Crash Survivable Memory Issued M/D/YYYY Document #: AC 20-160A Comment date 08/22/2016 This advisory circular (AC) provides guidance material for applicants seeking an airworthiness approval for aircraft with an installed Data Link Recording (DLR) system that records Controller Pilot Data Link Communications (CPDLC). This AC describes an acceptable means, but not the only means, to gain design approval of your data link communication recording system. However, if you use the means described in the AC, you must follow it in all important respects.

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

Issued M/D/YYYY Document #: AC 20-140C Comment date 08/22/2016 This advisory circular (AC) provides guidance on compliance with the airworthiness standards for aircraft that incorporate a data communication system supporting ATS communications. This guidance is applicable to requests for a new, amended, or supplemental type certificate for Part 23, 25, 27 and 29 aircraft.

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

Issued M/D/YYYYDocument #: AC 20-146AComment date M/D/YYYYThis advisory circular (AC) sets forth an acceptable means, but not the only means, for
demonstrating compliance with Title 14, Code of Federal Regulations (14 CFR) 23.562, 25.562,
27.562, and 29.562, as well as Technical Standard Order (TSO) TSO-C127a, and TSO-C127b. This AC
includes guidance for certifying seats by computer modeling analysis techniques that are validated
by dynamic tests. This AC defines the acceptable applications, limitations, validation processes, and
minimum documentation requirements involved when substantiation by computer modeling is
used to support a seat certification program.

FAA Draft Policies

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

Updated 07/08/2016

Policy #: PS-ANM-25-21

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

FAA Legal Interpretations

Legal Interpretation: Whether a captive insurance policy could be permissible under 14 C.F.R. § 440.9.

Issued 08/04/2016

A captive insurance company may satisfy§ 440.9(f)'s requirements because it could demonstrate an alternative form of financial responsibility.

Regulation/Order #: ##

Draft Orders

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

Updated 07/27/2016 Reference #: 14 CFR part 91 Comments due 08/26/2016 This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) with oversight responsibilities for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (91K), 121, 125 (including the Letter of Deviation Authority (LODA) holders, "125M"), 129, and 135. This notice amends and clarifies Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) C060, Category II and Category III Instrument Approach and Landing Operations. This notice amends all C060 templates (i.e., OpSpec/MSpec/LOA C060) for operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA 125M operators), 129, and 135. This is a mandatory revision to OpSpec/MSpec/LOA C060. OpSpec/MSpec/LOA C059, Category II Instrument Approach and Landing Operations, will be decommissioned at the end of the compliance period.

Order: Regulatory Consistency Communication Board (RCCB)

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

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

Notices

Notice: Passenger Facility Charge (PFC) Program; Draft FAA Order 5500.1B

Published 08/05/2016Document #: 2016-18670Comments due 09/30/2016This notice announces a request for comments on the draft FAA Order 5500.1B, Passenger FacilityCharge. When finalized, this Order will replace Order 5500.1, Passenger Facility Charge, issued onAugust 9, 2001. This revised Order clarifies and updates statutory and regulatory requirements,including those affected by charges to the PFC statute from multiple FAA reauthorizations.

Notice: ADDITIONS PER ORDER 7340.2, CONTRACTIONS, CHAPTER 3, SECTIONS 1, 2, 3, 4

Published 08/03/2016Document #: N JO 7340.379Effective Date 08/12/2016Additions to the ICAO three letter and u.s. identifiers have been approved.

Draft Technical Standards Orders

TSO: Next Generation Satellite Systems (NGSS) Equipment

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

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration (FAA)) tell you what minimum performance standards (MPS) your Next Generation Satellite Systems (NGSS) equipment must first meet for approval and identification with the applicable TSO marking.

Flight Standards Service Draft Advisory Circular

AC: Autorotation Training

Updated 08/02/2016 Reference #: Title 14 Part 61,91 Comments due 08/17/2016 The purpose of this advisory circular (AC) is to describe enhanced guidelines for autorotations during helicopter flight training. The Federal Aviation Administration (FAA) has found a need to raise awareness of the risks inherent in performing autorotations in the training environment, and in particular, 180-degree autorotations. In this AC, the FAA recommends procedures that will mitigate safety risk during autorotations. This information is intended to supplement information about autorotation training found in the current editions of the Helicopter Flying Handbook (HFH), FAA-H-8083-21, and the Helicopter Instructor's Handbook (HIH), FAA-H-8083-4. This AC is not mandatory and does not constitute a regulation. This

Draft Master Minimum Equipment List

MMEL: Harbin Hafei Aviation Industry Co., Ltd. Y-12F				
Updated 08/04/2016	Revision Original	Comments due 08/09/2016		
MMEL: Boeing 747 B-747-400, B-747-400D, B-747-400F				
Updated 08/04/2016	Revision 31 Draft X	Comments due 08/09/2016		
MMEL: DA-7X Rev 10 (Falcon 7X/8X)			
Updated 08/04/2016	Revision 10 Draft X	Comments due 09/29/2016		
MMEL: B-787 Rev 13a, Boeing (FAA page)	link to document inoperat	tive, this link directs to MMEL landing		
Updated 08/04/2016	Revision X Draft X	Comments due 08/13/2016		

August 8, 2016

FAA Regulations

FAA Proposed Rules

NPRM: Proposed Amendment of Class E Airspace, Blue Mesa, CO

Published 08/08/2016 Docket #: FAA-2016-7043 Comments due 09/22/2016 This action proposes to amend Class E en route domestic airspace extending upward from 1,200 feet above the surface near the Blue Mesa VHF Omni-Directional Radio Range/Distance Measuring Equipment (VOR/DME), Blue Mesa, CO. The FAA has transitioned to a more accurate method of measuring, publishing, and charting airspace areas. This transition has revealed some small areas of uncharted uncontrolled airspace. The FAA found modification of these areas of uncontrolled airspace necessary to ensure the safety of Instrument Flight Rules (IFR) operations and the efficient use of navigable airspace, including point-to-point off-airway clearances, and aircraft vectoring services.

FAA Guidance Documents and Notices

Notices

Notice: Revised FAA-Approved Deicing Program Updates, Winter 2016-2017

Published 08/03/2016Document #: 8900.374Comments due M/D/YYYYThis notice provides inspectors with information on holdover times (HOT) and recommendations on
various other ground deicing/anti-icing issues.

August 9, 2016

FAA Guidance Documents and Notices

Special Airworthiness Information Bulletins (SAIB)

SAIB: Flight Controls

Issued 08/08/2016 SAIB #: NM-16-21 This Special Airworthiness Information Bulletin (SAIB) advises owners and operators of The Boeing Company Model 737-600/-700/-700C/-800/-900/-900ER airplanes of procedural changes for horizontal stabilizer position settings during de-icing.

Flight Standards Information Management System (FSIMS)

FSIMS: Boeing MD-11/MD-11F Issued 08/18/2016 Revision 12 of the BOEING MD-11 Master Minimum Equipment List.

Draft Master Minimum Equipment List

MMEL: AIRBUS HELICOPTERS DEUTSCHLAND GmbH (AHD)		
Updated 08/08/2016	Revision 1 Draft X	Comments due 09/07/16

August 10, 2016

FAA Regulations

FAA Final rules

AD: Airbus Airplanes

Published 08/10/2016 Docket #: FAA-2016-5462 Effective date 09/14/2016 The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-200, -200 Freighter and -300 series airplanes; and Model A340-200 and -300 series airplanes. This AD was prompted by reports of spurious terrain awareness warning system (TAWS) alerts during approach and takeoff for airplanes fitted with the terrain and traffic collision avoidance system with transponder (T3CAS) when the T3CAS is constantly powered "ON" for more than 149 hours. This AD requires repetitive on-ground power cycle of the T3CAS. We are issuing this AD to prevent spurious TAWS alerts (collision prediction and alerting (CPA)), or missing legitimate CPA, which could increase flight crew workload during critical landing or takeoff phases, and could possibly result in reduced control of the airplane.
AD: Airbus Airplanes

Published 08/10/2016 Docket #: FAA-2015-8468 Effective date 09/14/2016 The FAA is superseding Airworthiness Directive (AD) 2007-21-14 R1 for all Airbus Model A310 series airplanes. AD 2007-21-14 R1 required revising the Airworthiness Limitations Section of the Instructions for Continued Airworthiness to incorporate new limitations for fuel tank systems. This new AD requires revising the maintenance program or inspection program to incorporate revised fuel maintenance and inspection tasks. This AD was prompted by the issuance of more restrictive maintenance requirements and/or airworthiness limitations by the manufacturer. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors caused by latent failures, alterations, repairs, or maintenance actions, could result in fuel tank explosions and consequent loss of the airplane.

AD: Dassault Aviation Airplanes

Published 08/10/2016 Docket #: FAA-2016-5464 Effective date 09/14/2016 The FAA is superseding Airworthiness Directive (AD) 2011-10-01 for all Dassault Aviation Model FALCON 7X airplanes. AD 2011-10-01 required repetitive functional tests of the ram air turbine (RAT) heater, and repair if necessary. This new AD requires revision of the maintenance or inspection program to incorporate new maintenance requirements and airworthiness limitations. This AD was prompted by the need for new and more restrictive maintenance requirements and airworthiness limitations for airplane structures and systems. We are issuing this AD to prevent reduced structural integrity and reduced control of these airplanes due to the failure of system components.

AD: The Boeing Company Airplanes

Published 08/10/2016 Docket #: FAA-2015-8429 Effective date 09/14/2016 The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes. This AD was prompted by reports of fatigue cracks in the station 320 crown frame and in window post number 3. This AD requires repetitive inspections for cracks and missing fasteners of the station 320 crown frame, cracks in the web and flange surfaces of the forward segment of window post number 3, and missing fasteners and cracks of the window upper sill; post-modification inspections for cracks of the window upper sill; a one-time fastener rework; and related investigative and corrective actions if necessary. We are issuing this AD to detect and correct fatigue cracking and missing fasteners of the station 320 crown frame, cracking of the window post number 3, and cracking of the window upper sill, which could result in an inflight decompression and a loss of structural integrity of the fuselage.

Final Rule: Amendment of Class E Airspace for the Following Minnesota Towns; Hutchinson, MN; Jackson, MN; Pipestone, MN; Two Harbors, MN; and Waseca, MN

Published 08/10/2016 Docket #: FAA-2016-4271 Effective date 11/10/2016 This action modifies Class E airspace extending upward from 700 feet above the surface at Hutchinson Municipal Airport-Butler Field, Hutchinson, MN; Jackson Municipal Airport, Jackson, MN; Pipestone Municipal Airport, Pipestone, MN; Richard B. Helgeson Airport, Two Harbors, MN; and Waseca Municipal Airport, Waseca, MN. Decommissioning of the non-directional radio beacon (NDB), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above airports. This action also updates the geographic coordinates at Hutchinson Municipal-Butler Field, Jackson Municipal Airport, Pipestone Municipal Airport, and Richard B. Helgeson Airport, to coincide with the FAA's aeronautical database.

Final Rule: Revocation of Class E Airspace; Lake Providence, LA

Published 08/10/2016 Docket #: FAA-2016-4236 Effective date 11/10/2016 This action removes Class E airspace extending upward from 700 feet above the surface at Byerley Airport, Lake Providence, LA. The decommissioning of the non-directional radio beacon (NDB) and cancellation of Standard Instrument Approach Procedures have made this action necessary for continued safety and management within the National Airspace System.

FAA Guidance Documents and Notices

FAA Final Advisory Circulars

AC: Repairs and Alterations to Composite and Bonded Aircraft Structure (Cancelled)

Issued 04/11/2016 Document #: AC 43-214 Effective date 07/23/2016 This advisory circular (AC) provides information and guidance concerning an acceptable means, but not the only means, of demonstrating compliance with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 21, 23, 25, 26, 27, 29, 31, 33, 35, 43, 91, 121, 125, (U.S.registered airplanes), 135, 137, and 145 regarding procedures and facilities for repairs and alterations of structure consisting of adhesively bonded (including metal bond) and fiber-reinforced materials (e.g., carbon, aramid, and glass-reinforced polymeric materials mentioned in the current edition of AC 20-107, Composite Aircraft Structure). The information in this AC is applicable to repairs and alterations of bonded and composite structure, whether it is a damaged part that can be removed from the airplane for repairs, or repairs and alterations on the aircraft itself. Examples include repair patches, on-wing bonded repairs, and fabrication and bonding of replacement parts. The Federal Aviation Administration (FAA) will consider any other method of compliance that the applicant elects to present. This AC uses mandatory terms such as "must" only in the sense of ensuring the applicability of these particular methods of compliance when using the acceptable means of compliance (AMC) described herein. This AC does not change regulatory requirements and does not authorize changes in, or deviations from, regulatory requirements.

AC: Process to Support FAA Findings of Undue Burden or No Undue Burden for PAHs Requesting to Use a Manufacturing Facility Located Outside of the United States

Issued 08/01/2016 Document #: AC 21-55 Effective date 10/01/2016 This advisory circular (AC) contains information and guidance to production approval holders (PAH) located in the United States requesting Federal Aviation Administration (FAA) approval to use manufacturing facilities located outside of the United States. This AC provides information for PAHs in accordance with the regulations cited in Title 14 of the Code of Federal Regulations (14 CFR) part 21, Certification Procedures for Products and Articles. For the purposes of this AC, manufacturing facilities includes production certificate (PC) extensions, associate facilities, and suppliers located outside the United States.

<u>August 11, 2016</u>

FAA Regulations

FAA Final rules

AD: Continental Motors, Inc. Reciprocating Engines

Published 08/11/2016 Docket #: FAA-2012-0002 Effective date 09/15/2016 The FAA is adopting a new airworthiness directive (AD) for certain Continental Motors, Inc., (CMI) San Antonio (formerly known as Airmotive Engineering Corp. (AEC)), replacement parts manufacturer approval (PMA) cylinder assemblies marketed by Engine Components International Division (ECi). On July 17, 2015, AEC was purchased by CMI and is now operating as "Continental Motors—San Antonio." These cylinder assemblies are used on all CMI model -520 and -550 reciprocating engines, and on all other CMI engine models approved for the use of model -520 and -550 cylinder assemblies, such as the CMI model -470 when modified by supplemental type certificate (STC). This AD was prompted by reports of multiple cylinder head-to-barrel separations and cracked and leaking aluminum cylinder heads. This AD requires removal of the affected cylinder assemblies, including overhauled cylinder assemblies, according to a phased removal schedule. We are issuing this AD to prevent failure of the cylinder assemblies, which could lead to failure of the engine, in-flight shutdown, and loss of control of the airplane.

Final Rule: Amendment of Class E Airspace for the Following Michigan Towns; Alma, MI; Bellaire, MI; Cadillac, MI; Drummond Island, MI; Gladwin, MI; Holland, MI; and Three Rivers, MI

Published 08/11/2016 Docket #: FAA-2016-4629 Effective date 11/10/2016 This action modifies Class E airspace extending upward from 700 feet above the surface at Gratiot Community Airport, Alma, MI; Antrim County Airport, Bellaire, MI; Wexford County Airport, Cadillac, MI; Drummond Island Airport, Drummond Island, MI; Charles C. Zettel Memorial Airport, Gladwin, MI; Park Township Airport and West Michigan Regional Airport, Holland, MI; and Three Rivers Municipal Dr. Haines Airport, Three Rivers, MI. Decommissioning of non-directional radio beacons (NDB), cancellation of NDB approaches, or implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above airports. This action also updates the geographic coordinates of Three Rivers Municipal Dr. Haines Airport, and the name change of West Michigan Regional Airport (formerly Tulip City Airport) to coincide with the FAA's aeronautical database.

Final Rule: Establishment of Class E Airspace; Park River, ND

Published 08/11/2016Docket #: FAA-2016-5856Effective date 11/10/2016This action establishes Class E airspace in Park River, ND. Controlled airspace is necessary to
accommodate new Standard Instrument Approach Procedures developed at Park River-W CSkjerven Field, Park River, ND, for the safety and management of Instrument Flight Rules (IFR)
operations at the airport. Additionally, to correct airport name to correspond with the NASR in the
header and legal description.

FAA Proposed Rules

NPRM: Proposed Amendment of Class D and E Airspace for the Following Texas Towns; Houston Sugar Land, TX; Alice, TX; Bay City, TX; Brenham, TX; Burnet, TX; Falfurrias, TX; Graford, TX; and Hamilton, TX, and Proposed Revocation of Class E Airspace; Austin Horseshoe Bay Resort Airport, TX

Published 08/11/2016 Docket #: FAA-2016-8503 Comments due 09/26/2016 This action proposes to modify Class D and Class E surface area airspace at Sugar Land Regional Airport, Houston Sugar Land, TX. The FAA also proposes to modify Class E airspace extending upward from 700 feet above the surface at Kingsville Kleberg County Airport, Alice, TX; Bay City Municipal Airport, Bay City, TX; Brenham Municipal Airport, Brenham, TX; Burnet Municipal Airport-Kate Craddock Field, Burnet, TX; Brooks County Airport, Falfurrias, TX; Possum Kingdom Airport, Graford, TX; and Hamilton Municipal Airport, Hamilton, TX. Decommissioning of non-directional radio beacons (NDBs), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at these airports. This action also proposes to remove Class E airspace at Horseshoe Bay Resort Airport, Austin, TX, as controlled airspace is no longer needed. Additionally, the geographic coordinates at Bay City Municipal Airport, Brenham Municipal Airport, and Brooks County Airport, as well as the name of Sugar Land Regional Airport (formerly Sugar Land Municipal/Hull Field) would be adjusted to coincide with the FAA's aeronautical database.

NPRM: Proposed Amendment of Class E Airspace for the Following Wisconsin Towns; Antigo, WI; Ashland, WI; Black River Falls, WI; Cable Union, WI; Cumberland, WI; Eagle River, WI; Hayward, WI; and Wausau, WI, and Proposed Revocation of Class E Airspace; Wausau, WI

Published 08/11/2016 Docket #: FAA-2016-8557 Comments due 09/26/2016 This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Langlade County Airport, Antigo, WI; John F. Kennedy Memorial Airport, Ashland, WI; Black River Falls Area Airport, Black River Falls, WI; Cable Union Airport, Cable Union, WI; Cumberland Municipal Airport, Cumberland, WI; Eagle River Union Airport, Eagle River, WI; Sawyer County Airport, Hayward, WI; and Wausau Downtown Airport, Wausau, WI. Decommissioning of nondirectional radio beacon (NDB), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the above airports. This action also proposes to remove Class E surface area airspace at Wausau Municipal Airport (Wausau Downtown Airport), Wausau, WI, as a review has determined that the airport no longer meets the requirements for this airspace. Additionally, the geographic coordinates at Langlade County Airport, John F. Kennedy Memorial Airport, Cumberland Municipal Airport, Eagle River Union Airport, and Wausau Downtown Airport (formerly Wausau Municipal Airport) would be adjusted to coincide with the FAAs aeronautical database.

FAA Guidance Documents and Notices

FAA Final Policies

Final Policy: Engineering Considerations for Powder Bed Fusion Additively Manufactured Parts Issued 07/07/2016 Policy #: AIR100-16-130-GM18

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

Final Policy: Undue Burden Training Associated with the Release of FAA Order 8100.11D and AC 21-55

Issued 08/09/2016 Policy #: AIR-100-16-140-GM22 AIR-100 has issued FAA Order 8100.11, Requirements for Finding Undue Burden and No Undue Burden Under 14 CFR Part 21 and AC 21-55, Process to Support FAA Findings of Undue Burden or No Undue Burden for PAHs Requesting to Use a Manufacturing Facility Located Outside of the United States, with an effective date of October 1, 2016. This memorandum describes who is required to complete the accompanying undue burden training and when that training must be completed.

FAA Draft Policies

Final Policy: Lockard/Aeronautical Information Manual

FAA Legal Interpretations

Legal Interpretation: Aeronautical Information Manual (AIM) for Pilots and Air Traffic Controllers Issued 08/09/2016 Regulation/Order #:

This letter provides a response to your request for clarification concerning the status of the Aeronautical Information Manual (AIM) as it relates to the responsibilities of pilots and air traffic controllers. You specifically asked, "when a pilot is cleared for a visual approach to a towered airport, can he/she do 'whatever' they want?" You provide the example of an air traffic controller giving a 30-degree intercept to an aircraft on a visual approach to a runway while another aircraft is on an instrument landing system (ILS) to the parallel, and ask whether a 30-degree intercept is meaningless if a pilot on a visual approach can do "whatever" they deem necessary. You base your question on the understanding that the AIM is a "nonregulated manual," and you suggest the FAA define the "regulated responsibilities and limitations while on a visual approach."

Legal Interpretation: Rest requirements under 14 C.F.R. § 117.25 and pilot-in-command (PIC) responsibility with regard to other crewmember violations.

Issued 08/09/2016Regulation/Order #: ##This letter is in response to two questions related to rest and duty limitationsfound in part 117 and part 121 of the Federal Aviation Regulations.

Legal Interpretation: Termination of flight time under 14 C.F.R. § 1.1

Issued 08/09/2016 Regulation/Order #: ## This letter is in response to a question regarding four scenarios asking whether flight time, as defined in 14 C.F. R. § 1.1, terminates in each of those scenarios. Because the answer to all four scenarios is the same, the FAA will first summarizes the scenarios and then explains why flight time does not terminate in any of those scenarios.

Legal Interpretation: Fitness for duty under 14 C.F.R. § 117.5.

Issued 08/09/2016 Regulation/Order #: ## This letter is in response to two questions posed May 15th, 2016 regarding the extent to which a flightcrew member is required to be sufficiently rested prior to the beginning of a longer flight duty period (PDP) than was originally assigned.

Legal Interpretation: Legal Interpretation Regarding 14 CFR § 121.1005(c)

Issued 08/10/2016 Regulation/Order #: ##

This letter is in response to a request for legal interpretation from Lawrence Fields, Manager, Flight Standards Division, AEA-200, regarding the validity of hazardous materials training provided by Airborne Express to employees of their contractor DHL to load/off-load Atlas Air aircraft. In the letter, the FAA was asked if DHL (a non-Part 121 operator) can load hazmat on Atlas Air aircraft when they have not been trained by Atlas Air, but have received training from Airborne Express with Atlas differences.

Notices

Notice: ADDITIONS PER ORDER 7340.2, CONTRACTIONS, CHAPTER 3, SECTIONS 1,2,3.

Published 08/10/2016Document JO 7340.382Comments due M/D/YYYYA number of icao three letter designators, along with associated telephonies and companyinformation, were not included in recent publications of faao 7340.2. The omitted information isrestored

August 12, 2016

FAA Regulations

FAA Final rules

AD: Airbus Airplanes

Published 08/12/2016 Docket #: FAA-2015-3989 Effective date 09/16/2016 The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A318, A319, A320, and A321 series airplanes. This AD was prompted by reports of premature aging of certain passenger chemical oxygen generators that resulted in the generators failing to activate. This AD requires an inspection to determine if certain passenger chemical oxygen generators are installed and replacement of affected passenger chemical oxygen generators. We are issuing this AD to prevent failure of the passenger chemical oxygen generator to activate and consequently not deliver oxygen during an emergency, possibly resulting in injury to the airplane occupants.

AD: BAE Systems (Operations) Limited Airplanes

Published 08/12/2016 Docket #: FAA-2016-5465 Effective date 09/16/2016 The FAA is superseding Airworthiness Directive (AD) 2010-10-13, for all BAE Systems (Operations) Limited Model BAe 146 and Avro 146 series airplanes. AD 2010-10-13 required repetitive inspections of the wing fixed leading edge and front spar structure for corrosion and cracking, and repair if necessary. This new AD requires revised inspection procedures that terminate a previously approved inspection procedure. This AD was prompted by revised inspection procedures issued by the Design Approval Holder (DAH). We are issuing this AD to detect and correct corrosion and cracking of the wing fixed leading edge and front spar structure, which could result in reduced structural integrity of the airplane.

Final Rule: Establishment of Class E Airspace; Harvey, ND

Published 08/12/2016Docket #: FAA-2016-5387Effective date 11/10/2016This action establishes Class E en route domestic airspace in the Harvey, ND, area for HarveyMunicipal Airport. Controlled airspace is necessary to facilitate vectoring of Instrument Flight Rules(IFR) aircraft under control of Minneapolis Air Route Traffic Control Center (ARTCC). This actionenhances the safety and efficiency of aircraft operations within the National Airspace System.

Final Rule: Establishment of Class E Airspace; Linton, ND

Published 08/12/2016Docket #: FAA-2016-5456Effective date 11/10/2016This action establishes Class E en route domestic airspace in the Linton, ND, area. Controlledairspace is necessary at Linton Municipal Airport to facilitate vectoring of Instrument Flight Rules(IFR) aircraft under control of Minneapolis Air Route Traffic Control Center (ARTCC). This actionenhances the safety and management of IFR operations within the National Airspace System (NAS).

Final Rule: Establishment of Class E Airspace; Platte, SD

Published 08/12/2016 Docket #: FAA-2016-5385 Effective date 11/10/2016 This action establishes Class E en route domestic airspace in the Platte, SD, area. Controlled airspace is necessary at Platte Municipal Airport to facilitate vectoring of Instrument Flight Rules (IFR) aircraft under control of Minneapolis Air Route Traffic Control Center (ARTCC). This action enhances the safety and management of IFR operations within the National Airspace System (NAS).

Final Rule: Revocation of Class D Airspace; North, SC

Published 08/12/2016Docket #: FAA-2016-1074Effective date 11/10/2016This action removes Class D Airspace at North, SC, as the North Air Force Auxiliary Field Air TrafficControl Tower is no longer staffed, and the controlled Class D airspace area is no longer required.

FAA Proposed Rules

NPRM: Proposed Amendment of Class E Airspace, Kahului, HI

Published 08/12/2016 Docket #: FAA-2014-1068 Comments due 09/26/2016 This action proposes to modify Class E airspace designated as an extension to a Class C surface area, and modify Class E airspace extending upward from 700 feet above the surface at Kahului Airport, Kahului, HI. Due to changes to the available instrument flight procedures since the last review and advances in Global Positioning System (GPS) mapping accuracy, the FAA found airspace modifications are necessary to ensure the safety and management of Instrument Flight Rules (IFR) operations at the airport with a minimum amount of airspace restriction.

FAA Guidance Documents and Notices

FAA Draft Advisory Circulars

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

Issued M/D/YYYY Document #: AC 20-160A Comment date 08/22/2016 This advisory circular (AC) provides guidance on compliance with the airworthiness standards for onboard recording of Controller Pilot Data Link Communication (CPDLC) messages in crash survivable memory with aircraft that incorporate a CPDLC system. This guidance is applicable to requests for a new, amended, or supplemental type certificate for Part 23, 25, 27 and 29 aircraft.

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

Issued M/D/YYYY Document #: AC 20-140C Comment date 08/22/2016 This AC provides guidance material for applicants seeking an airworthiness approval for aircraft with an installed data link system intended to support air traffic services (ATS) data communication. It identifies specific configurations of aircraft data link systems for applicants seeking approval for type certificates (TC) and supplemental type certificates (STC) in order to facilitate operational approvals. Appendix B of this AC provides a list of related documents. Appendix C of this AC contains a list of applicable acronyms. This AC describes an acceptable means, but not the only means, for you to gain airworthiness approval for aircraft data link system equipment. However, if you use the means described in this AC, you must follow it in all important respects.

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

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

FAA Draft Policies

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

Issued M/D/YYYY

Policy #: PS-ANM-25-21

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

Draft Orders

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

Updated 08/09/2016

Reference #: 14 CFR part 91,121,125,129,135

Comments due 08/26/2016

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

Order: Regulatory Consistency Communication Board (RCCB

Updated 08/09/2016

Reference #: Public Law 112-95, Comments due 08/26/2016 section 313

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

Notices

Notice: Petition for Exemption; Summary of Petition Received; Boeing Executive Flight Operations

Published M/D/YYYY Document #: 2016-19237 Comments due 09/01/2016 Boeing EFO is requesting relief from the requirement that "no person may take off an aircraft when frost, ice, or snow is adhering to any propeller, windshield, or stabilizing control surface; to a powerplant installation; or to an airspeed, altimeter, rate of climb, or flight attitude instrument system or wing, except that takeoffs may be made with frost under the wing in the area of the fuel tanks if authorized by the FAA."

Notice: Petition for Exemption; Summary of Petition Received; Mr. Karl Beutner

Published 08/12/2016Document #: 2016-19238Comments due 09/01/2016The petitioner requested the FAA extend his eligibility to complete the Airline Transport Pilot (ATP)practical test from July 31, 2016 to July 31, 2017. The petitioner also requested an exemption from§ 61.159(a)(2) of title 14, Code of Federal Regulations (14 CFR) to allow the petitioner to take theATP practical test with less than the required 100 hours of night flight time.

Notice: Petition for Exemption; Summary of Petition Received; TransPac Aviation Academy

Published 08/12/2016Document #: 2016-19242Comments due 09/01/2016TransPac Aviation Academy request exemption from § 141.63(a)(5)(ii) requirement for a pass rateof 90% in order to be issued an Original Examination Authority for its Part 141 flight schoolcurriculum.

Notice: Petition for Exemption; Summary of Petition Received; USA Jet Airlines

Published 08/12/2016 Document #: 2016-19240 Comments due 09/01/2016 USA Jet Airlines seeks relief to allow the flight time gained as a Dassault Falcon 20 (DA-20) pilot in command (PIC) operating under § 135.4(a)(1)(2)(i)(ii) and trained and checked under part 121 to count toward the 1,000 hours of flight experience required by § 121.436(a)(3) to serve as PIC in part 121 air carrier operations. This relief would be based upon a proposed alternate means of compliance to allow credit for the certification requirements of Operations Specification A057 and the part 121 training and checking for pilots requiring an airline transport pilot and appropriate type rating flying in USA Jet Airlines' part 135 eligible on-demand cargo operation.

AC: Autorotation Training

Updated 08/02/2016 Reference #: Title 14 Part 61,91 Comments due 08/17/2016 The purpose of this advisory circular (AC) is to describe enhanced guidelines for autorotations during helicopter flight training. The Federal Aviation Administration (FAA) has found a need to raise awareness of the risks inherent in performing autorotations in the training environment, and in particular, 180-degree autorotations. In this AC, the FAA recommends procedures that will mitigate safety risk during autorotations. This information is intended to supplement information about autorotation training found in the current editions of the Helicopter Flying Handbook (HFH), FAA-H-8083-21, and the Helicopter Instructor's Handbook (HIH), FAA-H-8083-4. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, of conducting autorotation training for proficiency or in consideration of the requirements to be issued an Airman Certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 61. You may use alternate methods for training if you establish that those methods meet the requirements of the HFH and FAA practical test standards (PTS).

Draft Master Minimum Equipment List

MMEL: Boeing 787-All Models Updated 08/11/2016	Revision 13 Draft X	Comments due 08/13/2016
MMEL: AIRBUS HELICOPTERS DEUTS Updated 08/11/2016	SCHLAND GmbH (AHD) N Revision X Draft 2	IBB-BK 117 D-2 (TCDS H13EU) Comments due 09/07/2016
MMEL: Dassault Aviation Falcon 7X, Updated 08/11/2016	/8X Revision 10Draft X	Comments due 09/29/2016

August 15, 2016

FAA Regulations

FAA Final rules

AD: <u>The Boeing Company Airplanes</u>

Published 08/15/2016 Docket #: FAA-2016-8841 Effective date 08/15/2016 The FAA is superseding Airworthiness Directive (AD) 2016-13-10, for certain The Boeing Company Model 737-300, -400, and -500 series airplanes. AD 2016-13-10 required repetitive external detailed inspections and nondestructive inspections to detect cracks in the fuselage skin along the chem-mill steps at stringers S-1 and S-2R, between station (STA) 400 and STA 460, and repair if necessary. AD 2016-13-10 also required a preventive modification of the fuselage skin at crown stringers S-1 and S-2R. This AD requires the same actions as AD 2016-13-10, and clarifies certain regulatory text. This AD was prompted by the determination that certain regulatory text in AD 2016-13-10 requires clarification. We are issuing this AD to detect and correct fatigue cracking of the fuselage skin panels at the chem-mill steps, which could result in sudden fracture and failure of the fuselage skin panels, and consequent rapid decompression of the airplane.

Final Rule: Amendment of Class C Airspace; Boise, ID

Published 08/15/2016 Docket #: FAA-2016-7467 Effective date 10/13/2016 This action modifies the Boise, ID, Class C airspace area by amending the legal description to contain the current Boise Air Terminal/Gowen Field airport name and updated airport reference point (ARP) information. This action does not change the boundaries, altitudes, or operating requirements of the Class C airspace area.

Final Rule: Amendment of Class C Airspace; Peoria, IL

Published 08/15/2016 Docket #: FAA-2016-7416 Effective date 10/13/2016 This action modifies the Peoria, General Downing-Peoria International Airport, IL, Class C airspace area by amending the legal description to contain the current airport name and updated airport reference point (ARP) information. This action does not change the boundaries, altitudes, or operating requirements of the Class C airspace area.

Final Rule: Amendment of Class C Airspace; Syracuse Hancock International Airport, NY

Published 08/15/2016 Docket #: FAA-2016-3937 Effective date 11/10/2016 This action amends the Syracuse Hancock International Airport, NY, Class C airspace by removing a cutout from the surface area that was incorporated to accommodate operations at an airport that has permanently closed.

FAA Proposed Rules

NPRM: Proposed Amendment of Class D and E Airspace; Eugene, OR, and Corvallis, OR

Published 08/15/2016 Docket #: FAA-2015-3991 Comments due 09/29/2016 This action proposes to amend Class E airspace designated as an extension to a Class D or E surface airspace area, and Class E airspace upward from 700 feet above the surface at Mahlon Sweet Field Airport, Eugene, OR, to accommodate airspace redesign. Class E airspace extending upward from 700 feet above the surface at Mahlon Sweet Field Airport also would be amended to remove reference to the Corvallis Municipal Airport by creating a stand-alone airspace designation for Corvallis Municipal Airport. Additionally, this proposal would update the airport reference points for these airports in Class D and E airspace, as well as remove the Notice to Airmen (NOTAM) requirement noted in Class E surface area airspace. Airspace redesign is necessary for the safety and management of Instrument Flight Rules (IFR) operations within the National Airspace System.

NPRM: Proposed Amendment of Class E Airspace, Albany, OR

Published 08/15/2016Docket #: FAA-2015-3992Comments due 09/29/2016This action proposes to modify Class E airspace at Albany Municipal Airport, Albany, OR. Advancesin Global Positioning System (GPS) mapping accuracy and a reliance on precise geographiccoordinates to define airport and airspace reference points have made airspace redesign necessaryfor the safety and management of Instrument Flight Rules (IFR) operations.

FAA Guidance Documents and Notices

FAA Legal Interpretations

Legal Interpretation: Legal Interpretation Regarding 14 CFR § 121.1005(c)

Issued 08/12/2016 Regulation/Order 14 C.F.R. 121.485(b) This letter answers questions asking whether the Subsection 121.485(b) rest period is to be calculated based on (a) the pilot's total number of hours flown as a crewmember since the last rest period or (b) the total number of hours flown by the pilot since the pilot's last rest period and whether the Subsection 121.485(b) rest period, or part of the rest period, can be taken in the situation where a pilot, for personal reasons, chooses to live far away from the certificate holder's home station, and the certificate holder provides, at no cost to the pilot, commercial air carriage to the pilot's home of residence.

Notices

Notice: <u>Agency Information Collection Activities: Requests for Comments; Clearance of Renewed</u> <u>Approval of Information Collection: Automatic Dependent Surveillance Broadcast (ADS-B) Rebate</u> System

Published 08/15/2016 Document #: 2016-19427 Comments due 09/14/2016 In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. The FAA is launching a rebate program to emphasize the urgent need for pilots to comply with Automatic Dependent Surveillance Broadcast (ADS-B) Out requirements ahead of the January 1, 2020, compliance deadline. This program will defray costs associated with the ADS-B equipment and installation for eligible general aviation aircraft, and help ensure that all general aviation aircraft are equipped by the compliance date.

Notice: Procedures for Reducing the Risk of Runway Overrun (TALPA)

Published 08/01/2016Document #: N 8900.375Comments due M/D/YYYYThis notice provides guidance to Federal Aviation Administration (FAA) aviation safety inspectors
(ASI) on program policies and procedures for operator and certificate holder procedures to reduce
the risk of runway overrun.

Notice: Interim Maintenance Procedures for TDWR RPG Rehost ModificationPublished 08/03/2016Document #: JO 6315.68Comments due M/D/YYYYThis document's content can only be accessed from within the FAA network.

Notice: Interim Guidance for the Airspace and STARS GZ Tools in Order JO 6000.202, TerminalSecond Level Engineering Operational Support Facility Operating ProceduresPublished 08/03/2016Document #: N JO 6000.239Comments due M/D/YYYYThis document's content can only be accessed from within the FAA network.

Notice: Revised FAA-Approved Deicing Program Updates, Winter 2016-2017Published 08/03/2016Document #: N 8900.374Comments due M/D/YYYYThis notice provides inspectors with information on

Notice: ADDITIONS PER ORDER 7340.2, CONTRACTIONS, CHAPTER 3, SECTIONS 1, 2, 3, 4Published 08/03/2016Document #: N JO 7340.379Comments due M/D/YYYY

Notice: <u>DELETION OF CALL SIGN ASSIGNMENT PROCEDURES FROM FAA ORDER 7340.2,</u> CONTACTIONS, CHAPTER 1, SECTION 3

Additions to the icao three letter and u.s. identifiers have been approved.

Published 08/05/2016Document #: N JO 7340.381Comments due M/D/YYYYEffective 08/22/2016, faa order 7340.2, chapter 1, section 3, Icao aircraft company three-letteridentifier and/or Telephony designator assignments and u.s. special Telephony/call signs, willbecome obsolete due to the Publication of updated call sign assignment requirementsAnd procedures in faa notice 7610.110, assignment of call Signs and associated telephonies.

Notice: Notice to Change Periodicity of the TCW and TDW Trackball and Keyboard Cleaning Performance Checks and Remove the discarded Target Report Check in Order JO 6191.5, Standard Terminal Automation Replacement System (STARS) Maintenance Technical Handbook (MTHB) Generation 4 (G4)

Published 08/09/2016Document #: N JO 6191.29Comments due M/D/YYYYThis document's content can only be accessed from within the FAA network.

Notice: Notice to Change Periodicity of the TCW and TDW Trackball and Keyboard CleaningPerformance Checks and Remove the discarded Target Report Check in Order JO 6191.6, StandardTerminal Automation Replacement System (STARS) Enhanced Local Integrated Tower Equipment(ELITE) Maintenance Technical Handbook (MTHB)Published 08/09/2016Document #: N JO 6191.30Comments due M/D/YYYYThis document's content can only be accessed from within the FAA network.

Notice: Notice to Change Periodicity of the TCW and TDW Trackball and Keyboard CleaningPerformance Checks and Remove the Discarded Target Report Check in Order JO 6191.3A, StandardTerminal Automation Replacement System (STARS) Maintenance Technical Handbook Revision 3APublished D/M/YYYYDocument #: N JO 6191.28Comments due M/D/YYYYThis document's content can only be accessed from within the FAA network.

Notice: ADDITIONS PER ORDER 7340.2, CONTRACTIONS, CHAPTER 3, SECTIONS 1,2,3.

Published 08/10/2016Document #: N JO 7340.382Comments due M/D/YYYA number of icao three letter designators, along with associated telephonies and companyinformation, were not included in recent publications of faao 7340.2. The omitted information isrestored.

Meeting: <u>Forty-Fifth Meeting: RTCA Special Committee 206 Plenary Aeronautical Information and</u> <u>Meteorological Data Link Services</u>

Meeting date 09/12/2016 Meeting time 8:30am – 5:00pm Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of FORTY-FIFTH MEETING RTCA Special Committee 206 Plenary Aeronautical Information and Meteorological Data Link Services.

Meeting: <u>RTCA SC-230 Plenary #9 Meeting Call Notice: WG-95 "Inflight Ice Long Range Awareness</u> <u>Systems" Meeting #5</u>

Meeting date 10/04/2016 Meeting time 8:30am – 5:00pm Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of RTCA SC-230 Plenary #9 Meeting Call Notice: WG-95 "Inflight Ice Long Range Awareness Systems" Meeting #5.

Meeting: <u>Sixty-Eighth Meeting, Special Committee 135, Environmental Conditions and Test</u> Procedures for Airborne Equipment

Meeting date 10/27/2016 Meeting time 9:00am Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of Sixty-Eighth Meeting, Special Committee 135, Environmental Conditions and Test Procedures for Airborne Equipment.

Meeting: Twenty-Ninth Meeting Special Committee 216 Aeronautical Systems SecurityMeeting date 09/19/2016Meeting time 9:00am-5:00pm Time zone (EST/etc.)The FAA is issuing this notice to advise the public of a meeting of TWENTY-NINTH MEETING SpecialCommittee 216 Aeronautical Systems Security.

August 16, 2016

Press releases

FAA Announces Aviation Safety Rating for Indonesia

The U.S. Department of Transportation's Federal Aviation Administration (FAA) today announced that Indonesia complies with International Civil Aviation Organization (ICAO) safety standards and has been granted a Category 1 rating.

FAA Guidance Documents and Notices

FAA Final Policies

Final Policy: High-Energy Wide-Area Blunt Impact for Composite Structures

Issued 08/08/2016 Policy #: PS-ANM-25-20

To show compliance with Title 14, Code of Federal Regulations (14 CFR) 25.571(a), the applicant must show, among other things, that catastrophic failure due to accidental damage will be avoided throughout the operational life of the airplane. The applicant is required to consider possible damage scenarios when evaluating accidental damage that could result in catastrophic failure. One of these damage scenarios the applicant should assess is accidental damage caused by high-energy wide-area blunt impact (HEWABI) events. HEWABI events (e.g., impacts by service vehicles) are impacts that are spread over a large area and convey sufficient energy to cause potentially catastrophic structural damage. While the damage caused by a HEWABI event is typically readily visible in metallic structure, such damage may leave little or no external indications in composite structure. To ensure that any potentially catastrophic damage resulting from a HEWABI event is detected and repaired, applicants must provide appropriate conditional inspection instructions, or other procedures, to be implemented at the occurrence of such impact events as required per § 25.571(a)(3).

Orders

Order: Flight Standards Service Organizational Handbook

Issued 08/11/2016Document FS 1100.1EComments due M/D/YYYYThis document's content can only be accessed from within the FAA network and cancels order FS1100.1D .

Notices

Notice: Notice of Intent To Rule on Request To Release Airport Property at Enterprise Municipal Airport, Enterprise, Alabama

Published 08/16/2016 Document #: 2016-19520 Comments due 09/15/2016 The FAA invites public comment on the request to release approximately 0.7± acres of airport property at Enterprise Municipal Airport (EDN) under the provisions of 49 U.S.C. 47107(h)(2). The FAA determined that the request to release property at Enterprise Municipal Airport (EDN) submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice.

Meeting: RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems, Twenty Fifth Meeting

Meeting date 08/16/2016 Meeting time 9:00am – 5:00m Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems, twenty fifth meeting.

Comments due 09/14/2016

Draft Master Minimum Equipment List

MMEL: Airbus Helicopters Deutschland GmbH MBB-BK 117 C-2

Updated 08/15/2016 Revision 2 Draft X

August 17, 2016

FAA Regulations

FAA Final rules

AD: The Boeing Company Airplanes

Published 08/17/2016 Docket #: FAA-2016-8844 Effective date 10/03/2016 The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 airplanes. This proposed AD was prompted by a report indicating that the fire block in the video control station and closets, and fire blocking tape in the floor panel opening in the forward and aft main passenger cabin, might be missing on some airplanes. This proposed AD would require installing fire block in the video control station and closets, as applicable, and installing fire blocking tape in the floor panel openings in the forward and aft main passenger cabin. We are proposing this AD to prevent propagation of a fire in the lower lobe cheek area outboard of a video control station and closet. Such propagation could result in an increased risk of smoke and/or fire propagation into the passenger cabin.

FAA Proposed Rules

NPRM: Proposed Amendment of Class C Airspace; El Paso International Airport, TX

Published 08/17/2016 Docket #: FAA-2016-7417 Comments due 10/17/2016 This action proposes to modify Class C airspace at El Paso International Airport, El Paso, TX, by removing a cutout from the Class C airspace area that excludes the airspace within a 2-mile radius of West Texas Airport and the airspace beyond an 8-mile arc from the El Paso International Airport beginning at the 115° bearing from the airport clockwise to the Rio Grande River. Additionally, this proposal would update the El Paso International Airport geographic coordinates to reflect the current airport reference point (ARP) information in the FAA's aeronautical database and remove the West Texas Airport and geographic coordinate references from the Class C airspace description. The FAA is proposing this action to enable more efficient operations at El Paso International Airport.

FAA Guidance Documents and Notices

FAA Legal Interpretations

Legal Interpretation: Lowenstein/ Request for Legal Interpretation of 14 CFR § 91.409(b) Issued 08/12/2016 Regulation/Order #:

This letteris in response to a request for a legal interpretation of 14 CFR § 91.409(b) with respect to whether the regulation's 100-hour aircraft inspection requirement applies when an aircraft provided by a fixed base operator (FBO) to a renter who then hires a certified flight instructor (CFI) to provide flight instruction in that aircraft. The nuance to your question is that the flight instructor's name appears on a list of CFis that are pre-approved by the FBO to operate its aircraft, and the list is maintained by the FBO and is available to the aircraft renter.

Flight Standards Information Management System (FSIMS)

FSIMS: BEECHCRAFT Model 300 300 (including FF Serials), 300LW, B300, B300C Issued 08/26/2016

Revision 9 of the Beechcraft Model 300 (M BE-300 R9) Master Minimum Equipment List.

Notices

Meeting: Ninety-Sixth Meeting Special Committee 159 Global Positioning System

Meeting date 08/17/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of NINETY-SIXTH MEETING Special Committee 159 Global Positioning System.

August 18, 2016

FAA Regulations

FAA Final rules

Final Rule: Reciprocal Waivers of Claims for Licensed or Permitted Launch and Reentry Activities Published 08/18/2016 Docket #: FAA-2014-1012 Effective date 10/17/2016 The FAA is amending its commercial space regulations governing reciprocal waivers of claims to require that customers waive claims against all the customers involved in a launch or reentry, including those signing a different set of reciprocal waivers. Also, customers of a customer contracting directly with a licensee or permittee will not have to sign a waiver directly with the licensee or permittee, other customers, or the FAA. The FAA is also adding an appendix to provide permittees with an example of a Waiver of Claims and Assumption of Responsibility for Permitted Activities with No Customer.

FAA Guidance Documents and Notices

FAA Final Advisory Circulars

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

Issued 08/11/2106 Document #: AC 135-7B - Effective date M/D/YYYY Part 135

This advisory circular (AC) provides information for establishing methods acceptable to the Administrator for compliance with the additional maintenance requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 135, § 135.421 for certain air carriers and commercial operators. In addition, this AC provides information related to other regulatory maintenance requirements applicable to part 135 aircraft type certificated (TC) for nine or less passenger seats. This AC gives part 135 certificate holders an acceptable means to comply with the regulations; however, it is not the only means. This AC is not mandatory and does not constitute a regulation. When this AC uses mandatory language (e.g., "must" or "may not") it is paraphrasing a regulatory requirement or prohibition. When this AC uses permissive language (e.g., "should" or "may") it describes an acceptable means, but not the only means, for complying with regulations. If you use the methods described in this AC to comply with a regulatory requirement, you must follow them in all respects.

FAA Legal Interpretations

Legal Interpretation: Persons on board during a public aircraft operationIssued 08/17/2016Regulation/Order 14 CFR Section 91.3This letter gives an interpretation of a proposed public aircraft operating as a Part 91 by an organization.

Flight Standards Information Management System (FSIMS) FSIMS: BOMBARDIER DHC-8-400 Issued 08/18/2016 Revision # of the BOMBARDIER DHC-8-400 Master Minimum Equipment List.

August 19, 2016

FAA Regulations

FAA Final rules

AD: Airbus Airplanes

Published 08/19/2016 Docket #: FAA-2016-4226 Effective date 09/23/2016 The FAA is superseding Airworthiness Directive (AD) 2003-25-07 for certain Airbus Model A319 and A320 series airplanes, and AD 2005-13-39 for certain Airbus Model A321 series airplanes. AD 2003-25-07 required a revision to the airplane flight manual (AFM) and replacement of both elevator aileron computers (ELACs) having L80 standards with new ELACs having L81 standards. AD 2005-13-39 required a revision to the AFM, replacement of existing ELACs with ELACs having L83 or L91 standards, as applicable; and a concurrent action. Since we issued AD 2003-25-07 and AD 2005-13-39, we have determined that new ELAC standards must be incorporated. The ELAC standards have been upgraded to version L97+, which implements enhanced angle-of-attack (AOA) monitoring to better detect AOA blockage, including multiple AOA blockages. This AD requires replacing existing ELACs with new ELACs having L97+ standards or revising the software in an existing ELAC to the L97+ standards, as applicable, which terminates the requirements of AD 2003-25-07 and AD 2005-13-39. This AD also expands the applicability to include all Airbus Model A318, A319, A320, and A321 series airplanes. We are issuing this AD to prevent inadvertent activation of the AOA protections. Inadvertent activation of the AOA protections could result in a continuous nose-down pitch rate that could result in reduced controllability of the airplane.

AD: Airbus Airplanes

Published 08/19/2016 Docket #: FAA-2015-8463 Effective date 09/23/2016 The FAA is superseding Airworthiness Directive (AD) 2013-20-11, for all Airbus Model A318, A319, A320, and A321 series airplanes. AD 2013-20-11 required modifying the passenger emergency oxygen container assembly. This new AD expands the affected group of oxygen containers to include those labeled "DAe Systems." This AD was prompted by a determination that the unsafe condition also affects oxygen containers labeled "DAe Systems." We are issuing this AD to prevent a high temperature oxygen generator and mask from falling down and possibly resulting in an ignition source in the passenger compartment, injury to passengers, and reduced availability of supplemental oxygen.

AD: Bombardier, Inc. Airplanes

Published 08/19/2016 Docket #: FAA-2015-3986 Effective date 09/23/2016 The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes. This AD was prompted by reports of chafing damage due to insufficient clearance on the main landing gear (MLG) stabilizer brace, the nacelle A-frame structure, and the adjacent electrical wiring harnesses. An insufficient fillet radius may also exist on certain airplanes. This AD requires, depending on airplane configuration, an inspection of the nacelle A-frame structure for insufficient fillet radius; an inspection for cracking of affected structure, and rework or repair if necessary, and rework of the nacelle A-frame structure; repetitive inspections of the nacelle A-frame structure and the MLG stabilizer brace for insufficient clearance and damage, and repair if necessary, and rework of the nacelle A-frame structure, which would terminate the repetitive inspections; installation of new stop brackets and a shim on each MLG stabilizer brace assembly; and rework of the electrical wiring harnesses in the nacelle area. We are issuing this AD to detect and correct chafing damage and subsequent premature cracking and fracture of the nacelle A-frame structure, which could result in failure of the MLG stabilizer brace and loss of the MLG down-lock indication, which could adversely affect the safe landing of the airplane.

AD: Dassault Aviation Airplanes

Published 08/19/2016 Docket #: FAA-2016-8843 Effective date 09/06/2016 The FAA is adopting a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 900EX and FALCON 2000EX airplanes. This AD requires revising the airplane flight manual (AFM) to include procedures to follow when an airplane is operating in icing conditions. This AD also provides optional terminating action for the AFM revision. This AD was prompted by a design review of inproduction airplanes that identified a deficiency in certain wing anti-ice system ducting. A deficiency in the wing anti-ice system ducting could lead to undetected, reduced performance of the wing anti-ice system, with potential ice accretion and ingestion, possibly resulting in degraded engine power and degraded handling characteristics of the airplane. We are issuing this AD to ensure the flight crew has procedures for operating an airplane in icing conditions.

Final Rule: Airspace Designations; Incorporation by Reference

Published 08/19/2016 Docket #: FAA-2016-8926 Effective date 09/15/2016 This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 relating to airspace designations to reflect the approval by the Director of the Federal Register of the incorporation by reference of FAA Order 7400.11A, Airspace Designations and Reporting Points. This action also explains the procedures the FAA will use to amend the listings of Class A, B, C, D, and E airspace areas; air traffic service routes; and reporting points incorporated by reference.

FAA Special Conditions

SC: The Boeing Company, Boeing Model 737-8 Airplane; Non-Rechargeable Lithium Battery Installations

Published 08/19/2016 Docket #: FAA-2015-5758 Effective date 04/22/2017 These special conditions are issued for the Boeing Company (Boeing) Model 737-8 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is associated with non-rechargeable lithium battery installations. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

FAA Guidance Documents and Notices

FAA Draft Advisory Circulars

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

Issued M/D/YYYY Document #: AC 20-160A Comment date 08/22/2016 This advisory circular (AC) provides guidance on compliance with the airworthiness standards for onboard recording of Controller Pilot Data Link Communication (CPDLC) messages in crash survivable memory with aircraft that incorporate a CPDLC system. This guidance is applicable to requests for a new, amended, or supplemental type certificate for Part 23, 25, 27 and 29 aircraft.

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

Issued M/D/YYYY Document #: AC 20-140C Comment date 08/22/2016 This advisory circular (AC) provides guidance on compliance with the airworthiness standards for aircraft that incorporate a data communication system supporting ATS communications. This guidance is applicable to requests for a new, amended, or supplemental type certificate for Part 23, 25, 27 and 29 aircraft.

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

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

FAA Draft Policies

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

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

Flight Standards Information Management System (FSIMS)

FSIMS: BEECHCRAFT Model 300

Issued 08/26/2016

Revision 9 of the BEECHCRAFT Model 300 300 (including FF Serials), 300LW, B300, B300C) Master Minimum Equipment List.

Draft Orders

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

Updated 08/09/2016 Reference #: 14 CFR part 91 Comments due 08/26/2016 This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) with oversight responsibilities for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (91K), 121, 125 (including the Letter of Deviation Authority (LODA) holders, "125M"), 129, and 135. This notice amends and clarifies Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) C060, Category II and Category III Instrument Approach and Landing Operations. This notice amends all C060 templates (i.e., OpSpec/MSpec/LOA C060) for operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA 125M operators), 129, and 135. This is a mandatory revision to OpSpec/MSpec/LOA C060. OpSpec/MSpec/LOA C059, Category II Instrument Approach and Landing Operations, will be decommissioned at the end of the compliance period.

Order: Regulatory Consistency Communication Board (RCCB)

Updated 08/09/2016

Reference #: Public Law 112-95, Comments due 08/26/2016 section 313

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

Notice:

Procedures for Conducting Telecons for Weather Impacted Special Activity Airspace (SAA)

Published 08/18/2016Document JO 7210.897Comments due M/D/YYYYThis notice provides guidance to facilities applicable to conducting telecons when weather is
forecasted to impact an active or scheduled SAA. The procedures contained in this notice
supplement existing guidance contained FAA JO 7210.3, Facility Operation and Administration.

Notice: Notice of Intent To Prepare an Environmental Impact Statement (EIS) for the Proposed Airfield Safety Enhancement Project at Tucson International Airport, Tucson, Pima County, ArizonaE

Published 08/19/2016 Document #: 2016-19776 Comments due M/D/YYY The Federal Aviation Administration (FAA) is issuing this notice under the provisions of the National Environmental Policy Act (NEPA) of 1969, as amended to advise the public that an Environmental Impact Statement (EIS) will be prepared to assess the potential impacts of the proposed Airfield Safety Enhancement Project (ASEP) including real property transactions between the United States Air Force (USAF) and the Tucson Airport Authority (TAA); demolition of 12 Earth Covered Magazines (ECM); replacement of the ECMs elsewhere on USAF Plant 44; construction of a new parallel taxiway; relocation of Runway 11R-29L and other associated development at Tucson International Airport. The proposed project also includes transfer of land ultimately to the USAF, on behalf of the National Guard Bureau (NGB), for construction of a Munitions Storage Area and access road to support the 162nd Fighter Wing at Tucson Air National Guard Base. To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental agency scoping meeting will be held.

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

Published 08/19/2016Document #: 2016-90Comments due 09/08/2016Airbus has requested relief from certain cabin pressure altitude requirements related to cabin
decompressions which can occur following an uncontained engine rotor failure on Airbus Model
A350-1000 airplanes.

Notice: Petition for Exemption; Summary of Petition Received; Delta Engineering

Published 08/19/2016Document #: 2016-92Comments due 09/08/2016Delta Engineering has requested relief from certain discrete source damage-tolerancerequirements for the installation of two cameras on an Aerospatiale ATR42-500 airplane.

Notice: Petition for Exemption; Summary of Petition Received; The Boeing Company

Published 08/19/2016 Document #: 2016-89 Comments due 09/08/2016 The Boeing Company seeks temporary relief from the requirements of 14 CFR 25.901(c) and 25.1309(b) to allow time necessary to fully develop, certify, and incorporate a design change to correctly accommodate single failures of the thrust control module which can cause uncommanded high thrust. Boeing intends to correct the design by December 31, 2018, for production 787 Model airplanes, and provide retrofit instructions to the fleet.

Notice: Petition for Exemption; Summary of Petition Received; The Boeing Company

Published 08/19/2016Document #: 2016-91Comments due 09/08/2016The Boeing Company seeks relief from the no single failure requirement of 14 CFR 25.901(c) as itrelates to un-commanded high thrust failure in combination with a high level of crosswind forModel 787 airplanes.

Draft Master Minimum Equipment List

MMEL: AIRBUS HELICOPTERS DEUTSCHLAND GmbH MBB-BK 117 D-2				
Updated 08/16/2016	Revision 1 Draft X	Comments due 09/07/2016		
MMEL: Airbus Helicopters Deutschland GmbH MBB-BK 117 C-2				

Undated 09/16/2016	Powicion 2 Draft v	Comments due $00/11/2016$
Opualeu 00/10/2010	Nevision 2 Drait X	Comments due 03/14/2010

August 22, 2016

Press releases

FAA Proposes \$54,000 Civil Penalty Against Gordon Food Service for Alleged Hazardous Materials Violations

The FAA alleges that on Aug. 11, 2014, Gordon Food Service offered UPS a shipment of 30 four-ounce Fryer Boil-Out Foaming tablets for air transportation from Plant City, Fla., to Greensboro, N.C. The tablets are made of corrosive sodium hydroxide, and the inner boxes displayed the words, "DANGER: May Cause Burns."

FAA Regulations

FAA Proposed Rules

NPRM AD: The Boeing Company Airplanes

Published 08/22/2016 Docket #: FAA-2016-8845 Effective date 10/06/2016 The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes; and Model MD-88 airplanes. This proposed AD was prompted by a report of fatigue cracking in a rear spar lower cap of the horizontal stabilizer. This proposed AD would require repetitive inspections for cracking of the rear spar lower caps of the horizontal stabilizer, post-modification and post-repair inspections, and corrective actions if necessary. This proposed AD also provides an optional terminating fatigue life enhancement modification. We are proposing this AD to detect and correct fatigue cracking in the rear spar lower caps of the horizontal stabilizer, which, paired with cracking in adjacent areas, could adversely affect the structural integrity of the airplane.

NPRM AD: The Boeing Company Airplanes

Published 08/22/2016 Docket #: FAA-2016-8186 Effective date 10/06/2016 The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This proposed AD was prompted by reports of skin cracking found at the corners of the aft entry and aft galley doorways. This proposed AD would require repetitive inspections for cracking of the corners of the aft entry and aft galley doorways; and repair if necessary, which would terminate the repetitive inspections of the repaired areas. We are proposing this AD to detect and correct cracking of the corners of the aft entry and aft galley doorways, which could result in rapid decompression and consequent reduced structural integrity of the airplane.

FAA Special Conditions

SC: <u>Bombardier Aerospace Inc. Model BD-700-2A12 and BD-700-2A13 Airplanes; Automatic Speed</u> Protection for Design Dive Speed

Published 08/22/2016 Docket #: FAA-2016-4137 Comments due 10/06/2016 These special conditions are issued for the Bombardier Aerospace Inc. (Bombardier) Model BD-700-2A12 and BD-700-2A13 airplanes. These airplanes will have a novel or unusual feature when compared to the state of technology envisioned in the airworthiness standards for transportcategory airplanes. This design feature is associated with a reduced margin between design cruising speed, V C/M C, and design diving speed, V D/M D, based on the incorporation of a high-speedprotection system that limits nose-down pilot authority at speeds above V D/M D. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for these design features. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

SC: <u>Bombardier Inc. Model BD-700-2A12 and BD-700-2A13 Airplanes; Airplane Electronic-System</u> <u>Security Protection From Authorized Internal Access</u>

Published 08/22/2016 Docket #: FAA-2015-6359 Comments due 10/06/2016 These special conditions are issued for the Bombardier Inc. (Bombardier) Model BD-700-2A12 and BD-700-2A13 airplanes. These airplanes will have novel or unusual design features, specifically, digital systems architecture composed of several connected data networks that will have the capability to allow connectivity of the passenger-service computer systems to the airplane critical systems and data networks. 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: <u>Garmin International, Beechcraft Corporation Model 400A Airplanes; Airplane Electronic-</u> System Security Protection From Unauthorized External Access

Published 08/22/2016 Docket #: FAA-2016-8029 Comments due 10/06/2016 These special conditions are issued for the Beechcraft Corporation (Beechcraft) Model 400A airplane. This airplane, as modified by Garmin International (Garmin), will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. These airplanes will have a digital-systems network architecture composed of several connected networks that may allow access to or by external computer systems and networks, and may otherwise result in airplane electronic-system security vulnerabilities without appropriate protection. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

FAA Guidance Documents and Notices

FAA Final Advisory Circulars

AC: <u>Standardized Procedures for Obtaining Approval of Data Used in the Performance of Major</u> <u>Repairs and Major Alterations</u>

Issued 08/17/2016 Document #: AC 43-210A Effective date M/D/YYYY This advisory circular (AC) describes a standardized procedure for requesting approval of technical data associated with major repairs/major alterations. This AC also provides information that can help determine if a proposed repair/alteration requires approved data, guidance and standardized procedures for obtaining field approval (or approval by other means) of data, and instructions for completing the field approval checklist. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to obtain approved data for a major repair or major alteration. However, if you—whether you're an aircraft owner, operator, or Aviation Maintenance Technician (AMT), collectively termed an applicant—use the means described in the AC, you must follow it in all important respects.

Orders

Order: Unmanned Aircraft Systems (UAS)

Issued 08/19/2016Document JO 7200.23Effective date 10/03/2016This order combines new guidance for implementing 14 Code of Federal Regulations (CFR), Part101, Subpart E, Special Rule for Model Aircraft, and 14 CFR, Part 107 Small Unmanned AircraftSystems (sUAS) with existing UAS guidance in J NO 7210.891 Unmanned Aircraft Operations in theNational Airspace System (cancelled) and General Notice (GENOT) JO 7210.886, Model AircraftOperations in the Vicinity of Airports (cancelled). This provides a single source document for AirTraffic Organization (ATO) personnel, in any class of airspace.

Notices

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Application for Employment With the Federal Aviation Administration

Published 08/22/2016 Document #: 2016-20006 Comments due 09/21/2016 In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The information collected is used to evaluate the qualifications of applicants for a variety of positions within the FAA.

Notice: <u>Agency Information Collection Activities: Requests for Comments; Clearance of Renewed</u> Approval of Information Collection: <u>Bird/Other Wildlife Strike Report</u>

Published 08/22/2016 Document #: 2016-20004 Comments due 09/21/2016 In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. Wildlife strike data are collected to develop standards and monitor hazards to aviation.

Notice: <u>Notice of Release From Federal Surplus Property and Grant Assurance Obligations at</u> Redding Municipal Airport (RDD), Redding, California

Published 08/22/2016 Document #: 2016-20001 Comments due 09/21/2016 The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a release of approximately 1.10 acres of airport property at the Redding Municipal Airport (RDD), Redding, California from all conditions contained in the Surplus Property Deed and Grant Assurances because the parcel of land is not needed for airport purposes. The land requested to be released is separated from the airport by Airport Road and located outside the airport fence at the southwest corner of the airport property. The release will allow the City of Redding to sell the property at its fair market value, thereby benefiting the Airport and serving the interest of civil aviation. The proposed use will be compatible with the airport and will not interfere with the airport or its operation.

Notice: ATC Service

Published 08/19/2016Document N JO 7110.718Cancellation Date 11/10/2016This notice amends procedures contained within Federal Aviation Administration (FAA) Order7110.65W, Air Traffic Control, and introduces procedures for Air Traffic Services.

Meeting: <u>EUROCAE WG-96/RTCA SC-236 Joint Plenary #1 Standards for Wireless Avionics Intra-</u> <u>Communication System (WAIC) Within 4200-4400 MHz</u>

Meeting date 08/22/2016 Meeting time 9:00am – 8:00pm Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of EUROCAE WG-96/RTCA SC-236 Joint Plenary #1 Standards for Wireless Avionics Intra-Communication System (WAIC) within 4200-4400 MHz.

FAA Regulations

FAA Final rules

AD: All Hot Air Balloons

Published 08/23/2016 Docket #: FAA-2016-8989 Effective date 08/29/2016 The FAA is adopting a new airworthiness directive (AD) for all hot air balloons to determine if BALÓNY KUBÍČEK spol. s r.o. Model Kubíček burners equipped with fuel hoses made of "EGEFLEX" material are installed. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as propane leaks found on burners equipped with fuel hoses made of EGEFLEX material. We are issuing this AD to require actions to address the unsafe condition on these products.

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

Published 08/23/2016 Docket #: FAA-2006-25513 Effective date 09/27/2016 The FAA is superseding airworthiness directive (AD) 2006-18-14 for all Rolls-Royce Deutschland Ltd & Co KG (RRD) Tay 650-15 and Tay 651-54 turbofan engines. AD 2006-18-14 required calculating and re-establishing the cyclic life of stage 1 high-pressure turbine (HPT) disks, part number (P/N) JR32013 and P/N JR33838, and stage 1 low-pressure turbine (LPT) disk, P/N JR32318A. In addition, this AD requires re-calculating the cyclic life, and would impose a reduced cyclic life of stage 1 HPT disk, P/N JR32013. This AD was prompted by RRD review of the cyclic life limit of parts affected by AD 2006-18-14 and the RRD conclusion that the stage 1 HPT disk, P/N JR32013, requires further cyclic life limit reduction. We are issuing this AD to prevent failure of stage 1 HPT disks, P/N JR32013 and P/N JR33838, and stage 1 LPT disk, P/N JR32318A, uncontained disk release and damage to the airplane.

FAA Guidance Documents and Notices

FAA Final Advisory Circulars

AC: <u>Standardized Procedures for Obtaining Approval of Data Used in the Performance of Major</u> <u>Repairs and Major Alterations</u>

Issued 08/17/2016 Document #: AC 43-210A Effective date M/D/YYYY This advisory circular (AC) describes a standardized procedure for requesting approval of technical data associated with major repairs/major alterations. This AC also provides information that can help determine if a proposed repair/alteration requires approved data, guidance and standardized procedures for obtaining field approval (or approval by other means) of data, and instructions for completing the field approval checklist. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to obtain approved data for a major repair or major alteration. However, if you—whether you're an aircraft owner, operator, or Aviation Maintenance Technician (AMT), collectively termed an applicant—use the means described in the AC, you must follow it in all important respects.

August 24, 2016

FAA Regulations

FAA Final rules

Final Rule: IFR Altitudes; Miscellaneous Amendments

Published 08/24/2016 Docket #: FAA-2016-20292 Effective date 09/15/2016 This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

FAA Special Conditions

SC: The Boeing Company, Boeing Model 767-2C Airplane; Non-Rechargeable Lithium Battery Installations

Published 08/24/2016 Docket #: FAA-2015-5391 Effective date 04/22/2017 These special conditions are issued for the Boeing Model 767-2C airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is associated with non-rechargeable lithium battery installations. 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 Proposed Special Conditions

SC: Pilatus Aircraft, Ltd., Model PC-12, PC-12/45, and PC-12/47 Airplanes, Lithium Batteries

Published 08/24/2016 Docket #: FAA-2016-9001 Comments due 10/11/2016 This action proposes special conditions for the Pilatus Aircraft, Ltd., Model PC-12, PC-12/45, and PC-12/47 airplanes. This airplane as modified by Finnoff Aviation will have a novel or unusual design feature associated with the installation of a rechargeable lithium battery. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

FAA Guidance Documents and Notices

FAA Legal Interpretations

Legal Interpretation: Duncan/"Exclusive Use" Under 14 C.F.R. § 135.25

Issued 08/22/2016 Regulation/Order 14 C.F.R. § 135.25 This memorandum responds to a request for clarification concerning 14 C.F.R. §§ 133.19 and 135.25, as well as inquiries concerning use of an aircraft for solo flights during flight training, and duration of a certificate. This response contains answers to these three questions, each of which concerns exclusive use.

Flight Standards Service Draft Advisory Circular

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

Updated M/D/YYYY Reference #: Title 14 Part 125 Comments due 09/06/2016 This advisory circular (AC) sets forth one means that would be acceptable to the Administrator to assist persons in complying with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 125. It also provides, in Chapter 2, a test of applicability for operations which may be subject to part 125. This AC cancels AC 125-1, Operations of Large Airplanes Subject to Federal Aviation Regulation Part 125, dated January 22, 1981.

August 25, 2016

FAA Regulations

FAA Final rules

Final Rule: Establishment of Class E Airspace; Dupree, SD

Published 08/25/2016Docket #: FAA-2015-3599Effective date 11/10/2016This action establishes Class E en route domestic airspace in the Dupree, SD, area. Controlledairspace is necessary to facilitate vectoring of Instrument Flight Rules (IFR) aircraft under control ofMinneapolis Air Route Traffic Control Center (ARTCC). This action enhances the safety andefficiency of IFR operations within the National Airspace System. This action also removes theFederal airways exclusionary language from the regulatory text.

Rinal Rule: Establishment of Class E Airspace; Slaton, TX

Published 08/25/2016Docket #: FAA-2016-3785Effective date 11/10/2016This action establishes Class E airspace at Slaton, TX. Controlled airspace is necessary to
accommodate new Standard Instrument Approach Procedures developed at Slaton Municipal
Airport, for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

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

Published 08/25/2016 Docket #: FAA-2016-20293 Effective date 08/25/2016 This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

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

Published 08/25/2016 Docket #: FAA-2016-20290 Effective date 08/25/2016 This rule amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

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

Published 08/25/2016 Docket #: FAA-2016-20295 Effective date 08/25/2016 This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

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

Published 08/25/2016 Docket #: FAA-2016-20296 Effective date 08/25/2016 This rule amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

FAA Proposed Rules

NPRM: Proposed Amendment of Class E Airspace for the Following Ohio Towns; Marion, OH; Portsmouth, OH; Van Wert, OH; and Versailles, OH

Published 08/25/2016 Docket #: FAA-2016-8840 Comments due 10/11/2016 This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Marion Municipal Airport, Marion, OH; Greater Portsmouth Regional Airport, Portsmouth, OH; Van Wert County Airport, Van Wert, OH; and Darke County Airport, Versailles, OH. Decommissioning of non-directional radio beacon (NDB), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at these airports. Additionally, the geographic coordinates for Southern Ohio Regional Medical Center Heliport, Portsmouth OH; and Darke County Airport would be adjusted to coincide with the FAA's aeronautical database. Also, the name of Southern Ohio Regional Medical Center Heliport (formerly Southern Ohio Medical Center Helipad) would be updated to coincide with the FAA's aeronautical database.

NPRM: Proposed Amendment of Class E Airspace for the Following Texas Towns; Levelland, TX; Vernon, TX; and Winters, TX

Published 08/25/2016 Docket #: FAA-2016-8828 Comments due 10/11/2016 This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Levelland Municipal Airport, Levelland, TX; Wilbarger County Airport, Vernon, TX; and Winters Municipal Airport, Winters, TX. Decommissioning of non-directional radio beacon (NDB), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at these airports. Additionally, the geographic coordinates at Levelland Municipal Airport and Wilbarger County Airport would be adjusted to coincide with the FAA's aeronautical database.

NPRM: Proposed Amendment of Class E Airspace for the Paragould, AR

Published 08/25/2016 Docket #: FAA-2016-8835 Comments due 10/11/2016 This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Kirk Field, Paragould, AR. Decommissioning of the non-directional radio beacons (NDB), cancellation of NDB approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

NPRM: Proposed Establishment Class E Airspace, Silver Springs, NV

Published 08/25/2016 Docket #: FAA-2016-6413 Comments due 10/11/2016 This action proposes to establish Class E airspace extending upward from 700 feet above the surface at Silver Springs Airport, Silver Springs, NV. The FAA found establishment of airspace necessary for the safety and management of Instrument Flight Rules (IFR) operations for new Standard Instrument Approach Procedures (SIAPs) at the airport.

FAA Guidance Documents and Notices

Notices

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Anti-Drug Program for Personnel Engaged in Specific Aviation Activities

Published 08/25/2016 Document #: 2016-20010 Comments due 10/24/2016 In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. Information is collected to determine program compliance or non-compliance of regulated aviation employers, oversight planning, to determine who must provide annual Management Information System testing information, and to communicate with entities subject to the program regulations.

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Aviation Medical Examiner Program

Published 08/25/2016 Document #: 2016-20015 Comments due 10/24/2016 In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. This collection is necessary in order to determine applicants' qualifications for certification as Aviation Medical Examiners (AMEs).

Meeting: RTCA Program Management Committee

Meeting date 08/25/2016 Meeting time 8:30am – 4:30pm Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of RTCA Program Management Committee.

August 26, 2016

FAA Regulations

FAA Final rules

AD: Airbus Airplanes

Published 08/26/2016 Docket #: FAA-2016-3696 Effective date 09/30/2016 The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A318 and A319 series airplanes, Model A320-211, -212, -214, -231, -232, and -233 airplanes, and Model A321 series airplanes. This AD was prompted by a report of a partial loss of the no-back brake (NBB) efficiency during endurance qualification tests on the trimmable horizontal stabilizer actuator (THSA). This AD requires inspecting certain THSAs to determine the number of total flight cycles the THSA has accumulated, and replacing the THSA if necessary. We are issuing this AD to prevent premature wear of the carbon friction disks on the NBB of the THSA, which could lead to reduced braking efficiency in certain load conditions, and, in conjunction with the inability of the power gear train to keep the ball screw in its last commanded position, could result in uncommanded movements of the trimmable horizontal stabilizer and loss of control of the airplane.

AD: Bombardier, Inc. Airplanes Published 08/26/2016 The FAA is adopting a new airworthiness directive (AD) for all Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes. This AD was prompted by two in-service incidents reported on Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes regarding a loss of all air data information in the flight deck. This AD requires revision of the airplane flight manual (AFM) to provide procedures to guide the crew to stabilize the airplane's airspeed and attitude for continued safe flight. We are issuing this AD to prevent loss of air data information that may affect continued safe flight.

AD: PILATUS Aircraft Ltd. Airplanes

Published 08/26/2016 Docket #: FAA-2016-7026 Effective date 09/30/2016 The FAA is adopting a new airworthiness directive (AD) for PILATUS Aircraft Ltd. Model PC-7 airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as stress corrosion cracking on the main frame on frame 11 left and right fittings. We are issuing this AD to require actions to address the unsafe condition on these products.

AD: RUAG Aerospace Services GmbH Airplanes

Published 08/26/2016 Docket #: FAA-2016-6983 Effective date 09/30/2016 The FAA is superseding Airworthiness Directive (AD) 2009-13-04 for RUAG Aerospace Services GmbH Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as excessive wear on the guide pin of the power lever or condition lever, which could cause functional loss of the flight idle stop. We are issuing this AD to require actions to address the unsafe condition on these products.

AD: Textron Aviation, Inc. Airplanes

Published 08/26/2016 Docket #: FAA-2016-8992 Effective date 09/12/2016 The FAA is superseding Airworthiness Directive (AD) 2016-07-24 for all Textron Aviation, Inc. Models 310 through 310R, E310H, E310J, T310P through T310R, 310J-1, 320 through 320F, 320-1, 335, 340, 340A, 401 through 401B, 402 through 402C, 411, 411A, 414, 414A, and 421 through 421C airplanes (type certificates 3A10, 3A25, and A7CE previously held by Cessna Aircraft Company). AD 2016-07-24 required replacement and repetitive inspections of the hardware securing the elevator trim tab push-pull rod. This AD retains the actions for AD 2016-07-24 but revises the repetitive inspection intervals and allows for a longer bolt for the attachment of the elevator trim tab actuator rod end to the push-pull tube connection and/or for the elevator trim tab horn end to the push-pull tube connection. This AD was prompted by comments indicating difficulties with bolt installation and requesting a revision to repetitive inspection intervals to coincide with established inspection intervals. We are issuing this AD to prevent jamming of the elevator trim tab in a position outside the normal limits of travel due to the loss of the attachment hardware connecting the elevator trim tab actuator to the elevator trim tab push-pull rod, which could result in loss of control.

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 777 airplanes. This AD was prompted by a report of an incident involving a landing in which the pilots needed to input corrections due to airplane yaw and roll to the right; the main landing gear (MLG) aft trunnion pin was later found to be fractured. This AD requires identification and replacement of certain MLG aft trunnion pins. We are issuing this AD to prevent a fractured MLG aft trunnion pin, which could result in collapse of the MLG and consequent loss of control of the airplane during landing.

AD: The Boeing Company Airplanes

Published 08/26/2016 Docket #: FAA-2016-8846 Effective date 09/12/2016 The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 airplanes. This AD requires a one-time inspection of the engine pylon wiring bracket on the left wing for the presence of an existing corner relief fillet, and corrective action if necessary. This AD was prompted by a report indicating that the engine pylon wiring bracket on certain airplanes was missing a corner relief fillet, which could result in stress concentration and cracking in the engine pylon wiring bracket. We are issuing this AD to detect and correct cracking in the engine pylon wiring bracket. Such cracking could result in damage to adjacent power feeders, subsequent electrical arcing in a flammable leakage zone, and consequent uncontrollable fire.

FAA Proposed Rules

NPRM AD: Bombardier, Inc. Airplanes

Published 08/26/2016 Docket #: FAA-2016-8847 Comments due 10/11/2016 The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL-600-2E25 (Regional Jet Series 1000) airplanes. This proposed AD was prompted by reports of two cases where the main landing gear (MLG) failed to fully extend; it was determined that interference between the MLG door and the MLG fairing seal prevented the MLG door from opening fully. This proposed AD would require repetitive detailed inspections of the MLG fairing, fairing seal, door, and adjacent structures; and replacement or repair of affected parts and fasteners, or removal of the door, if necessary. This proposed AD would also require installation of a safety guide in the MLG fairing and an increase of the spacing between the MLG door and the fairing, which would terminate the repetitive inspections. We are proposing this AD to detect and correct interference between the MLG door and the MLG fairing seal. Such interference could result in a MLG failing to fully extend, which could cause an unsafe asymmetric landing configuration.

FAA Guidance Documents and Notices

FAA Final Advisory Circulars

AC: Aviation Weather

Issued 08/23/2016 Document #: AC AFS-400 Effective date M/D/YYYY This advisory circular (AC) was published by the Federal Aviation Administration (FAA) Flight Standards Service (AFS), with contributions from the National Weather Service (NWS). The publication began in 1943 as CAA Bulletin No. 25, Meteorology for Pilots, which at the time contained weather knowledge considered essential for most pilots. As aircraft flew farther, faster, and higher, and as meteorological knowledge grew, the bulletin became obsolete. It was revised in 1954 under a new title, The Pilots' Weather Handbook, and updated again in 1965. In 1975 it was revised under its current title.

AC: Assignment of Aircraft Call Signs and Associated Telephones

Issued 08/25/2016 Document #: AC 120-26L Effective date M/D/YYYY This Advisory Circular describes the requirements and procedures for the assignment and authorization for use of aircraft call signs in the National Airspace System (NAS), specifically, International Civil Aviation Organization (ICAO) three-letter designators (3LD), U.S. special designators, and local designators, and their associated telephonies. Guidance is provided to aircraft operators for requesting call signs and explains the assignment and the authorization process for their use domestically within the NAS and internationally.

FAA Draft Advisory Circulars

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

Issued 08/25/2016Document #: AC 20-146AComment date 09/01/2016This advisory circular (AC) sets forth an acceptable means, but not the only means, for
demonstrating compliance with Title 14, Code of Federal Regulations (14 CFR) 23.562, 25.562,
27.562, and 29.562, as well as Technical Standard Order (TSO) TSO-C127a, and TSO-C127b. This AC
includes guidance for certifying seats by computer modeling analysis techniques that are validated
by dynamic tests. This AC defines the acceptable applications, limitations, validation processes, and
minimum documentation requirements involved when substantiation by computer modeling is
used to support a seat certification program.

FAA Final Policies

Final Policy: Guidance on the Level of Sampling Required for Organization Designation Authorization (ODA) Supervision

Issued 08/25/2016

Order 8100.15B, Organization Designation Authorization Procedures, chapter 5 specifies the requirements for ODA supervision. Paragraph 5-3c, "Assessing Performance", and paragraph 5-4 "Supervision" address the assessment of the ODA holder's technical performance, including the performance of the specific functions being performed by ODA unit members. This memorandum supplements the guidance for ODA Organization Management Team (OMT) members contained in Order 8100.15B and the 12/21/2015 AIR-100/AFS-600 memorandum AIR-100-15-160-PM19, "Guidance on ODA Oversight and Minimum Oversight Requirements for OMT Members".

Policy #: AIR100-16-160-PM07

Final Policy: Guidance on Actions to Take in Response to Organization Designation Authorization
(ODA) Self-Audits Issued 08/25/2016

Policy #: AIR100-16-160-PM06

Order 8100.15B, Organization Designation Authorization Procedures, paragraph 3-14 outlines the requirements for ODA self-audits. These audits include an assessment by the ODA holder of each ODA unit member's performance, an assessment of whether the ODA procedures satisfy FAA regulatory and policy requirements, and an assessment of compliance with ODA procedures. Paragraph 5-3c(2) provides guidance on the review and actions required in response to self-audits. This memorandum supplements the supervision guidance for Organization Management Team (OMT) members in Order 8100.15B. OMT leads and OMT members shall comply with this guidance during their supervision activities of ODA holders. An effective self-audit system with effective corrective action processes serves as the basis for self-correcting ODA holder improvement. ODA holders with effective self-audit and corrective action processes require less FAA supervisio

FAA Draft Policies

Final Policy: Acceptable Methods for Demonstrating Compliance With Flammability Requirements

Issued: Proposed

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

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

Draft Orders

Order: Regulatory Consistency Communication Board (RCCB)

Updated 08/09/2016

Reference #: Public Law 112-95, Comments due 08/26/2016 section 313

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

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

Updated 08/09/2016 Reference #: 14 CFR part 91-135 Comments due 08/26/2016 This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) with oversight responsibilities for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (91K), 121, 125 (including the Letter of Deviation Authority (LODA) holders, "125M"), 129, and 135. This notice amends and clarifies Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) C060, Category II and Category III Instrument Approach and Landing Operations. This notice amends all C060 templates (i.e., OpSpec/MSpec/LOA C060) for operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA 125M operators), 129, and 135. This is a mandatory revision to OpSpec/MSpec/LOA C060. OpSpec/MSpec/LOA C059, Category II Instrument Approach and Landing Operations, will be decommissioned at the end of the compliance period.

Notices

Notice: Remote Pilot Examiners (RPE)

Published 08/23/2016Document #: N 8900.379Cancellation 08/23/2017This notice allows the authorization of designees to issue Remote Pilot Certificates with smallUnmanned Aircraft Systems (sUAS) ratings. It provides guidance and policy to aviation safetyinspectors (ASI) who manage Designated Pilot Examiners (DPE).

Notice: Availability of Noise Compatibility Program for Akron-Canton Airport, North Canton, Ohio

Published 08/26/2017 Document #: 2016-20425 Comments due 10/24/2016 The FAA announces its determination that the noise exposure maps submitted by the Akron-Canton Airport Authority for Akron-Canton Airport under the provisions of 49 U.S.C. 47501 et. Seq. (formerly the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR part 150 (hereinafter referred to as "Part 150") are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Akron-Canton Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before January 18, 2017.

Meeting: Aviation Rulemaking Advisory Committee; Meeting

Meeting date 09/15/2016 Meeting time 1:00pm Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of the ARAC.

Meeting: Government/Industry Aeronautical Charting Forum Meeting

Meeting date 10/25/2016 Meeting time 8:30am – 5:00pm Time zone (EST/etc.) This notice announces the bi-annual meeting of the Federal Aviation Administration (FAA) Aeronautical Charting Forum (ACF) to discuss informational content and design of aeronautical charts and related products, as well as instrument flight procedures development policy and design criteria.

TSO: PRESSURE ALTIMETER SYSTEM

Updated 08/25/2016 Comments due 09/26/2016 This technical standard order (TSO) is for manufacturers of pressure actuated sensitive type altimeter equipment applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your pressure actuated sensitive type altimeter equipment must first meet for approval and identification with the applicable TSO marking.

Flight Standards Service Draft Advisory Circular

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

Updated 08/23/2016 Reference #: Title 14 Part 91-125 Comments due 09/06/2016 This advisory circular (AC) sets forth one means that would be acceptable to the Administrator to assist persons in complying with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 125. It also provides, in Chapter 2, a test of applicability for operations which may be subject to part 125.

Draft Flight Standardization Board/Operational Suitability Report

FSB: Bombardier DHC-8-100,	200, 300, 400 Series	
Updated 08/25/2016	Revision 4 Draft X	Comments due 09/26/2016
Draft Master Minimum Equipmo	ent List	
MMEL: MBB-BK 117 D-2, Air	ous Helicopters	
Updated 08/16/2016	Revision 1 Draft X	Comments due 09/07/2016
MANEL MAR PK 117 C 2 Pov	2 Airbus Holisoptors Doutsel	

WINEL: WIDD-DK 117 C-2 KeV 2, Airbus Helicopters Deutschland Gribh			
Updated 08/16/2016	Revision 2 Draft X	Comments due 09/14/2016	

August 29, 2016

FAA Regulations

FAA Final rules

Final Rule: Approval of Information Collections for Operation and Certification of Small Unmanned Aircraft Systems

Published 08/29/2016Docket #: FAA-2016-9064Effective date 08/29/2016On June 28, 2016, the FAA published a final rule entitled Operation and Certification of SmallUnmanned Aircraft Systems (81 FR 42063) which will result in new information collectionrequirements. This rule updates the FAA's list of OMB control numbers to display the controlnumbers associated with the approved information collection activities in the final rule.

FAA Guidance Documents and Notices

Flight Standards Information Management System (FSIMS)

FSIMS: Airbus/ A318/A319/A320/A321

Issued 09/07/2016 Revision 26a of the Airbuss A318/A319/A320/A321 Master Minimum Equipment List.

Orders

Order: General Aviation Airman Designee Handbook

Issued 08/23/2016Document 8900.2BComments due M/D/YYYYThis order contains procedures for authorized GA airman designees and inspectors toconduct
certificate holder oral and practical tests and issue Temporary Airman Certificates.

August 30, 2016

Press releases

New FAA Rules for Small Unmanned Aircraft Systems Go Into Effect

Transportation Secretary Anthony Foxx and Federal Aviation Administration (FAA) Administrator Michael Huerta today announced the implementation of the first operational rules for routine nonhobbyist use of small unmanned aircraft systems (UAS or "drones"). The regulations on June 21, 2016 officially take effect today.

FAA Regulations

FAA Final rules

AD: Airbus Airplanes

Published 08/30/2016Docket #: FAA-2016-9051Effective date 10/14/2016The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A300 B4-603,B4-620, and B4-622 airplanes; Model A300 B4-605R and A300 B4-622R airplanes; and Model A300C4-605R Variant F airplanes. This proposed AD was prompted by an in-service detection of cracks inthe fuselage skin lap joints. This proposed AD would require an ultrasonic inspection of certain skinlap joints, and repair if necessary. We are proposing this AD to detect and correct cracks in certainskin lap joints. Such cracking could result in reduced structural integrity of the airplane.

AD: Airbus Airplanes

Published 08/30/2016 Docket #: FAA-2016-8849 Effective date 10/14/2016 The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A330-223F, -223, -321, -322, and -323 airplanes. The proposed AD was prompted by fatigue load analysis that determined the need for certain reduced inspection intervals and updated torque values of the forward mount pylon bolts. This proposed AD would require repetitive torque checks to determine if there are any loose or broken forward engine mount bolts, and, if necessary, replacement of all four forward engine mount bolts and associated nuts, inspection of the forward mount assembly, and repair. We are proposing this AD to detect and correct loose or broken bolts, which could lead to engine detachment in flight, and damage to the airplane.

AD: Airbus Airplanes

Published 08/30/2016Docket #: FAA-2016-9052Effective date 10/15/2016The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A300 seriesairplanes; Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605RVariant F airplanes (collectively called Model A300-600 series airplanes); and Model A310 series

airplanes. This proposed AD was prompted by reports of failure of an aft hinge bolt assembly in the nose landing gear (NLG) aft doors. This proposed AD would require replacement of the aft hinge bolt assembly in the left and right NLG aft doors, with new aft hinge bolt assemblies. We are proposing this AD to prevent failure of an aft hinge bolt assembly in an NLG aft door while the airplane is in flight, which could lead to an in-flight loss of an NLG aft door, and damage to the airplane.

AD: Bombardier, Inc. Airplanes

Published 08/30/2016 Docket #: FAA-2016-9054 Effective date 10/14/2016 The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model DHC-8-400 series airplanes. This AD was prompted by reports of interior emergency lights remaining "ON" following routine operational checks of the emergency light system. We are proposing this AD to require changing the wiring gauge for the affected emergency lights power supplies wiring to prevent overheating in the wires. Overheating can damage the wire insulation, causing a fire.

AD: Empresa Brasileira de Aeronautica S.A. (Embraer) Airplanes

Published 08/30/2016 Docket #: FAA-2016-9049 Effective date 10/14/2016 The FAA proposes to adopt a new airworthiness directive (AD) for certain Empresa Brasileira de Aeronautica S.A. (Embraer) Empresa Brasileira de Aeronautica S.A. (Embraer) Model EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes. This proposed AD was prompted by reports of main airspeed indication discrepancies during flight; these discrepancies resulted from ice blockages in certain pitot total pressure lines. This proposed AD would require an inspection for tube misalignment of the pitot number 1 and pitot number 2 tube assembly lines, and corrective actions if necessary; installation or replacement (as applicable) of a tube ribbon heater on the pitot number 1 and pitot number 2 tube assembly lines; and revision of the airplane flight manual (AFM) to provide certain procedures and airspeed tables for the flightcrew. We are proposing this AD to detect and correct water accumulating and freezing in the pitot number 1 and pitot number 2 total pressure lines, which could result in erroneous main airspeed indications and consequent reduced ability of the flightcrew to maintain safe flight and landing of the airplane.

AD: Sikorsky Aircraft Corporation Helicopters

Published 08/30/2016 Docket #: FAA-2015-7095 Effective date 10/31/2016 The FAA proposes to adopt a new airworthiness directive (AD) for Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters. This proposed AD would require removing from service the tail gearbox center housing (housing) when it has 12,200 or more hours time-in-service (TIS). This proposed AD is prompted by fatigue analysis conducted by Sikorsky that determined the housing required a retirement life. The proposed actions are intended to prevent a crack in the housing, which could lead to loss of tail rotor drive and loss of helicopter control.

AD: The Boeing Company Airplanes

Published 08/30/2016Docket #: FAA-2016-9050Effective date 10/152016The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing CompanyModel 747-400, -400D, and -400F series airplanes. This proposed AD was prompted by widespreadcorrosion damage that was found on the skin inner surface along the upper bulkhead at certainstations between certain stringers. This proposed AD would require repetitive inspections of the

fuselage crown skin inner surface, and related investigative and corrective actions if necessary. This AD would also allow for terminating actions for some of the repetitive inspections. We are proposing this AD to detect and correct cracks and corrosion on the crown skin inner surface. If the cracks or corrosion are not repaired, the cracks can rapidly join together and can cause a sudden decompression and loss of structural integrity of the airplane.

AD: The Boeing Company Airplanes

Published 08/30/2016 Docket #: FAA-2016-8850 Effective date 10/14/2016 The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 767-200 and -300 series airplanes. This proposed AD was prompted by a report of a fire in the bilge area of the cargo compartment that burned through the insulation blankets that were intended to prevent smoke from migrating behind the cargo compartment sidewall liners and upward into the main cabin. This proposed AD would require replacing the cargo compartment insulation blankets on the left and right sides with new insulation blankets that incorporate fire stops. We are proposing this AD to prevent a fire in the bilge area of the cargo compartment burning through the insulation blankets and consequently allowing smoke to migrate behind the cargo compartment sidewall liners and upward into the main cabin.

AD: The Boeing Company Airplanes

Published 08/30/2016 Docket #: FAA-2016-9053 Effective date 10/14/2016 The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 747-8 and 747-8F series airplanes. This proposed AD was prompted by reports of damaged vapor seals, block seals, and heat shield seals on the outboard pylons between the engine strut and aft fairing. This proposed AD would require repetitive inspections for heat damage of the vapor seals between the engine strut and aft fairing, and replacement of the seals with new seals if necessary. We are proposing this AD to detect and correct heat damage to the vapor seals between the engine strut and aft fairing. Such damage could allow flammable fluid leakage into the aft fairing, which could result in an uncontrolled fire in the engine strut.

AD: The Boeing Company Airplanes

Published 08/30/2016 Docket #: FAA-2016-8848 Effective date 10/14/2016 The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 737-300, -400, and -500 series airplanes. This proposed AD was prompted by an evaluation by the design approval holder (DAH) indicating that the fuselage skin is subject to widespread fatigue damage (WFD). This proposed AD would require modification of the lap joint, including related investigative actions and corrective actions if necessary. This proposed AD also would require repetitive post-modification inspections for cracking of the skin at critical fastener rows, and corrective actions if necessary. We are proposing this AD to detect and correct cracks at the lap joint skin that could link up and result in rapid decompression and loss of structural integrity of the airplane.

AD: The Boeing Company Airplanes

Published 08/30/2016 Docket #: FAA-2014-0923 Withdrawl The FAA withdraws a notice of proposed rulemaking (NPRM) that proposed a new airworthiness directive (AD), which would have applied to certain The Boeing Company Model 737-700, -800, and -900ER series airplanes. The NPRM would have required repetitive inspections to detect cracking in the crown skin panel assembly. The NPRM would also have provided optional terminating action for the repetitive inspections. Since the NPRM was issued, all affected airplanes worldwide have had applicable terminating actions accomplished, and one airplane was mistakenly included in the applicability. Accordingly, the NPRM is withdrawn.

Final Rule: Commercial Space Transportation Reusable Launch Vehicle and Reentry Licensing Regulations; Technical Amendment

Published 08/30/2016 Docket #: FAA-1999-5535 Effective date 08/30/2016 The FAA is publishing this action to correct minor, editorial errors in chapter III, part 431. The errors occurred in the Commercial Space Transportation Reusable Launch Vehicle and Reentry Licensing Regulations final rule, published in the Federal Register on September 19, 2000. That final rule amended commercial space transportation regulations for the launch and reentry of reusable launch vehicles (RLVs) to establish operational requirements for launches of RLVs and to implement the FAA's reentry licensing authority by prescribing requirements for obtaining a license to launch and reenter an RLV, to reenter a reentry vehicle, and to operate a reentry site. In that final rule, the FAA inadvertently made minor errors, which this technical amendment corrects.

Final Rule: Licensing and Safety Requirements for Launch; Technical Amendment

Published 08/30/2016Docket #: FAA-2000-7953Effective date 08/30/2016The FAA is publishing this action to correct minor, editorial errors in chapter III, parts 415 and 417.These errors occurred in the Licensing and Safety Requirements for Launch final rule, published in
the Federal Register on August 25, 2006. That final rule amended the commercial spacetransportation regulations governing the launch of expendable launch vehicles to address licensing
and safety requirements for a launch. In that final rule, the FAA inadvertently made minor errors,
which this technical amendment corrects.

FAA Guidance Documents and Notices

FAA Legal Interpretations

Legal Interpretation: Ray/ 14 Code of Federal Regulations part 120-Definition of terms in part 120.109

Issued 08/29/2016 Regulation/Order Title 14 § 120.109(d)

This is in response to a request for a legal interpretation of the definition of the terms, "specific, contemporaneous physical, behavioral, or performance indicators of probable drug use," as they are used in§ 120.109(d) of Title 14 Code of Federal Regulations.

Flight Standards Service Information for Operators (InFO)

InFO: Corrosion on Bell Helicopter Engine-Mount Leg-Assembly

Issued 08/29/2016InFO #: 16012Comments due M/D/YYYYThis InFO informs helicopter operators and repair facilities of potential failure of the engine- mount
assemblies on Bell Helicopter models 206L1 and 206L3 due to corrosion.

Notices

Notice: Maintenance Annex Guidance, Change 6, Requirements for FAA Form 8130 3, "Authorized Release Certificate," for New Parts Not Having the EASA-Required Documentation

Published 08/26/2016Document N: 8900.380Effective 08/26/2016This notice provides aviation safety inspectors (ASI) with information to assist Federal AviationAdministration (FAA)-certificated repair stations (CRS) that also hold European Aviation SafetyAgency (EASA) Part-145 approval. This notice is intended to address recent concerns that havebeen raised by FAA CRS and ASIs regarding the changes contained in the Maintenance Annex

Guidance (MAG) Change 6 (MAG CHG 6), Section B, Appendix 1, paragraph 10, Release and Acceptance of Components.

Notice: Guidance For the Implementation of Airport Surface Surveillance Capability (ASSC) atCleveland-Hopkins International ATCT (CLE) and San Francisco International ATCT (SFO)Published 08/29/2016Document N: JO 7110.719Effective 08/29/2016This notice provides authorization for Cleveland-Hopkins International ATCT (CLE) and San FranciscoEffective 08/29/2016International ATCT (SFO) to use Airport Surface Surveillance Capability (ASSC) as an approvedAirport Surface Detection Equipment (ASDE) system.

Notice: Noise Exposure Map Notice for Baltimore/Washington International Thurgood Marshall Airport, Anne Arundel County, Maryland

Published 08/30/2016Document #: 2016-20795Effective 08/31/2016The Federal Aviation Administration (FAA) announces its determination that the noise exposure
maps submitted by the Maryland Aviation Administration for Baltimore/Washington International
Thurgood Marshall Airport under the provisions of 49 U.S.C. 47501 et seq. (Aviation Safety and
Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

Notice: Petition for Exemption; Summary of Petition Received; Fusion Flight, LLC

Published 08/30/2016 Document #: 2016-95 Comments due 09/19/2016 Fusion Flight requests an exemption to operate an unmanned and autonomous aircraft that ascends, powered by a jet engine, on a ballistic trajectory up to 16.2 km (53,150 ft) AGL and descends, once its fuel is consumed, under parachute. The petitioner's purpose is to investigate the feasibility of constructing a launch vehicle with a jet-engine powered first stage, which if possible, has the potential to greatly reduce the cost of sending payloads into space.

Notice: Waiver of Aeronautical Land-Use Assurance: Marshall Memorial Municipal Airport (MHL), Marshall, MO

Published 08/30/2016Document #: 2016-20793Comments due 09/29/2016The Federal Aviation Administration (FAA) is considering a proposal from the City of Marshall(sponsor), Marshall, MO, to release a 15.42± acres of land from the federal obligation dedicating itto aeronautical use and to authorize this parcel to be used for revenue-producing, non-aeronauticalpurposes.

Draft Flight Standardization Board/Operational Suitability Report

FSB: Gulfstream G280 Updated 08/29/2016

Revision 3 Draft X

Comments due 09/26/2016

August 31, 2016

FAA Regulations

FAA Final rules

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

Published 08/31/2016Docket #: FAA-2016-5467Effective date 10/05/2016The FAA is adopting a new airworthiness directive (AD) for all Airbus Defense and Space S.A. ModelCN-235, CN-235-200, and CN-235-300 airplanes. This AD was prompted by reports of main landinggear (MLG) access doors detaching from the airplane as a result of excessive vibration and metal

fatigue in the attach fittings. This AD requires modification of the MLG access door by replacing seals in the MLG fairing and, for certain airplanes, adding an additional bolt. We are issuing this AD to prevent a fracture in the MLG access door associated with excessive vibration and metal fatigue in the attach fittings. This condition could lead to MLG access door detachment and consequent impact of flight controls, resulting in reduced control of an airplane.

AD: Bombardier, Inc. Airplanes

Published 08/31/2016Docket #: FAA-2012-1075Effective date 10/05/2016The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. This AD was prompted by the need for morestringent inspection requirements for certain affected components. This AD requires revising themaintenance or inspection program to incorporate certain revised airworthiness limitations (AWL)and require repairs of affected components. We are issuing this AD to detect and correct fatiguecracking in the affected components; such cracking could result in loss of structural integrity.

AD: Bombardier, Inc. Airplanes

Published 08/31/2016 Docket #: FAA-2016-3989 Effective date 10/05/2016 The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model BD-700-1A10 and BD-700-1A11 airplanes. This AD was prompted by in-service reports of passenger door tensator spring failures, and qualification testing indicating that non-conforming tensator springs could be susceptible to failure prior to reaching their safe-life limit. This AD requires revising the maintenance or inspection program to incorporate certain temporary revisions, and replacing the passenger door tensator springs with new springs. We are issuing this AD to prevent tensator spring failure, resulting in the inability to open the main passenger door, which could impede evacuation in the event of an emergency.

AD: Bombardier, Inc. Airplanes

Published 08/31/2016 Docket #: FAA-2016-6415 Effective date 10/05/2016 The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes. This AD was prompted by two in-service incidents of a loss of all air data information in the flight deck. This AD requires a revision of the airplane flight manual (AFM) emergency procedures section to provide procedures to guide the crew on how to stabilize the airplane airspeed and attitude for continued safe flight when a loss of all air data information has occurred in the flight deck. We are issuing this AD to prevent loss of control when a loss of all air data information has occurred in the flight deck.

AD: The Boeing Company Airplanes

Published 08/31/2016 Docket #: FAA-2015-8133 Effective date 10/05/2016 The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. This AD was prompted by reports of heavy corrosion and chrome damage on the forward and aft trunnion pin assemblies of the right and left main landing gears (MLGs). This AD requires repetitive lubrication of the forward and aft trunnion pin assemblies of the right and left MLGs; repetitive inspections of these assemblies for corrosion and chrome damage, and related investigative and corrective actions if necessary; and installation of new or modified trunnion pin assembly components, which will terminate the repetitive lubrication and repetitive inspections. We are issuing this AD to detect and correct heavy corrosion and chrome damage on the forward and aft trunnion pin assemblies of the right and left MLGs, which could result in cracking of these assemblies and collapse of the MLGs.

AD: The Boeing Company Airplanes

Published 08/31/2016 Docket #: FAA-2016-9047 Effective date 09/15/2016 The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 777-200 and -300ER series airplanes. This AD requires replacing the low-pressure oxygen flex hoses with new non-conductive low-pressure oxygen flex hoses in the gaseous passenger oxygen system in airplanes equipped with therapeutic oxygen. This AD was prompted by a determination that the low-pressure oxygen flex hoses in the gaseous passenger oxygen system can potentially be conductive. We are issuing this AD to prevent electrical current from passing through the lowpressure oxygen flex hoses in the gaseous passenger oxygen system, which can cause the flex hoses to melt or burn, and a consequent oxygen-fed fire in the passenger cabin.

FAA Proposed Rules

NPRM AD: Airbus Airplanes

Published 08/31/2016 Docket #: FAA-2016-8851 Comments due 10/17/2016 The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A330-200 Freighter, -200, and -300 series airplanes; and Airbus Model A340-500, and -600 series airplanes. This proposed AD was prompted by reports that non-conforming aluminum alloy was used to manufacture several structural parts on the inboard flap. This proposed AD would require identification of the potentially affected inboard flap parts, a one-time eddy current inspection to identify which material the parts are made of, and depending on findings, replacement with serviceable parts. We are proposing this AD to detect and correct structural parts of inboard flaps made of nonconforming aluminum alloy, which could result in reduced structural integrity of the airplane.

NPRM AD: PILATUS AIRCRAFT LTD. Airplanes

Published 08/31/2016 Docket #: FAA-2016-7003 Comments due 10/17/2016 The FAA is revising an earlier NPRM for all PILATUS AIRCRAFT LTD. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes that would supersede AD 2014-22-01. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a need to incorporate new revisions into the Limitations section, Chapter 4, of the FAA-approved maintenance program (e.g., maintenance manual). We are issuing this proposed AD to require actions to address the unsafe condition on these products.

FAA Guidance Documents and Notices

Notices

Meeting: Eighteenth Meeting of SC-227 Navigation Information on Electronic MapsMeeting date 08/31/2016Meeting time 9:00am -4:30m Time zone (EST/etc.)Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.),notice is hereby given for a meeting of the Eighteenth Meeting of the SC-227, NavigationInformation on Electronic Maps.

Meeting: Eighty-Sixth SC-147 Traffic Collision & Avoidance Committee Plenary

Meeting date 08/31/2016 Meeting time 9:00am –4:30m Time zone (EST/etc.) The FAA is issuing this notice to advise the public of a meeting of Eighty-Sixth SC-147 Traffic Collision & Avoidance Committee Plenary.

Draft Master Minimum Equipment List

MMEL: AIRBUS HELICOPTERS DEUTSCHLAND GmbH MBB-BK 117 A-1, A3, A-4, B-1, B-2, C-1Updated 08/30/2016Revision 8 Draft XComments due 09/28/2016