

## Final Documents/Your Two Cents—October 2016

This list includes *Federal Register* (FR) publications such as rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. The date shown is the date of FR publication or other official release. Proposals opened for public comment represent your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in **blue** text take you to the full document. If this link is broken, go to <http://www.regulation.gov>. In the keyword or ID field, type “FAA” followed by the docket number.

### October 3, 2016

#### Press releases

##### **Press Release – FAA Issues Emergency Order to Braille Battery**

The U.S. Department of Transportation’s Federal Aviation Administration (FAA) on September 16 issued an emergency order to restrict and prohibit Braille Battery, Inc. of Sarasota, Fla., from offering to transport by air any lithium ion battery not in compliance with the DOT’s Hazardous Materials Regulations (HMR) or the International Civil Aviation Organization’s (ICAO) technical instructions. Despite FAA warnings, Braille Battery failed to ship lithium ion batteries in accordance with appropriate regulations and continued to offer for air transport lithium ion batteries that were not properly tested, violating the HMR. Further, the FAA determined that Braille Battery’s overall conditions and practices constitute an imminent hazard.

#### FAA Regulations

##### *FAA Final rules*

###### **AD: Airbus Helicopters**

Published 10/03/2016

Docket #: FAA-2016-9168      Effective date 10/18/2016

The FAA is adopting a new airworthiness directive (AD) for Airbus Helicopters Model SA341G and SA342J. This AD prohibits autorotation training flights until the hardness of the landing gear rear crosstube (crosstube) is inspected. This AD is prompted by two reports of crosstubes failing during ground handling. These actions are intended to prevent failure of a crosstube, which could result in dropping or tipping of the helicopter.

##### *FAA Proposed Rules*

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

Published 10/03/16

Docket #: FAA-2016-9117      Comments due 11/17/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain A330-200 Freighter, -200 and -300 series airplanes; and Airbus Model A340-200, -300, -500, and -600 series airplanes. This proposed AD was prompted by reports of certain hydraulic reservoirs (HRs) becoming depressurized due to air leakage from the HR pressure relief valve (PRV).

## FAA Guidance Documents and Notices

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

#### **FSIMS: Dassault Aviation Falcon 900 Mystere Falcon 900, Falcon 900B, Falcon 900C**

Issued 10/11/2016

Revision 10 of the Dassault Aviation Falcon 900 Master Minimum Equipment List.

### *Orders*

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

Issued 10/01/2016

Document #: NE 3930.7

Effective Date 10/01/2016

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

### October 4, 2016

## **FAA Regulations**

### *FAA Proposed Rules*

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

Published 10/04/2016

Docket #: FAA-2019-9184

Comments due 11/18/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 727 airplanes. This proposed AD was prompted by analysis of the cam support assemblies of the main cargo door that indicated the repetitive high frequency eddy current (HFEC) inspections required by the existing maintenance program are not adequate to detect cracks before two adjacent cam support assemblies of the main cargo door could fail. This proposed AD would require repetitive ultrasonic inspections for cracking of the cam support assemblies of the main cargo door and replacement if necessary. We are proposing this AD to detect and correct cracking of the cam support assemblies of the main cargo door. Such cracking could result in reduced structural integrity of the main cargo door and consequent rapid decompression of the airplane.

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

Published 10/04/2016

Docket #: FAA-2016-9185

Comments due 11/18/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 757-200, -200PF, and -200CB series airplanes. This proposed AD was prompted by an analysis of the cam support assemblies of the main cargo door which indicated that the existing maintenance program for the cam support assemblies is not adequate to reliably detect cracks before two adjacent cam support assemblies could fail. This proposed AD would require an inspection to determine part numbers, repetitive inspections to detect cracking of affected cam support assemblies of the main cargo door, and replacement if necessary. We are proposing this AD to detect and correct cracking of the cam support assemblies of the main cargo door, which could result in reduced structural integrity of the main cargo door and consequent rapid decompression of the airplane.

**NPRM AD: The Boeing Company Airplanes**

Published 10/04/2016                      Docket #: FAA-2016-9183                      Comments due 11/18/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 707 airplanes. This proposed AD was prompted by analysis of the cam support assemblies of the main cargo door that indicated the repetitive high frequency eddy current (HFEC) inspections required by the existing maintenance program are not adequate to detect cracks before two adjacent cam support assemblies of the main cargo door could fail. This proposed AD would require repetitive ultrasonic inspections for cracking of the cam support assemblies of the main cargo door and replacement if necessary. We are proposing this AD to detect and correct cracking of the cam support assemblies of the main cargo door. Such cracking could result in reduced structural integrity of the main cargo door and consequent rapid decompression of the airplane.

**FAA Guidance Documents and Notices***FAA Final Advisory Circulars***AC: Aircraft Certification Service Voluntary Disclosure Reporting Program**

Issued 10/01/2016                      Document #: AC 00-68                      Effective date M/D/YYYY

This advisory circular (AC) provides information and guidance to Federal Aviation Administration (FAA) Aircraft Certification Service (AIR) Production Approval Holders (PAHs), Design Approval Holders (DAHs), and Organization Designation Authorization Holders (ODA Holders) who choose to voluntarily disclose apparent noncompliance with Title 14 of the Code of Federal Regulations (14 CFR).

**AC: Obstruction Marking and Lighting/Including Change 1**

Issued 10/04/2016                      Document #: AC 70/7460-                      Effective date M/D/YYYY  
1L

This Advisory Circular (AC) sets forth standards for marking and lighting obstructions that have been deemed to be a hazard to navigable airspace. Advisory Circular 70/7460-1K, Obstruction Lighting and Marking, dated February 1, 2007, is cancelled.

*Flight Standards Service Information for Operators (InFO)***InFO: European Aviation Safety Agency (EASA) Third Country Operators (TCO) Authorization**

Issued 10/03/2016                      InFO #: 16018                      Comments due M/D/YYYY

This InFO reminds non-European Union (EU) commercial air operators, referred to as TCOs, of the EASA-TCO authorization needed by November 26, 2016, to conduct operations into the EU.

*Draft Orders***Order: Designee Management Policy**

Updated 10/03/2016                      Reference #: 8000.95 CHG 3                      Comments due 10/13/2016

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

## Notices

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

Published 10/04/2016      Document #: 2016-101      Comments due 10/24/2016  
Airbus has requested an exemption from 14 CFR 25.813(e) and 121.310(f)(5) to permit the installation of 32 mini-suites in the Business Class of Model A350 airplanes.

### **Meeting: [Fifteenth Meeting of the RTCA Tactical Operations Committee](#)**

Meeting date 10/27/2016      Meeting time 10:00am – 4:00pm Time zone (EST/etc.)  
The FAA is issuing this notice to advise the public of the Fifteenth Meeting of the RTCA Tactical Operations Committee.

## *Draft Master Minimum Equipment List*

### **MMEL: [Airbus A318/A319/A320/A321](#)**

Updated 10/03/2016      Revision 26b Draft X      Comments due 10/12/2016

## **October 5, 2016**

## **FAA Guidance Documents and Notices**

### *Orders*

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

Issued 10/01/2016      Document #: WP 3930.6H      Effective Date 10/01/2016  
This order transmits Aviation Medical Examiner (AME) information to the following: Flight Standards, Security and Hazardous Materials Divisions, Sacramento Flight Inspection Field Office, Los Angeles International Field Office, and the ATO Western Pacific -Enroute and Terminal having employees requiring Federal Aviation Administration Aerospace Medical Certifications. This order cancels WP 3930.6G.

### *Notices*

#### **Meeting: [Forty Fourth RTCA SC-224 Standards for Airport Security Access Control Systems Plenary](#)**

Meeting date 11/03/2016      Meeting time 10:00am – 1:00pm Time zone (EST/etc.)  
The FAA is issuing this notice to advise the public of a meeting of Forty Fourth RTCA SC-224 Standards for Airport Security Access Control Systems Plenary.

October 7, 2016

## FAA Regulations

### *FAA Final rules*

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

Published 10/07/2016                      Docket #: FAA-2016-3986                      Effective date 11/14/2016

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 747-400, 747-400D, and 747-400F series airplanes. This AD was prompted by a determination that a certain fastener type in the fuel tank walls has insufficient bond to the structure, and an electrical wiring short could cause arcing to occur at the ends of fasteners in the fuel tanks. This AD requires the installation of new clamps and polytetrafluoroethylene (TFE) sleeves on the wire bundles of the front spars and rear spars of the wings. This AD also requires inspecting the existing TFE sleeves under the wire bundle clamps for correct installation, and replacement if necessary. We are issuing this AD to prevent potential ignition sources in the fuel tank in the event of a lightning strike or high-powered short circuit, and consequent fire or explosion.

### *FAA Proposed Rules*

#### **NPRM: Pilot Professional Development**

Published 10/07/2016                      Docket #: FAA-2014-0504                      Comments due 01/05/2017

The FAA proposes to modify the requirements primarily applicable to air carriers conducting domestic, flag and supplemental operations to enhance the professional development of pilots in those operations. The proposal would require air carriers conducting domestic, flag and supplemental operations to provide new-hire pilots with an opportunity to observe flight operations (operations familiarization) to become familiar with procedures before serving as a flightcrew member in operations; revise the upgrade curriculum; provide leadership and command and mentoring training for all pilots in command (PICs); and establish Pilot Professional Development Committees (PPDC). This proposal is responsive to a statutory requirement for the Federal Aviation Administration to convene an aviation rulemaking committee (ARC) to develop procedures for air carriers pertaining to pilot mentoring, professional development, and leadership and command training and to issue an NPRM and final rule based on these recommendations. The proposal also includes a number of additional conforming changes related to flight simulation training devices and second in command (SIC) pilot training and checking, and other miscellaneous changes. The FAA believes that this proposed rule would mitigate incidents of unprofessional pilot behavior which would reduce pilot errors that can lead to a catastrophic event.

#### **NPRM: Proposed Amendment of Air Traffic Service (ATS) Routes; Eastern United States**

Published 10/07/2016                      Docket #: FAA-2016-9086                      Comments due 11/21/2016

This action proposes to modify area navigation (RNAV) routes Q-39 and Q-67, in the eastern United States. The modifications would provide a more efficient airway design within a portion of the airspace assigned to the Indianapolis Air Route Traffic Control Center (ARTCC).

## *FAA Special Conditions*

### **SC: Beechcraft, Model A36, Bonanza Airplanes; as Modified by Avionics Design Services, Ltd.; Installation of Rechargeable Lithium Battery**

Published 10/07/2016                      Docket #: FAA-2016-9224                      Effective date 10/07/2016

These special conditions are issued for the Beechcraft, Model A36, Bonanza airplane. This airplane, as modified by Avionics Design Services, Ltd., will have a novel or unusual design feature associated with the use of a replacement option of a lithium battery instead of nickel-cadmium and lead-acid rechargeable batteries. 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 Policies*

#### **Final Policy: Acceptable Methods for Demonstrating Compliance With Flammability Requirements**

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

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

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

#### **SAIB: Fuselage – Pilatus Flugzeugwerke AG Models P3-03 and P3-05 Main Frame 3 – Wing to Fuselage Attachment Bolts -Inspection**

Issued 10/06/2016                                      SAIB #: CE-16-26

This Special Airworthiness Information Bulletin is to alert owners, operators, maintenance technicians, and inspectors of an airworthiness concern on Pilatus Flugzeugwerke AG Models P3-03 and P3-05 airplanes, all serial numbers (S/N). Specifically, the concern is the possibility of stress corrosion cracking (SCC) on the main frame 3, wing to fuselage attachment bolts. This condition, if left uncorrected, could lead to loss of structural integrity of the affected airplanes.

### *Draft Orders*

#### **Order: Designee Management Policy**

Updated 10/03/2016                      Reference #: 8000.95 CHG3                      Comments due 10/13/2016

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

### *Notices*

#### **Notice: Order JO 6180.BB, Maintenance of the Integrated Enterprise Services Platform (IESP)**

Document #: N JO 6180.28                      Comments due M/D/YYYY

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

**Notice: Maintenance of the IESP Document Information**

Published 10/05/2016 Document #: N JO 6180.27 Comments due M/D/YYYY  
This document's content can only be accessed from within the FAA network.

**Notice: Maintenance Handbook of the System Wide Information Management (SWIM) Flight Data Publication Service (SFDPS)**

Published 10/05/2016 Document #: N JO 6180.26 Comments due M/D/YYYY  
This document's content can only be accessed from within the FAA network.

*Flight Standards Service Draft Advisory Circular*

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

Updated 10/06/2016 Reference #: Title 14 Part 21-135 Comments due 11/30/2016  
This advisory circular (AC) provides guidance to certificate holders on obtaining operational approval to conduct Extended Operations (ETOPS) under Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.161. The Federal Aviation Administration (FAA) may authorize ETOPS with two-engine airplanes over a route that contains a point farther than 60 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air (adequate airport is defined in § 121.7 and Appendix 1 of this AC). The FAA may also authorize ETOPS with passenger-carrying airplanes with more than two engines over a route that contains a point farther than 180 minutes flying time from an adequate airport at an approved one-engine-inoperative cruise speed under standard conditions in still air. This AC provides guidance for obtaining authorization to conduct operations under part 121 in polar areas as well.

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

Updated 10/06/2016 Reference #: Title 14 Part 21-135 Comments due 10/21/2016  
This advisory circular (AC) provides information and guidance on the application and issuance process for obtaining a Letter of Deviation Authority (LODA) to utilize an experimental aircraft for compensation or hire while providing flight training. The Federal Aviation Administration (FAA) has the regulatory authority to issue a LODA in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.319(h). This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to provide guidance on the application and issuance process for obtaining a LODA to utilize an experimental aircraft for flight training for compensation or hire. If you use the means described in the AC, you must follow it in all important respects.

**AC: Part 91 Approved Inspection Programs**

Updated 10/06/2016 Reference #: Title 14 Part 43-137 Comments due 10/27/2016  
This advisory circular (AC) discusses the procedures to develop and submit aircraft owner- and operator-specific inspection programs in accordance with an inspection program selected under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.409(f)(4), and satisfies the requirements of § 91.409(g) for review and approval by the Federal Aviation Administration (FAA). This AC can also be used to develop a program to meet the requirements of § 91.1109(b)(1). This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to develop an Approved Inspection Program (AIP). However, if you use the means described in the AC, you must follow it in all important respects.

**AC: Aviation Safety Action Program (ASAP)**

Updated 10/06/2016    Reference #: Title 14 Part 91-145    Comments due 11/03/2016  
This advisory circular (AC) provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate. Under an ASAP, safety issues are resolved through corrective action rather than through punishment or discipline. The ASAP provides for the collection, analysis, and retention of the safety data that is obtained through the reporting process. ASAP participants use ASAP safety data, much of which would otherwise be unobtainable, to develop corrective actions for identified safety concerns, and to educate the appropriate parties to prevent a recurrence of the same type of safety event. An ASAP is based on a safety partnership that will include the FAA and the certificate holder, and may include a third party, such as the employee's labor organization or safety organization serving as an ASAP facilitator (e.g., The Air Charter Safety Foundation (ACSF) or The Medallion Foundation). To encourage an employee to voluntarily report safety issues, enforcement-related incentives have been designed into the program.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Boeing 777 R8**

Updated 10/03/2016                      Revision 8 Draft X                      Comments due 10/17/2016

**FSB: Gulfstream GIV-X, GV, GV-SP**

Updated 10/03/2016                      Revision 11 Draft X                      Comments due 10/17/2016

**FSB: Bombardier Challenger 300/350**

Updated 10/03/2016                      Revision 3 Draft X                      Comments due 10/07/2016

*Draft Master Minimum Equipment List*

**MMEL: Bombardier Challenger CL-600/601/601-3A/601-3R/604/605/650**

Updated 10/03/2016                      Revision 10a Draft X                      Comments due 10/07/2016

**MMEL: AIRBUS HELICOPTERS AS-350C, AS-350D, AS-350D1, AS-350B, AS 350B1, AS 350B2, AS 350BA, AS 350B3 (TCDS H9EU)**

Updated 10/03/2016                      Revision 6a Draft X                      Comments due 10/07/2016

**MMEL: AIRBUS HELICOPTERS DEUTSCHLAND GmbH (AHD) BO-105A, BO-105C, BO-105S, BO-105LS A1, BO-105LS A3 (TCDS H3EU)**

Updated 10/03/2016                      Revision 11 Draft X                      Comments due 10/27/2016

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

Updated 10/03/2016                      Revision 19d Draft X                      Comments due 10/07/2016



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

Updated 10/03/2016

Revision 14 Draft X

Comments due 10/28/2016

**M MEL: [Airbus A318/A319/A320/A321](#)**

Updated 10/03/2016

Revision 26b Draft X

Comments due 10/12/2016

**October 11, 2016**

**FAA Regulations**

*FAA Final rules*

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

Published 10/11/16

Docket #: FAA-2016-5042

Effective date 11/15/2016

We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-600, -700, -700C, -800, -900 and -900ER series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that certain fastener locations in the window corner surround structure are subject to widespread fatigue damage (WFD). This AD requires repetitive high frequency eddy current (HFEC) inspections for cracking in certain fastener locations in the window corner surround structure, and repair if necessary. We are issuing this AD to detect and correct fatigue cracking around certain fastener locations that could cause multiple window corner skin cracks, which could result in rapid decompression and consequent loss of structural integrity of the airplane.

*FAA Proposed Rules*

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

Published 10/11/2016

Docket #: FAA-2016-9187

Comments due 11/25/2016

We propose to adopt a new airworthiness directive (AD) for all Airbus Defense and Space S.A. Model C-212 airplanes. This proposed AD was prompted by multiple reports of damaged and cracked rudder torque tube shafts. This proposed AD would require repetitive general visual and high frequency eddy current (HFEC) inspections of the inner rudder torque tube shaft for cracks, deformation, and damage; repetitive detailed inspections, and HFEC inspections if necessary, of the inner and outer rudder torque tube shaft for cracks, deformation, and damage; and corrective actions if necessary. This proposed AD also provides a modification which terminates the repetitive inspections. We are proposing this AD to detect and correct damaged and cracked rudder torque tube shafts, which could lead to structural failure of the affected rudder torque tube shaft and possible reduced control of the airplane.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: Obstruction Marking and Lighting with Change 1**

Issued 10/08/2016

Document #: AC 70/7460-

Effective date M/D/YYYY

1L

This Advisory Circular (AC) sets forth standards for marking and lighting obstructions that have been deemed to be a hazard to air navigation. The change number and date of the change material are located at the top of the page.

### *Orders*

#### **Order: Coordination of Noise Compatibility Plans and Programs and Environmental Documents**

Issued 10/03/2016

Document #: SW 1050.3C

Effective Date 10/03/2016

This order describes the Southwest Region's procedures for receiving and coordinating noise abatement programs, proposed airport use restrictions under 14 CFR Part 161, Airport Noise and Access Restrictions, submittals of Noise Exposure Maps (NEM) and Noise Compatibility Programs (NCP) under 14 CFR Part 150, Airport Noise Compatibility Planning. This order also describes how environmental documents prepared in accordance with the National Environmental Policy Act (NEPA) that involve multiple Lines of Business (LOB) are to be coordinated. The order provides guidance to Southwest Region Environmental Network (REN) about its environmental roles and responsibilities. In addition to the functions of the REN described in Federal Aviation Administration (FAA) Order 1054.1, Environmental Network, the REN will function as the review panel for all subject programs, plans, and documents. This Order also outlines the responsibilities of REN members in the review of these programs, plans, and documents. Finally, this Order outlines regional policy to guide formulation of an official position for an airport use restriction, noise program, or environmental determination.

### *Notices*

#### **Notice: Additions Per Order 7340.2, Contractions, Chapter 3, Sections 1, 2, 3, 4.**

Published 10/05/2016

Document #: JO 7340.388

Effective Date 10/07/2016

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

## **October 13, 2016**

### **Press releases**

#### **Federal Aviation Administration, San Francisco International Airport Dedicate New Airport Traffic Control Tower**

FAA Administrator Michael Huerta joined local officials today in dedicating the new, environmentally friendly airport traffic control tower at San Francisco International Airport (SFO).

## FAA Regulations

### *FAA Final rules*

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

Published 10/13/2016                      Docket #: FAA-2015-8471                      Effective date 11/17/2016

We are superseding Airworthiness Directive (AD) 2010-23-19 for certain Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, and 702) airplanes, Model CL-600-2D15 (Regional Jet Series 705) airplanes, and Model CL-600-2D24 (Regional Jet Series 900) airplanes. AD 2010-23-19 required repetitive inspections for damage of the main landing gear (MLG) inboard doors and fairing, and corrective actions if necessary. This new AD requires repetitive inspections for damage of the MLG inboard doors, MLG fairing, and adjacent structures of the MLG inboard doors, and corrective actions if necessary; replacement of the MLG fairing seal; and a terminating action involving increasing the clearances between the MLG fairing and MLG door. This new AD also adds one airplane and removes others from the applicability. This AD was prompted by reports of the MLG failing to fully extend. We are issuing this AD to prevent loss of controllability of the airplane during landing.

### *FAA Proposed Rules*

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

Published 10/13/2016                      Docket #: FAA-2016-9189                      Comments due 11/29/2016

We propose to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. This proposed AD was prompted by reports of passenger service units (PSUs) becoming detached from the supporting airplane structure in several Model 737 airplane incidents that exceeded the design emergency load requirements for the PSUs. This proposed AD would require modifying the PSUs and life vest panels by removing the existing inboard lanyard and installing two new lanyards on the outboard edge of the PSUs and life vest panels. We are proposing this AD to prevent PSUs and life vest panels from detaching from the supporting airplane structure, which could lead to passenger injuries and impede passenger and crew egress during evacuation.

#### **NPRM: Amendment of Class E Airspace, Barter Island, AK**

Published 10/13/2016                      Docket #: FAA-2016-9173                      Comments due 11/28/2016

This action proposes to modify Class E airspace at Barter Island LRRS Airport, Barter Island, AK because the North Slope Borough is relocating the airport. The FAA found modification of this airspace and adjustment of the airport's geographic coordinates necessary for the safety and management of Instrument Flight Rules (IFR) operations at the airport.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: Oceanic and Remote Continental Airspace Operations**

Issued 10/04/2016

Document #: AC 91-70B

Effective date M/D/YYYY

This advisory circular (AC) contains general information and detailed guidance for operators planning flights in oceanic and remote continental airspace, including authorizations needed for operations outside the continental United States (CONUS). This includes Performance-based Navigation (PBN) and Special Areas of Operation (SAO). The Federal Aviation Administration (FAA) revised this AC to focus on the evolving operations in airspace where air traffic control (ATC) provides procedural control. This AC is laid out in a chronological format, beginning with foundational information, followed by information on the training, authorizations, and equipment required to operate most efficiently in this airspace, and finishing with flight planning, flight execution, and contingency operations guidance. Our goal is to provide you with a template to guide you through planning and executing flight operations through oceanic and remote continental airspace. Information related to international operations in specific locales has been removed from this AC due to its transitory nature. Some region-specific information has been incorporated into the North Atlantic (NAT), West Atlantic Route System (WATRS)/Gulf of Mexico/Caribbean, and Pacific (PAC) Resource Guides (NAT PDF, West Atlantic, Caribbean, and Gulf of Mexico PDF, and PAC PDF). These online resource guides, along with the FAA Notices to Airmen (NOTAM) Domestic/International, provide the most current information available to pilots, aircraft dispatchers and other operational control personnel preparing for oceanic and international operations. We have also included hyperlinks to many documents, available free or for purchase. The dynamics of oceanic and remote continental airspace operations are such that they are constantly evolving, and it is incumbent on you, the operators, to closely monitor any changes.

#### **AC: Obstruction Marking and Lighting with Change 1**

Issued 10/08/2016

Document #: AC 70/7460-

Effective date 10/08/2016

1L

This Advisory Circular (AC) sets forth standards for marking and lighting obstructions that have been deemed to be a hazard to air navigation. The change number and date of the change material are located at the top of the page.

## *FAA Final Policies*

### **Final Policy: [FAA Order 8110.42D, Parts Manufacturer Approval Procedures - Use of Parts Manufacturer Approval \(PMA\) for Minor Modification Articles on Products](#)**

Issued 10/12/2016

Policy #: PS-AIR-21-1601

This policy statement addresses the use of the Federal Aviation Administration's (FAA) Parts Manufacturer Approval (PMA) process to issue an approval for an article that will provide for installation eligibility as a minor modification to a product (meaning the aircraft, aircraft engine, or propeller) without a corresponding type design change (Type Certificate (TC) amendment or Supplemental Type Certificate (STC)). Modifications to products often result in major changes in type design requiring an STC (refer to Title 14 of the Code of Federal Regulations (14 CFR 21.113)). The issue facing the FAA and industry addressed in this policy statement resides in the gray area that occurs when a modification to a product does not rise to the level of a major change pursuant to 14 CFR 21.93, and the producer of the modification article wishes to sell it in accordance with 14 CFR 21.9. In many cases, there are other regulatory options besides PMA, but in some cases it is beneficial to the FAA and the aviation industry to utilize the PMA process in order to have data approved by the FAA and articles produced under a production approval.

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

### **FSIMS: [Cessna CE-208/208B](#)**

Issued 10/12/2016

Revision 11a of the CESSNA 208/208B Master Minimum Equipment List.

## *Orders*

### **Order: [Coordination of Noise Compatibility Plans and Programs and Environmental Documents](#)**

Issued 10/03/2016

Document #: SW 1050.3C

Effective Date 10/03/2016

This order describes the Southwest Region's procedures for receiving and coordinating noise abatement programs, proposed airport use restrictions under 14 CFR Part 161, Airport Noise and Access Restrictions, submittals of Noise Exposure Maps (NEM) and Noise Compatibility Programs (NCP) under 14 CFR Part 150, Airport Noise Compatibility Planning. This order also describes how environmental documents prepared in accordance with the National Environmental Policy Act (NEPA) that involve multiple Lines of Business (LOB) are to be coordinated. The order provides guidance to Southwest Region Environmental Network (REN) about its environmental roles and responsibilities. In addition to the functions of the REN described in Federal Aviation Administration (FAA) Order 1054.1, Environmental Network, the REN will function as the review panel for all subject programs, plans, and documents. This Order also outlines the responsibilities of REN members in the review of these programs, plans, and documents. Finally, this Order outlines regional policy to guide formulation of an official position for an airport use restriction, noise program, or environmental determination.

## Notices

### **Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Pilot Records Improvement Act of 1996 (PRIA)/Pilot Records Database (PRD)**

Published 10/13/2016 Document #: 2016-24771 Comments due 12/02/2016

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. Title 49 United States Code (49 U.S.C.) 44703(h): Records of Employment of Pilot Applicants, which was established by the Pilot Records Improvement Act of 1996 (PRIA), mandates that air carriers who have been issued a part 119 air carrier certificate and are authorized to conduct operations under Title 14 of the Code of Federal Regulations (14 CFR) part 121 or part 135 as well as part 125 and 135 operators, request and receive FAA records, air carrier and other operator records, and the National Driver Register records before allowing an individual to begin service as a pilot.

### **Notice: Agency Information Collection Activities: Requests for Comments; Revision of a Currently Approved Information Collection: Air Traffic Slots Management**

Published 10/13/2016 Document #: 2016-24772 Comments due 12/12/2016

In accordance with the Paperwork Reduction Act of 1995, the FAA invites public comments about our intention to request approval from the Office of Management and Budget (OMB) to revise a currently approved information collection. The FAA collects information to allocate slots and maintain accurate records of slot transfers at slot-controlled and schedule-facilitated airports. The information is provided by air carriers and other operators at all impacted airports.

## **October 14, 2016**

### **FAA Regulations**

#### *FAA Final rules*

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

Published 10/14/2016 Docket #: FAA-2016-5872 Effective date 11/18/2016

The FAA is adopting a new airworthiness directive (AD) for all General Electric Company (GE) GEnx-1B64/P2, -1B67/P2, -1B70/P2, -1B70C/P2, -1B70/75/P2, and -1B74/75/P2 turbofan engines with engine assembly, part number (P/N) 2447M10G01 or P/N 2447M10G02, installed. This AD was prompted by a report of a significant fan rub event. This AD requires rework of the engine fan stator module assembly. We are issuing this AD to prevent failure of the fan blades and the load reduction device, loss of power to one or more engines, loss of thrust control, and loss of the airplane.

**AD: Continental Motors, Inc. Reciprocating Engines**

Published 10/14/2016                      Docket #: FAA-2016-0069                      Effective date 11/18/2016

The FAA is adopting a new airworthiness directive (AD) for certain Continental Motors, Inc. (CMI) TSIO-550-K, TSIOF-550-K, TSIO-550-C, TSIOF-550-D, and TSIO-550-N reciprocating engines. This AD was prompted by a report of an uncommanded in-flight shutdown (IFSD) resulting in injuries and significant airplane damage. This AD requires replacing the oil cooler cross fitting assembly. We are issuing this AD to prevent failure of the oil cooler cross fitting and engine, IFSD, and loss of the airplane.

**AD: Bell Helicopter Textron Helicopters**

Published 10/14/2016                      Docket #: FAA-2016-6557                      Effective date 11/18/2016

The FAA is adopting a new airworthiness directive (AD) for certain Bell Helicopter Textron (Bell) Model 430 helicopters. This AD requires establishing a life limit for a certain main rotor hub attachment bolt (bolt) and removing from service each bolt that has met or exceeded its life limit. This AD was prompted by a documentation error that omitted the life limit of a certain part-numbered bolt from the Airworthiness Limitations section of the maintenance manual. The actions of this AD are intended to establish a life limit for a certain part-numbered bolt to prevent failure of a bolt, failure of a main rotor hub, and subsequent loss of control of a helicopter.

**Final Rule: IFR Altitudes; Miscellaneous Amendments**

Published 10/15/2016                      Docket #: FAA-2016-24889                      Effective date 11/10/2016

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 Proposed Rules*

**NPRM: Proposed Establishment of Class E Airspace, Healy, AK**

Published 10/14/2016                      Docket #: FAA-2016-9159                      Comments due 11/28/2016

This action proposes to establish Class E airspace extending upward from 700 feet above the surface at Healy River Airport, Healy, AK, to support the development of Instrument Flight Rules (IFR) operations under standard instrument approach and departure procedures at the airport, and for the safety and management of controlled airspace within the National Airspace System.

## FAA Guidance Documents and Notices

### *FAA Draft Policies*

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

Updated 9/21/2016

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

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

### *Draft Orders*

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

Updated 10/03/2016

Reference #: 8000.95 CHG3

Comments due 10/13/2016

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

### *Notices*

#### **Notice: [Notice of Availability of the Federal Aviation Administration Record of Decision and Adoption of Department of Navy's Final Environmental Impact Statement for Military Readiness Activities at the Naval Weapons Systems Training Facility Boardman, Oregon](#)**

Published 10/14/2016

Document #: 2016-24890

Comments due M/D/YYYY

The Federal Aviation Administration (FAA) announces its decision to adopt the Department of the Navy's (DoN) Final Environmental Impact Statement (EIS) for Military Readiness Activities at Naval Weapons Systems Training Facility Boardman, Oregon, EIS No. 20150355. In accordance with Section 102 of the National Environmental Policy Act of 1969 ("NEPA"), the Council on Environmental Quality's ("CEQ") regulations implementing NEPA (40 CFR parts 1500-1508), and other applicable authorities, including The Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 8-2, and FAA Order JO 7400.2K, "Procedures for Handling Airspace Matters," paragraph 32-2-3, the FAA has conducted an independent review and evaluation of the DoN's Final Environmental Impact Statement (EIS) for Military Readiness Activities at the at Naval Weapons Systems Training Facility (NWSTF) Boardman, Oregon, dated December 2015.



*Flight Standards Service Draft Advisory Circular*

**AC: Aviation Safety Action Program (ASAP)**

Updated 10/06/2016      Reference #: Title 14 Part 91-145      Comments due 11/03/2016

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

**AC: Part 91 Approved Inspection Programs**

Updated 10/06/2016      Reference #: Title 14 Part 43-137      Comments due 10/27/2016

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

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

Updated 10/06/2016      Reference #: Title 14 Part 21-135      Comments due 10/21/2016

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

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

Updated 10/06/2016      Reference #: Title 14 Part 21-135      Comments due 11/30/2016

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

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Boeing 777**

Updated 10/03/2016      Revision 8 Draft X      Comments due 10/17/2016

**FSB: Gulfstream GIV-X, GV, GV-SP**

Updated 10/03/2016      Revision 11 Draft X      Comments due 10/17/2016

**FSB: Bombardier Challenger 300/350**

Updated 10/03/2016      Revision 3 Draft X      Comments due 10/07/2016

*Draft Master Minimum Equipment List*

**MMEL: AIRBUS HELICOPTERS DEUTSCHLAND GmbH (AHD) BO-105A, BO-105C, BO-105S, BO-105LS A1, BO-105LS A3 (TCDS H3EU)**

Updated 10/13/2016      Revision 11 Draft X      Comments due 10/27/2016

**MMEL: EMBRAER ERJ-170-100/200, ERJ-190-100/200, ERJ-190-100 ECJ**

**Commercial Designations: ERJ-170, ERJ-175, ERJ-190, ERJ-195, LINEAGE 1000**

Updated 10/13/2016

Revision 14 Draft X

Comments due 10/28/2016

## **October 17, 2016**

### **FAA Regulations**

#### *FAA Final rules*

##### **Final Rule: Cancellation of Standard Instrument Approach Procedures as Part of the National Procedures Assessment (NPA) Initiative**

Published 10/17/2016

Docket #: FAA-2015-0785

Effective date 11/10/2016

The FAA is issuing a final rule that removes certain redundant or underutilized ground-based nondirectional radio beacon (NDB) and VHF omnidirectional range (VOR) Standard Instrument Approach Procedures (SIAPs). On April 13, 2015, the FAA published a notice of proposed rulemaking to remove 736 SIAPs. This final rule addresses 125 of the 198 procedures for which comments were received.

#### *FAA Proposed Rules*

##### **NPRM: Rotorcraft Pilot Compartment View**

Published 10/17/2016

Docket #: FAA-2016-9275

Comments due 11/16/2016

The FAA is proposing to revise its rules for pilot compartment view to allow ground tests to demonstrate compliance for night operations. The current regulations require night flight testing to demonstrate compliance, which is not necessary in every case. The proposed rule would relieve the burden of performing a night flight test under certain conditions.

#### *FAA Special Conditions*

##### **SC: Learjet Model 45 Series Airplanes; Isolation or Security Protection of the Aircraft Control Domain and the Airline Information Services Domain From the Passenger Services Domain**

Published 10/17/2016

Docket #: FAA-2013-0919

Effective date 10/17/2016

The FAA is correcting a final special conditions; request for comments document published in the Federal Register on October 31, 2013 (78 FR 65155). In that document the special conditions number was incorrect and this document now posts the correct special conditions number. Also, a typographical error occurred in the wording of one of the headings paragraphs of the document. This document now posts the correct headings wording.

**SC: Embraer S.A., Model ERJ 190-300 Series Airplanes; Electrical/Electronic Equipment Bay Fire Detection and Smoke Penetration**

Docket #: FAA-2016-9282      Comments due 12/01/2016

These special conditions are issued for the Embraer S.A. Model ERJ 190-300 series airplanes. These airplanes 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 electrical/electronic equipment bays distributed throughout the airplane, with three of them in the pressurized area. The time it takes to determine the source of smoke in an airplane with three or more equipment bays could allow fire to spread, generating a significant quantity of smoke and damage. 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: Learjet Model 45 Series Airplanes; Aircraft Electronic System Security Protection From Unauthorized External Access**

Published 10/17/2016      Docket #: FAA-2013-0920      Effective Date 10/17/2016

The FAA is correcting a final special conditions; request for comments document published in the Federal Register on October 31, 2013 (78 FR 65153). In that document the special conditions number was incorrect and this document now posts the correct special conditions number. Also, a typographical error occurred in the wording of one of the headings paragraphs of the document. This document now posts the correct headings wording.

**FAA Guidance Documents and Notices**

*FAA Legal Interpretations*

**Legal Interpretation: Response to Request for Interpretation of 14 C.F.R. §§ 121.368(h) and 135.426(h) Regarding the Circumstances When an Air Carrier Must Include on the Required List of Maintenance Providers the Name of Each Individual Airframe and Powerplant (A&P) Mechanic Who Performs Work as a Maintenance Provider for the Air Carrier**

Issued 10/14/2016      Regulation/Order #: §§ 121.368(h) and 135.426(h)

This responds to a June 1, 2016 request for an interpretation of §§ 121.368(h) and 135.426(h), each of which requires an air carrier, when contracting for maintenance, to provide to the FAA a list that includes the name and address where the work is carried out for each maintenance provider that performs work for the carrier, and a description of the type of work to be performed at each location.

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received; 501ZD**

Published 10/17/2016      Document #: 2016-102      Comments due 11/07/2016

501ZD has requested that the FAA allow a Cessna Citation 500 airplane to operate to a maximum cruise altitude of 41,000 feet without incorporating the provisions of Cessna/Textron Service Bulletin SB500-21-9. This would result in a maximum cabin pressure altitude of 10,000 feet during 14 CFR part 91 operations. Section 25.841(a) allows a maximum cabin pressure altitude of not more than 8,000 feet under normal operating conditions.

**October 18, 2016**

## **FAA Regulations**

### *FAA Final rules*

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

Published 10/18/2016                      Docket #: FAA-2015-8132                      Effective date 11/22/2016

The FAA is adopting a new airworthiness directive (AD) for certain 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 cracks found during maintenance inspections on certain lugs of the 10VU rack side fittings in the cockpit.

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

Published 10/18/2016                      Docket #: FAA-2015-8470                      Effective date 11/22/2016

The FAA is superseding Airworthiness Directive (AD) 95-21-09 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). AD 95-21-09 required repetitive inspections for cracking of the No. 2 flap beams, and replacement of the flap beams, if necessary; and provided optional modifications for extending certain inspection thresholds, and an optional terminating modification for certain inspections.

#### **AD: Airworthiness Directives; Sikorsky Aircraft Corporation Helicopters**

Published 10/18/2016                      Docket #: FAA-2016-6640                      Effective date 11/22/2016

The FAA is adopting a new airworthiness directive (AD) for Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters. This AD requires altering the fire bottle inertia switch wiring and performing a cartridge functional test of the fire extinguishing system.

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

Published 10/18/2016                      Docket #: FAA-2016-6418                      Effective date 11/22/2016

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A330-200 Freighter, -200, and -300 series airplanes; and Airbus Model A340-200, -300, -500, and -600 series airplanes.

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

Published 10/18/2016                      Docket #: FAA-2016-3703                      Effective date 11/22/2016

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 767-200, -300, and -400ER series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the skin lap splice is subject to widespread fatigue damage (WFD).

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

Published 10/18/2016                      Docket #: FAA-2015-3629                      Effective date 11/22/2016

We are adopting a new airworthiness directive (AD) for certain Dassault Aviation Model MYSTERE-FALCON 50, MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX airplanes.

## FAA Guidance Documents and Notices

### *FAA Final Policies*

#### **Final Policy: [Effect of ADS-B Out installation on RVSM and TCAS II Certification](#)**

Issued 10/17/2016

Policy #: AIR-100-14-130-GM27

The purpose of this memorandum is to explain the Federal Aviation Administration's (FAA's) policy regarding the effect an installation of an Automatic Dependent Surveillance-Broadcast (ADS-B) OUT system has on the existing Reduced Vertical Separation Minima (RVSM) and Traffic Collision Avoidance System (TCAS) II certification of civil aircraft.

### *Notices*

#### **Notice: [Notice of Intent for Revision of Maintenance Handbook Order JO 6560.13, Maintenance of Aviation Meteorological Systems, Type FA-29500](#)**

Published 10/14/2016

Document #: JO 6560.109

Comments due M/D/YYYY

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

#### **Notice: [Petition for Exemption; Summary of Petition Received; Air Tractor Inc.](#)**

Published 10/18/2016

Document #: 2016-103

Comments due 11/07/2016

Air Tractor requests that it be exempt from the normal 3-year duration for an application for type certification per 14 CFR 21.17(c) for its AT-1002, Type certificate project. Air Tractor also requests to be exempt from 14 CFR 21.17(d) to keep the projects originally established airworthiness requirements for no less than 4 years from the date of extension.

#### **Notice: [Notice of Intent for New Maintenance Handbook Order JO 6563.XX, Maintenance of Automated Weather Observation System-C \(AWOS-C\), Type FA-29600](#)**

Published 10/14/2016

Document #: JO 6563.1

Comments due M/D/YYYY

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

#### **Notice: [Notice of Intent for New Maintenance Handbook Order JO 6565.XX, Maintenance of Stand Alone Weather Sensors \(SAWS\) System, Type FA-29500](#)**

Published 10/14/2016

Document #: JO 6565.1

Comments due M/D/YYYY

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

**October 19, 2016**

**Press releases**

**Federal Aviation Administration Dedicates New Las Vegas Air Traffic Control Facility**

Federal Aviation Administrator (FAA) Michael Huerta today joined federal and local officials to dedicate the new air traffic control facility at McCarran International Airport.

**FAA Regulations**

*FAA Final rules*

**Emergency Final Rule: Hazardous Materials: Emergency Restriction/Prohibition Order**

Published 10/19/2016                      Docket #: FAA-2016-9288                      Effective date 10/15/2016

This document provides Emergency Restriction/Prohibition Order No. FAA-2016-9288, issued October 14, 2016 and effective at 12 p.m. (noon) Eastern Daylight Time (EDT), October 15, 2016 to Samsung Galaxy Note 7 Users and air carriers.

**FAA Guidance Documents and Notices**

*FAA Final Policies*

**Final Policy: Limited Designated Airworthiness Representative-Manufacturing (DAR-F) Program for Accredited Distributors**

Issued 10/17/2016                      Policy #: AIR-100-16-160-PM13

This memorandum allows an accredited distributor, as defined in Advisory Circular (AC) 00-56, Voluntary Industry Distributor Accreditation Program, to request appointment of a qualified individual employee to be authorized as a Limited DAR-F for the accredited distributor's location(s).

*Notices*

**Notice: Notice of Request To Release Airport Property**

Published 10/19/2016                      Document #: 2016-25286                      Comments due 11/18/2016

The FAA proposes to rule and invites public comment on the release of land at Waterloo Regional Airport, Waterloo, Iowa, under the provisions of 49 U.S.C. 47107(h)(2).

**Notice: Applicability of National Environmental Policy Act (NEPA) to Federal Aviation Administration (FAA) Review of Airport Wildlife Hazard Management Plans**

Published 10/19/2016                      Document #: 2016-9284                      Comments due 11/18/2016

The Federal Aviation Administration (FAA) Office of Airports is clarifying a program guidance letter issued in 2006 concerning how federal environmental laws apply to FAA approval of a new or updated airport Wildlife Hazard Management Plan (WHMP).

**Meeting: Twelfth RTCA SC-228 Minimum Performance Standards (MPS) for UAS Focused-Topic Plenary**

Meeting date 11/14/2016 Meeting time 12:30pm – 1:30pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Twelfth RTCA SC-228 Minimum Performance Standards (MPS) for UAS Focused-Topic Plenary.

**Meeting: Fifth RTCA SC-235 Non Rechargeable Lithium Batteries Plenary Session**

Meeting date 10/19/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Fifth RTCA SC-235 Non Rechargeable Lithium Batteries Plenary Session.

**Meeting: Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues**

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

This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) Transport Airplane and Engine (TAE) Subcommittee to discuss TAE issues.

*Flight Standards Service Draft Advisory Circular*

**AC: Repair Station Internal Evaluation Programs**

Updated 10/18/2016 Reference #: Title 14 Part 145 Comments due 11/17/2016

This advisory circular (AC) provides information and guidance material that may be used by repair station certificate holders operating under Title 14 of the Code of Federal Regulations (14 CFR) part 145 to design and implement an Internal Evaluation Program (IEP). The procedures and practices outlined in this AC can be applied to all of a repair station's operations.

**October 20, 2016**

**FAA Regulations**

*FAA Final rules*

**AD: Airbus Airplanes**

Published 10/20/2016 Docket #: FAA-2016-0465 Effective date 11/25/2016

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-200 and -300 series airplanes; and Model A340-200 and -300 series airplanes. This AD was prompted by a determination that the compliance times for certain post-repair inspections and certain allowable damage limits (ADLs) must be reduced in order to address fatigue.

**AD: Airbus Helicopters Deutschland GmbH (Previously Eurocopter Deutschland GmbH) (Airbus Helicopters) Helicopters**

Published 10/20/2016 Docket #: FAA-2016-0578 Effective date 11/25/2016

The FAA is adopting a new airworthiness directive (AD) for Airbus Helicopters Model MBB-BK 117 C-2 helicopters with certain duplex trim actuators installed. This AD requires repetitively inspecting the lateral and longitudinal trim actuator output levers for correct torque of the nuts.



**AD: Airbus Airplanes**

Published 10/20/2016                      Docket #: FAA-2016-5587                      Effective date 11/25/2016  
The FAA is superseding Airworthiness Directive (AD) 2012-20-07 for certain Airbus Model A318, A319, A320, and A321 series airplanes. AD 2012-20-07 required revising the Airworthiness Limitations section (ALS) of the Instructions for Continued Airworthiness (ICA) to incorporate new limitations for fuel tank systems, and revising the maintenance program to incorporate revised fuel maintenance and inspection tasks.

**AD: The Boeing Company Airplanes**

Published 10/20/2016                      Docket #: FAA-2015-6538                      Effective date 11/25/2016  
The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-300, -400, and -500 series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the aft pressure bulkhead is subject to widespread fatigue damage (WFD).

*FAA Proposed Rules***NPRM AD: BAE Systems (Operations) Limited**

Published 10/20/2016                      Docket #: FAA-2016-9186                      Comments due 12/05/2016  
The FAA proposes to supersede Airworthiness Directive (AD) 2012-16-08, for certain BAE Systems (Operations) Limited Model BAe 146 and Avro 146-RJ series airplanes. AD 2012-16-08 currently requires repetitive detailed inspections for bulging, surface anomalies, and cracking of the fuselage skin adjacent to the discharge valves, and repair and application of additional sealant in the affected area if necessary.

**NPRM AD: NavWorx, Inc. Automatic Dependent Surveillance Broadcast Universal Access Transceiver Units**

Published 10/20/2016                      Docket #: FAA-2016-9226                      Comments due 12/19/2016  
The FAA proposes to adopt a new airworthiness directive (AD) for NavWorx, Inc. (NavWorx) Automatic Dependent Surveillance Broadcast (ADS-B) Universal Access Transceiver Units (unit). This proposed AD would require removing the ADS-B unit and would prohibit installing the affected unit on any aircraft.

**NPRM AD: The Boeing Company Airplanes**

Published 10/20/2016                      Docket #: FAA-2016-9188                      Comments due 12/05/2016  
The FAA proposes to supersede Airworthiness Directive (AD) 2007-26-04, which applies to certain Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. AD 2007-26-04 currently requires repetitive inspections for cracking around the heads of the fasteners on the forward fastener row of certain areas of a certain circumferential butt splice, and repair if necessary; and also requires a preventive modification, which eliminates the need for the repetitive inspections.

## **FAA Guidance Documents and Notices**

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

#### **FSIMS: Dassault Aviation Falcon 900EX**

Issued 10/20/2016

Revision 9 of the Dassault Falcon 900EX Master Minimum Equipment List.

**October 21, 2016**

### **FAA Regulations**

#### *FAA Proposed Rules*

#### **NPRM AD: Piper Aircraft, Inc. Airplanes**

Published 10/21/2016

Docket #: FAA-2016-9254

Comments due 12/05/2016

The FAA proposes to supersede Airworthiness Directive (AD) 95-26-13, which applies to certain Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-151, PA-28-161, PA-28-160, PA-28-180, PA-28-181, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28S-160, PA-28S-180, PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, and PA-32S-300 airplanes equipped with oil cooler hose assemblies that do not meet certain technical standard order (TSO) requirements. AD 95-26-13 requires inspections, replacement, and adjustment of the oil cooler hose assemblies, as well as providing for a terminating action. Since we issued AD 95-26-13, the FAA has received requests to clarify the intent of AD 95-26-13.

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

Published 10/21/2016

Docket #: FAA-2015-7526

Comments due 12/23/2016

The FAA is revising an earlier proposed airworthiness directive (AD) for all Airbus Model A318, A319, A320, and A321 series airplanes. This action revises the notice of proposed rulemaking (NPRM) by requiring an additional action for sealant application on some nuts and bolts on the National Advisory Committee for Aeronautics (NACA) duct assembly and adding a grace period to the compliance time.

## **FAA Guidance Documents and Notices**

### *FAA Draft Policies*

#### **Final Policy: Acceptable Methods for Demonstrating Compliance With Flammability Requirements**

Updated 09/21/2016

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

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

## *Draft Orders*

### **Order: Revision of OpSpec/MSpec/LOA A002, Definitions and Abbreviations**

Updated 10/20/2016      Reference #: 14 CFR part 91-135      Comments due 11/18/2016

This notice announces changes to definitions contained in Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) A002, Definitions and Abbreviations, and directs revision of the A002 templates for affected Title 14 of the Code of Federal Regulations (14 CFR) operations: part 91 subpart K (part 91K); part 121; part 125, including Letter of Deviation Authority (LODA) holders (A125 LODA); and part 135.

## *Notices*

### **Notice: Realignment of Aviation Insurance Staff**

Published 10/20/2016      Document #: 1100.358      Comments due M/D/YYYY

This document's content is not currently available.

## *Flight Standards Service Draft Advisory Circular*

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

Updated 10/20/2016      Reference #: Title 14 Part 21-135      Comments due 11/30/2016

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

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

Updated 10/20/2016      Reference #: Title 14 Part 21-135      Comments due 10/21/2016

This advisory circular (AC) provides information and guidance on the application and issuance process for obtaining a Letter of Deviation Authority (LODA) to utilize an experimental aircraft for compensation or hire while providing flight training. The Federal Aviation Administration (FAA) has the regulatory authority to issue a LODA in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.319(h).

### **AC: Part 91 Approved Inspection**

Updated 10/21/2016      Reference #: Title 14 Part 43-137      Comments due 10/27/2016

This advisory circular (AC) discusses the procedures to develop and submit aircraft owner- and operator-specific inspection programs in accordance with an inspection program selected under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.409(f)(4), and satisfies the requirements of § 91.409(g) for review and approval by the Federal Aviation Administration (FAA).

**AC: Aviation Safety Action Program (ASAP)**

Updated 10/20/2016      Reference #: Title 14 Part 91-145      Comments due 11/03/2016  
This advisory circular (AC) provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate.

**AC: Repair Station Internal Evaluation Programs**

Updated 10/20/2016      Reference #: Title 14 Part 145      Comments due 11/17/2016  
This advisory circular (AC) provides information and guidance material that may be used by repair station certificate holders operating under Title 14 of the Code of Federal Regulations (14 CFR) part 145 to design and implement an Internal Evaluation Program (IEP). The procedures and practices outlined in this AC can be applied to all of a repair station's operations.

**AC: Standard Operating Procedures and Pilot Monitoring Duties for Flight Deck Crewmembers**

Updated 10/20/2016      Reference #: Title 14 Part 91-135      Comments due 11/21/2016  
This advisory circular (AC) provides guidance for the design, development, implementation, evaluation, and updating of standard operating procedures (SOP), and for pilot monitoring duties. SOPs are universally recognized as basic to safe aviation operations. Their importance cannot be overstated, especially in light of the advent of pilot monitoring standards with respect to the use of increasingly modernized automated systems.

*Draft Master Minimum Equipment List*

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

Updated 10/13/2016      Revision 11 Draft X      Comments due 10/27/2016

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

Updated 10/13/2016      Revision 14 Draft X      Comments due 10/28/2016

**October 24, 2016**

**FAA Regulations**

*FAA Final rules*

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

Published 0/24/2016      Docket #: FAA-2006-23706      Effective date 11/28/2016  
The FAA is superseding airworthiness directive (AD) 2015-12-04 for all Honeywell International Inc. (Honeywell) TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR turboprop engines with certain Woodward fuel control unit (FCU) assemblies, installed. AD 2015-12-04 required initial and repetitive dimensional inspections of the affected fuel control drives and insertion of certain airplane operating procedures into the applicable flight manuals.

## *FAA Proposed Rules*

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

Published 10/24/2016

Docket #: FAA-2016-9190

Comments due 12/28/2016

The FAA proposes to supersede Airworthiness Directive (AD) 2014-23-06, for certain Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. AD 2014-23-06 currently requires modifying the main landing gear (MLG) by installing a new bracket on the left and right lower aft-wing planks. Since we issued AD 2014-23-06, we have determined that it is necessary to require a different modification of the MLG.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: [Maintaining Public Aircraft](#)**

Issued 10/19/2016

Document #: AC 91-91

This AC is intended to provide guidance for developing maintenance and inspection programs for aircraft operated as public aircraft. The recommendations in this AC were developed using industry best practices, depending on the aircraft being operated. The AC describes methods for maintaining aircraft in order to maximize both a safety and economic benefit.

### *Orders*

#### **Order: [Maintenance of the Flight Data Processor \(FDP\) System at Anchorage ARTCC](#)**

Issued 10/20/2016

Document #: JO 6110.12A

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

### *Notices*

#### **Meeting: [Ninth RTCA SC-229 406 MHz ELT Plenary Joint With EUROCAE WG-98 10th Plenary](#)**

Meeting date 12/13/2016 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Ninth RTCA SC-229 406 MHz ELT

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

Meeting date 11/15/2016 Meeting time 8:30am – 4:30pm Time zone (EST/etc.)

Eighth Plenary of RTCA SC-233 Addressing Human Factors/Pilot Interface Issues for Avionics.

**October 25, 2016**

## **FAA Regulations**

### *FAA Final rules*

#### **Final Rule: Amendment of Class D and Class E Airspace; Falmouth, MA**

Published 10/25/2016                      Docket #: FAA-2016-5444                      Effective date 11/10/2016

This action corrects a final rule published in the Federal Register of September 23, 2016, amending Class D and E airspace. Class E airspace designated as an extension at Cape Cod Coast Guard Air Station, (formerly Otis ANGB), Falmouth, MA is corrected by

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

Published 10/25/2016                      Docket #: FAA-2015-4513                      Effective date 11/10/2016

This action corrects a final rule published in the Federal Register of September 23, 2016, amending Class E Airspace designated as an extension, and Class E airspace areas extending upward from 700 feet or more above the surface at Hagerstown Regional Airport-Richard A. Henson Field by correcting the geographic coordinates of the Hagerstown Regional Airport-Richard A. Henson Field ILS Runway 27 Localizer. This is an administrative change to coincide with the FAA's aeronautical database.

#### **Final Rule: Amendment of Class E Airspace; Miles City, MT**

Published 10/25/2016                      Docket #: FAA-2016-7046                      Effective date 01/15/2017

This action modifies Class E surface area airspace and Class E airspace extending upward from 700 feet above the surface at Frank Wiley Field Airport, Miles City, MT, due to airspace redesign for the safety and management of Instrument Flight Rules (IFR) operations at the airport. The Class E airspace designated as an extension, proposed for revocation in the NPRM, is removed from this rulemaking as it was proposed in error.

### *FAA Proposed Rules*

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

Published 10/25/2016                      Docket #: FAA-2016-9192                      Comments due 12/09/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A330-200, A330-300, A340-200, and A340-300 series airplanes. This proposed AD was prompted by a report of cracking at fastener holes located at a certain frame on the lower shell panel junction.

#### **NPRM AD: Diamond Aircraft Industries GmbH Airplanes**

Published 10/25/2016                      Docket #: FAA-2016-9317                      Comments due 12/09/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Diamond Aircraft Industries GmbH Model DA 42 airplanes. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product.

**NPRM: Proposed Establishment of Class E Airspace; Drummond Island, MI**

Published 10/25/2016                      Docket #: FAA-2016-5045                      Comments due 10/09/2016

The FAA proposes to establish Class E en route domestic airspace at Drummond Island Airport, Drummond Island, MI, to facilitate vectoring of Instrument Flight Rules (IFR) aircraft under control of Minneapolis Air Route Traffic Control Center (ARTCC). The FAA is proposing this action to enhance the safety and management of aircraft operations at Drummond Island Airport.

**FAA Guidance Documents and Notices**

*Notices*

**Notice: Supplemental Type Certificate SA893CE (Original Product Type Certificate Number A4CE)**

Published 10/25/2016                      Document #: 2016-25688                      Comments due 04/24/2017

This notice requests the current holder(s) (or their heirs) of STC SA893CE come forward and identify themselves; otherwise, the FAA will declare the STC as abandoned. This notice is issued in accordance with § 302 of the FAA Modernization and Reform Act of 2012,[1] partially codified as Title 49 of the United States Code (49 U.S.C.) § 44704(a)(5).

**October 26, 2016**

**FAA Regulations**

*FAA Final rules*

**AD: Bell Helicopter Textron**

Published 10/26/2016                      Docket #: FAA-2015-3821                      Effective date 11/30/2016

The FAA is superseding Airworthiness Directive (AD) 75-26-05 for Bell Helicopter Textron (Bell) Model 204B, 205A-1 and 212 helicopters. AD 75-26-05 required removing and visually inspecting each main rotor(M/R) blade and, depending on the inspection's outcome, repairing or replacing the M/R blades. This new AD requires more frequent inspections of certain M/R blades and applies to Model 205A helicopters. This AD does not require that helicopter blades be removed to conduct the initial visual inspections. We are issuing this AD to detect a crack and prevent failure of an M/R blade and subsequent loss of helicopter control.

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

Published 10/26/2016                      Docket #: FAA-2016-25785                      Effective date 10/26/2016

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 10/26/2016

Docket #: FAA-2016-25784

Effective date 10/26/2016

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

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes**

Published 10/26/2016

Docket #: FAA-2016-9298

Comments due 12/12/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A300 series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) that indicates a section of the wing and aft fuselage is subject to widespread fatigue damage (WFD). This proposed AD would require an inspection to determine if certain modifications have been done. For airplanes on which the specified modifications have not been done, this proposed AD would require accomplishing those modifications, including doing related investigative and corrective actions if necessary. We are proposing this AD to prevent reduced structural integrity of these airplanes due to the failure of certain structural components.

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

Published 10/26/2016

Docket #: FAA-2016-9299

Comments due 12/12/2016

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier Inc. Model DHC-8-102, -103, and -106 airplanes; DHC-8-200 series airplanes; and Model DHC-8-300 series airplanes. This proposed AD was prompted by reports of incorrect installation of the auto-ignition system due to crossed wires at one of the splices in the auto-relight system. This proposed AD would require inspecting the auto-ignition system for correct wiring, and doing corrective actions if necessary. We are proposing this AD to detect and correct incorrect wiring of the auto-ignition system, which could result in inability to restart the engine in flight and consequent reduced controllability of the airplane.

**NPRM AD: The Boeing Company Airplanes**

Published 10/26/2016

Docket #: FAA-2016-9300

Comments due 12/12/2016

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model DC-6, DC-6A, C-118A, R6D-1, DC-6B, and R6D-1Z airplanes. This proposed AD was prompted by a report of a fuel leak in a Model C-118A airplane that resulted from a crack in the wing lower skin. This proposed AD would require repetitive radiographic, electromagnetic testing high frequency (ETHF), and electromagnetic testing low frequency (ETLF) inspections for cracking of the wing lower skin, and repairs if necessary. We are proposing this AD to detect and correct fatigue cracking in the wing lower skin, which could adversely affect the structural integrity of the wing.



**NPRM AD: Pratt & Whitney Division Turbofan Engines**

Published 10/26/2016                      Docket #: FAA-2016-8836                      Comments due 12/12/2016  
The FAA proposes to adopt a new airworthiness directive (AD) for all Pratt & Whitney Division (PW) PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, and PW4090-3 turbofan engines. This proposed AD was prompted by an uncontained failure of a high-pressure turbine (HPT) hub during takeoff. This proposed AD would require an inspection to measure the surface condition of the aft side web/rim fillet of HPT 1st stage hubs and removal from service of hubs that fail inspection. We are proposing this AD to prevent failure of the HPT 1st stage hub, uncontained hub release, damage to the engine, and damage to the airplane.

*FAA Proposed Special Conditions*

**SC: Aerocon Engineering Company, Boeing Model 777-200 Airplane; Access Hatch Installed Between the Cabin and the Class C Cargo Compartment To Allow In-Flight Access to the Cargo Compartment**

Published 10/26/2016                      Docket #: FAA-2016-8247                      Comments due 12/12/2016  
This action proposes special conditions for the Boeing Model 777-200 airplane. This airplane, as modified by Aerocon Engineering Company (Aerocon), 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 access hatch, installed between the cabin and the Class C cargo compartment, to allow in-flight access to the Class C cargo compartment. 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**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Major Repair and Alteration Data Approval**

Issued 10/24/2016  
This job aid includes additional information to FAA Order 8300.16, Major Repair and Alteration Data Approval (may be accessed at [rgl.faa.gov](http://rgl.faa.gov), under the Orders/Notices database listing).

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received; B/E Aerospace, Inc.-FSI**

Published 10/26/2016                      Document #: 2016-107                      Comments due 11/15/2016  
The petitioner is seeking relief to install up to 24 doors in any zone for mini-suites of a Boeing 777.

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

Published 10/26/2016                      Document #: 2016-104                      Comments due 11/15/2016  
Lockheed Martin Aeronautics Company is requesting that the FAA allow the same airplane load derivation equations and methods consistent with previous Model 382 airplane design criteria for the current type design update of the Model 382J Series airplane instead of strict compliance with §§ 25.335(e)(3) and 25.473(a)(2).

October 27, 2016

## FAA Regulations

### *FAA Final rules*

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

Published 10/27/2016                      Docket #: FAA-2016-9318                      Effective date 11/16/2016

The FAA is adopting a new airworthiness directive (AD) for all Diamond Aircraft Industries GmbH Models DA 40 NG, DA 42 NG, and DA 42 M-NG airplanes. 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 cracked autopilot bridle cable clamps. We are issuing this AD to correct the unsafe condition on these products

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

Published 10/27/2016                      Docket #: FAA-2016-8160                      Effective date 12/01/2016

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

#### **AD: Airbus Helicopters Deutschland GmbH Helicopters**

Published 10/27/2016                      Docket #: FAA-2016-5306                      Effective date 12/01/2016

The FAA is adopting a new airworthiness directive (AD) for Airbus Helicopters Deutschland GmbH (Airbus Helicopters) Model MBB-BK 117 C-2 helicopters. This AD requires inspecting each terminal lug and replacing any lug that has discoloration, corrosion, incorrect crimping, or incorrect installation. This AD was prompted by the discovery that terminal lugs with incorrect crimping may have been installed on these helicopters. The actions of this AD are intended to detect incorrectly installed or crimped terminal lugs and prevent contact resistance and reduced gastightness between the wire and terminal lug, subsequent loss of electrical power, and an electrical fire.

#### **AD: Schempp-Hirth Flugzeugbau GmbH Gliders**

Published 10/27/2016                      Docket #: FAA-2016-6123                      Effective date 12/01/2016

The FAA is adopting a new airworthiness directive (AD) for Schempp-Hirth Flugzeugbau GmbH Models Discus-2a, Discus-2b, Discus-2c, Discus 2cT, Ventus-2a, and Ventus-2b gliders. 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 insufficient overlap of the airbrake panels. We are issuing this AD to correct the unsafe condition on these products.

**Final Rule: [Extension of the Prohibition Against Certain Flights in the Simferopol \(UKFV\) and Dnipropetrovsk \(UKDV\) Flight Information Regions \(FIRs\)](#)**

Published 10/27/2016                      Docket #: FAA-2014-0225                      Effective date 10/27/2016  
This action extends the prohibition against certain flight operations in the Simferopol (UKFV) and Dnipropetrovsk (UKDV) flight information regions (FIRs) by all United States (U.S.) air carriers; U.S. commercial operators; persons exercising the privileges of a U.S. airman certificate, except when such persons are operating a U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except when such operators are foreign air carriers. The FAA finds this action to be necessary to address a continuing hazard to persons and aircraft engaged in such flight operations.

**FAA Guidance Documents and Notices**

*Flight Standards Service Information for Operators (InFO)*

**InFO: [Enhanced Training for Flight Attendants \(F/A\) - Human Trafficking Recognition and Response](#)**

Issued 10/25/2016                      InFO #: 16019                      Comments due M/D/YYYY  
This InFO informs Title 14 of the Code of Federal Regulations (14 CFR) Part 121 and 135 operators of the statutory requirement to provide F/As with training regarding recognizing and responding to potential human trafficking victims.

*Draft Flight Standardization Board/Operational Suitability Report*

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

Updated 10/26/2016                      Revision 5 Draft X                      Comments due 11/30/2016

**October 28, 2016**

**FAA Guidance Documents and Notices**

*FAA Draft Policies*

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

Updated 09/21/2016                      Policy #: PS-AIR110-21-Y-Rn  
This policy statement provides acceptable methods for demonstrating compliance with the flammability requirements of Title 14 of the Code of Federal Regulations (14 CFR) §§ 23.853, 23.855, 25.853, 25.855, 27.853, 27.855, 29.853, and 29.855.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: [Mitsubishi MU-2B Series Aircraft Training Program Approval](#)**

Issued 10/26/2016  
This notice introduces a new letter of authorization (LOA) paragraph to be issued via the Web-based Operations Safety System (WebOPSS) and provides guidance to Federal Aviation Administration (FAA) aviation safety inspectors (ASI) with oversight responsibility for pilots, flight instructors, training providers, and owners/operators of Mitsubishi MU-2B series airplanes.

## Draft Orders

### **Order: Revision of OpSpec/MSpec/LOA A002, Definitions and Abbreviations**

Updated 10/20/2016                      Reference #: 14 CFR part 121-125      Comments due 11/18/2016

This notice announces changes to definitions contained in Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) A002, Definitions and Abbreviations, and directs revision of the A002 templates for affected Title 14 of the Code of Federal Regulations (14 CFR) operations: part 91 subpart K (part 91K); part 121; part 125, including Letter of Deviation Authority (LODA) holders (A125 LODA); and part 135. The change adds three definitions relating to air cargo in support of an air cargo safety initiative.

## Notices

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

Published 10/28/2016                      Document #: 2016-26087                      Comments due 11/28/2016

The FAA is considering a proposal to change 1.25 acres of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at Cherry Capital Airport, Traverse City, Michigan. The aforementioned land is not needed for aeronautical use.

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

Published 10/28/2016                      Document #: 2016-26088                      Comments due 11/28/2016

The FAA is considering a proposal to change 63.04 acres of airport land from aeronautical use to non-aeronautical use and to authorize the lease of airport property located at Cherry Capital Airport, Traverse City, Michigan. The aforementioned land is not needed for aeronautical use.

### **Notice: List of Units of the National Park System Exempt From the Provisions of the National Parks Air Tour Management Act**

Published 10/28/2016                      Document #: 2016-26092                      Comments due M/D/YYYY

The National Parks Air Tour Management Act (NPATMA) requires the Federal Aviation Administration (FAA) and National Park Service (NPS) to develop an air tour management plan for units of the national park system where an operator has applied for authority to conduct commercial air tours.

### **Notice: Notice of Availability of the Record of Decision for the Proposed Airport, Angoon, Alaska**

Published 10/28/2016                      Document #: 2016-26090                      Comments due M/D/YYYY

In accordance with the National Environmental Policy Act of 1969 (NEPA; 42 U.S.C. 4321 et seq.) and Council on Environmental Quality (CEQ) regulations, the FAA issues this notice to advise the public that the FAA has issued the Record of Decision (ROD) for the Final Environmental Impact Statement (FEIS) that evaluated the effects of a proposed airport in Angoon Alaska. The ROD constitutes the final decision of the FAA and summarizes the FEIS analyses and selected mitigation measures.

### **Notice: Mitsubishi MU-2B Series Aircraft Training Program Approval**

Published 10/26/2016                      Document #: N 8900.387                      Comments due M/D/YYYY

This notice introduces a new letter of authorization (LOA) paragraph to be issued via the Web-based Operations Safety System (WebOPSS) and provides guidance to Federal Aviation Administration (FAA) aviation safety inspectors (ASI) with oversight responsibility for pilots, flight instructors, training providers, and owners/operators of Mitsubishi MU-2B series airplanes.

*Flight Standards Service Draft Advisory Circular*

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

Updated 10/24/2016      Reference #: Title 14 Part 21-135      Comments due 11/30/2016

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

**AC: Aviation Safety Action Program (ASAP)**

Updated 10/24/2016      Reference #: Title 14 Part 91-135      Comments due 11/03/2016

This advisory circular (AC) provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents.

**AC: Repair Station Internal Evaluation Programs**

Updated 10/24/2016      Reference #: Title 14 Part 145      Comments due 11/17/2016

This advisory circular (AC) provides information and guidance material that may be used by repair station certificate holders operating under Title 14 of the Code of Federal Regulations (14 CFR) part 145 to design and implement an Internal Evaluation Program (IEP). The procedures and practices outlined in this AC can be applied to all of a repair station's operations.

**AC: Standard Operating Procedures and Pilot Monitoring Duties for Flight Deck Crewmembers**

Updated 10/24/2016      Reference #: Title 14 Part 9-135      Comments due 11/21/2016

This advisory circular (AC) provides guidance for the design, development, implementation, evaluation, and updating of standard operating procedures (SOP), and for pilot monitoring duties. SOPs are universally recognized as basic to safe aviation operations. Their importance cannot be overstated, especially in light of the advent of pilot monitoring standards with respect to the use of increasingly modernized automated systems.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Gulfstream GVI**

Updated 10/27/2016      Revision 5 Draft X      Comments due 11/30/2016

**FSB: Bombardier CL-600-2B19, 2C10, 2D15, and 2D24**

Updated 10/27/2016      Revision 6 Draft X      Comments due 11/30/2016

*Draft Master Minimum Equipment List*

**MMEL: EMBRAER ERJ-170-100/200, ERJ-190-100/200, ERJ-190-100 ECJ Commercial Designations: ERJ-170, ERJ-175, ERJ-190, ERJ-195, LINEAGE 1000**

Updated 10/13/2016      Revision 14 Draft X      Comments due 10/28/2016

**October 31, 2016**

**FAA Guidance Documents and Notices**

*Notices*

**Notice: [Petition for Exemption; Summary of Petition Received; Pentastar Aviation Charter, Inc.](#)**

Published 10/31/2016                      Document #:2016-98                      Comments due 11/21/2016

Pentastar Aviation Charter, Inc. (Pentastar) seeks exemption from § 135.25 (b), which requires a part 135 certificate holder to have the exclusive use of at least one aircraft that meets the requirements for at least one kind of operation authorized in its operations specifications. In addition, Pentastar seeks exemption from § 135.25 (c), which specifies that, for the purposes of § 135.25 (b), a person has exclusive use of an aircraft if that person has the sole possession, control, and use of it for flight, as owner, or has a written agreement (including arrangements for performing required maintenance), in effect when the aircraft is operated, giving the person that possession, control, and use for at least 6 consecutive months.

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

Published 10/31/2016                      Document #: 2016-108                      Comments due 11/21/2016

The petitioner, a Certificated Flight Instructor, requests relief from 14 CFR 107.65, which provides that a holder of a part 61 pilot certificate (other than student pilot) may establish aeronautical knowledge recency by meeting the flight review requirements specified in § 61.56 within the previous 24 months and completing either an initial or recurrent training course covering the areas of knowledge specified in § 107.74(a) or (b) in a manner acceptable to the Administrator.

*Draft Master Minimum Equipment List*

**MMEL: [Boeing 737 B-737-100/200/300/400/500/600/700/800/900/900ER](#)**

Updated 10/28/2016                      Revision 59 Draft X                      Comments due 11/28/2016