

## ***Final Documents/Your Two Cents—May 2017***

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

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

### **May 1, 2017**

#### *FAA Proposed Rules*

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

Published 05/01/2017                      Docket #: FAA-2017-0330                      Comments due 06/15/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 737-300, -400, and -500 series airplanes. This proposed AD would require repetitive inspections for cracking in the skin lap splice at the lower fastener row, and repair if necessary. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the lower skin at the skin lap splice lower fastener row is subject to widespread fatigue damage (WFD). We are proposing this AD to address the unsafe condition on these products.

##### **NPRM: [Proposed Establishment of Class E Airspace, Hawthorne, NV](#)**

Published 05/01/2017                      Docket #: FAA-2017-0297                      Comments due 06/15/2017

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

#### *FAA Special Conditions*

##### **SC: [Bombardier Aerospace Inc., Model BD-700-1A11 Airplane; Non-Rechargeable Lithium Battery Installations](#)**

Published 05/01/2017                      Docket #: FAA-2017-0360                      Effective date 05/01/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Bombardier Aerospace Inc. (Bombardier) Model BD-700-1A11 airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator

considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Gulfstream Aerospace Corporation, Model GVII-G500 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/01/2017                      Docket #: FAA-2017-0366                      Effective date 05/01/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Gulfstream Aerospace Corporation (Gulfstream) Model GVII-G500 airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Bombardier Aerospace Inc., Model DHC-8-400 Series Airplanes; Non-Rechargeable Lithium Battery Installations**

Published 05/01/2017                      Docket #: FAA-2017-0362                      Effective date 05/01/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Bombardier Aerospace Inc. (Bombardier) Model DHC-8-400 series airplanes. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Gulfstream Aerospace LP, Model Gulfstream G150 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/01/2017                      Docket #: FAA-2017-0363                      Effective date 05/01/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Gulfstream Aerospace LP (GALP) Model Gulfstream G150 airplane, as modified by Gulfstream Aerospace Corporation (Gulfstream). Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Bombardier Aerospace Inc., Model BD-500-1A10 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/01/2017                      Docket #: FAA-2017-0359                      Effective date 05/01/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Bombardier Aerospace Inc. (Bombardier) Model BD-500-1A10 airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. 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 Legal Interpretations*

#### **Legal Interpretation: Clarification of fitness for duty standards under 14 C.F.R. § 117.5**

Issued M/D/YYYY

Regulation/Order #: 14 C.F.R. § 117.5

This interpretation is in response to a letter requesting clarification on the fitness for duty requirements in 14 C.F.R. § 117.5. regarding the fitness-for-duty requirements of a flightcrew member who has been awake for 18 continuous hours, and a question concerning different fitness-for-duty standards for daytime versus nighttime flight duty periods ("FDP").

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

#### **FSIMS: Custom Data Collection Tool for All Part 121 Certificate Holders Using Computerized Weight and Balance Programs**

Issued 04/21/2017

This notice announces the availability of the Safety Assurance System (SAS) Custom Data Collection Tool (C DCT) titled Cargo Loading Schedules, Manifests, and Weight and Balance Programs. Aviation safety inspectors (ASI) can use the C DCT when performing surveillance on Title 14 of the Code of Federal Regulations (14 CFR) part 121 certificate holders/operators.

#### **FSIMS: BH-212\_BH-412 Series**

Issued 05/08/2017

Revision 9 of the BELL HELICOPTER TEXTRON INC. 212, 412, 412CF, 412EP (H4SW) Master Minimum Equipment List.

### *Notices*

#### **Notice: Supplemental Type Certificates SA401SW, SE325SW, SE419SW (Original Product Type Certificate Numbers A1CE, 2A13, 1A15, 1A10, 2A3, 273, E5CE, 3E1, E246, and E267)**

Published 05/01/2017

Document #: 2017-08753

This Notice requests the current holder(s)—or their heirs—of STC's SA401SW, Full flow oil filter; SE325SW, Full flow oil filter; SE419SW, Full flow oil filter; come forward and identify themselves before the FAA declares these STC's abandoned.

**Notice: [Airport Privatization Pilot Program: Preliminary Application for St. Louis Lambert International Airport, St. Louis, MO](#)**

Published 05/01/2017 Document #: 2017-08751

The FAA has completed its review of the St. Louis Lambert International Airport (STL) preliminary application for participation in the Airport Privatization Pilot Program. The preliminary application is accepted for review, with a filing date of March 22, 2017. The City of St. Louis, the airport sponsor, may proceed with the necessary steps to select a private operator, negotiate an agreement and submit a final application to the FAA for exemption under the pilot program.

**Notice: [Public Notice for Waiver of Aeronautical Land-Use Assurance](#)**

Published 05/01/2017 Document #: 2017-08752 Comments due 05/31/2017

The FAA is considering a proposal to change 4.53 acres of airport land from aeronautical use to non-aeronautical use and to authorize the lease of airport property located at Flying Cloud Airport, Minneapolis, Minnesota. The aforementioned land is not needed for aeronautical use. The property is located northeast of the airport's Gate H and south of Pioneer Trail. This parcel has been vacant since the 1950's with drainage ditches on three sides. The proposed use of the property is to lease the parcel for development of commercial/retail space.

**May 2, 2017**

*FAA Proposed Rules*

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

Published 05/02/2017 Docket #: FAA-2017-0331 Comments due 06/16/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes. This proposed AD was prompted by reports of undamped main landing gear (MLG) extension in-service. This proposed AD would require replacement of the MLG retraction actuator rod-ends on both MLG assemblies. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/02/2017 Docket #: FAA-2017-0332 Comments due 06/16/2017

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

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: [Change 527 to 8900.1](#)**

Issued 04/28/2017

This change incorporates new information into Volume 3, Chapter 18, Section 3, OpSpec A160

regarding issuing an OpSpec A160 LODA for 14 CFR part 135 rotorcraft operations without a radio altimeter. This change incorporates information from and cancels Notice N 8900.405, OpSpec A160, Letter of Deviation Authority (LODA) for Part 135 Rotorcraft Operations Without a Radio Altimeter, dated 2/15/17.

**FSIMS: Part A Operations Specifications**

Issued 04/28/2017

This section and sections 4, 5, and 6 of Volume 3, Chapter 18, discuss each standard template available for issuance by the automated Operations Safety System (OPSS), also known as the Web-based Operations Safety System (WebOPSS). These templates are more commonly referred to as “paragraphs.” The standard paragraphs discussed in this order are limited to operations in accordance with Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (91K), 121, 125 (including part 125 Letter of Deviation Authority (LODA) holders), 133, 135, 137, and 145.

*Draft Master Minimum Equipment List*

**MMEL: B787 Boeing.**

Updated M/D/YYYY

Revision X Draft X

Comments due M/D/YYYY

*Draft MMEL AEG Policy*

**MMEL: Company Model Type of Equipment/Title**

Updated 05/01/2017

Revision 14 Draft X

Comments due 05/31/2017

**May 3, 2017**

*FAA Proposed Rules*

**NPRM: Proposed Amendment of Class D and E Airspace: Battle Creek, MI**

Published 05/03/2017

Docket #: FAA- 2017-0232

Comments due 06/19/2017

This action proposes to modify Class D airspace, and Class E airspace designated as an extension at W.K. Kellogg Airport (formerly W.K. Kellogg Field), Battle Creek, MI. Airspace reconfiguration is necessary due to the decommissioning of the Battle Creek VHF Omnidirectional Range Collocated Tactical Air Navigation System (VORTAC), and cancellation of the VOR approaches. Class E airspace extending upward from 700 feet above the surface also would be amended due to the redesign of the Instrument Landing System (ILS) approach, thereby removing reference to the BATOL navigation aid and Battle Creek ILS localizer. This action would also update the geographic coordinates of the airport, as well as make an editorial change replacing Airport/Facility Directory with the term Chart Supplement in the associated Class D and E airspace areas.

## **FAA Guidance Documents and Notices**

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

#### **FSIMS: Military Unmanned Aircraft System Operators Seeking Credit for Military Experience Towards FAA Certificates and Ratings**

Issued 04/28/2017

This notice provides guidance and policy for aviation safety inspectors (ASI) and aviation safety technicians (AST) who conduct pilot certification duties. This notice addresses issues that have been raised concerning military Unmanned Aircraft System (UAS) pilots requesting credit towards FAA certificates and ratings for flight time or flight experience accrued while operating UAS.

#### **FSIMS: M EMB-500 R3**

Issued 05/11/2017

Revision 2 of the Embraer (EMB-500) Master Minimum Equipment List.

### *Orders*

#### **Order: Changes to Domestic/Oceanic Air Route Traffic Control Center (ARTCC) and ICAO Flight Information Region (FIR) Boundaries**

Issued 05/02/2017

Document #: JO 7900.1E

This order outlines the process and steps to be taken by all parties when realigning the boundaries of ARTCC, Control Areas (CTA), and FIRs.

#### **Order: Aircraft Certification Service Delegation of Authority**

Issued 05/02/2017

Document #: 8000.51C

This order grants certain authority to the Aircraft Certification Service (AIR) to manage technical policy and airworthiness projects for aircraft certification, including type, original airworthiness, and production certification programs.

### **May 4, 2017**

#### *FAA Final rules*

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

Published 05/04/2017

Docket #: FAA-2016-9570

Effective date 06/08/2017

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 707 airplanes and Model 720 and 720B series airplanes. This AD was prompted by a determination that undetected web fatigue cracking caused by oil canning may exist in the aft pressure bulkhead web. This AD requires repetitive detailed inspections for any oil canning or cracking of the aft pressure bulkhead web, and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

*Flight Standards Service Draft Advisory Circular*

**AC: Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43**

Updated 05/03/2017      Reference #: Title 14 Part 43-145      Comments due 06/12/2017

This advisory circular (AC) discusses the procedures for the use of Federal Aviation Administration (FAA) Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag, for approval for return to service under Title 14 of the Code of Federal Regulations (14 CFR) part 43. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to use FAA Form 8130-3. However, if you use the means described in the AC, you must follow it in all important respects.

**May 5, 2017**

*FAA Final rules*

**AD: General Electric Company Turbofan Engines**

Published 05/05/2017      Docket #: FAA-2015-0165      Effective date 06/09/2017

The FAA is superseding Airworthiness Directive (AD) 2015-15-03 for all General Electric Company (GE) GEnx turbofan engine models. AD 2015-15-03 precluded the use of certain electronic engine control (EEC) full authority digital engine control (FADEC) software on GEnx turbofan engines. This AD requires removing a specific part and replacing it with a part eligible for installation and specifying the EEC FADEC software version for the affected GEnx turbofan engines. This AD was prompted by GE implementing final design changes that remove the unsafe condition. We are issuing this AD to correct the unsafe condition on these products.

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

Published 05/05/2017      Docket #: FAA- 31131      Effective date 05/05/2017

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

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

Published 05/05/2017

Docket #: FAA- 31130

Effective date 05/05/2017

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

*FAA Proposed Rules*

**NPRM AD: Aviat Aircraft Inc. Airplanes**

Published 05/05/2017

Docket #: FAA-2017-0418

Comments due 06/19/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Aviat Aircraft Inc. Models A-1C-180 and A-1C-200 airplanes equipped with Rapco part number RA1798-00-1 fuel vent check valves. This proposed AD was prompted by a report that the fuel tank vent check valves are sticking in the closed position causing fuel starvation to the engine. This proposed AD would require checking the fuel vent check valves for proper operation and replacing any inoperative fuel vent check valve with an airworthy part. We are proposing this AD to correct the unsafe condition on these products.

**NPRM AD: Technify Motors GmbH Reciprocating Engines**

Published 05/05/2017

Docket #: FAA-2017-0241

Comments due 06/19/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Technify Motors GmbH TAE 125-02 reciprocating engines. This proposed AD was prompted by a loss of engine power in flight caused by oil leaking from the gearbox radial shaft sealing ring that contaminated the clutch. This proposed AD would require replacement of the clutch with a dual mass flywheel. We are proposing this AD to correct the unsafe condition on these products.



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

Published 05/05/2017

Docket #: FAA-2016-3697

Comments due 06/19/2017

The FAA is revising an earlier proposed airworthiness directive (AD) that proposed to supersede AD 2011-01-15, which applies to certain The Boeing Company Model 757-200, -200CB, and -300 series airplanes. AD 2011-01-15 requires repetitive inspections for cracking of the fuselage skin of the crown skin panel along the chem-milled step at certain stringers, and repair, if necessary. This action revises the notice of proposed rulemaking (NPRM) by reducing the compliance time for certain inspections. We are proposing this AD to address the unsafe condition on these products. Since these actions impose an additional burden over that proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

*FAA Special Conditions***SC: [AMAC Aerospace Switzerland AG, Boeing Model 737-700 Airplane; Installation of a Therapeutic Oxygen System for Medical Use](#)**

Published 05/05/2017

Docket #: FAA-2017-0341

Effective date 05/05/2017

These special conditions are issued for the Boeing Model 737-700 airplane, as modified by AMAC Aerospace Switzerland AG (AMAC). This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is the installation of a therapeutic oxygen system for medical use. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices***FAA Draft Advisory Circulars***AC: [Designing and Demonstrating Aircraft Tolerance to Portable Electronic Devices](#)**

Updated 04/17/2017

Document #: AC 20-164A

Comment date 05/19/2017

This advisory circular (AC) identifies RTCA, Inc., document DO-307A, Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance, dated December 15, 2016, as an acceptable means for designing and demonstrating aircraft tolerance to potential electromagnetic interference from portable electronic devices (PEDs).

**AC: Airworthiness Approval of Traffic Alert and Collision Avoidance Systems (TCAS II), Versions 7.0 & 7.1 and Associated Mode S Transponders**

Updated 04/17/2017 Document #: AC 20-151C Comment date 05/19/2017

This advisory circular (AC) provides applicants with guidance for obtaining an airworthiness approval for traffic alert collision avoidance systems II (TCAS II). It also provides guidance for certification of a stand-alone Mode S transponder system. This AC includes the TCAS II versions 7.0 and 7.1 (TSO-C119b and TSO-C119d, respectively) along with the latest iteration, which is version 7.1, containing hybrid surveillance functionality as defined by TSO-C119e.

*FAA Draft Policies*

**Final Policy: Crew Determination of the Quantity of Oxygen in Single-Use Oxygen Supply Source**

Updated 04/20/2017 Policy #: PS-ANM-25.1441-02

The proposed policy statement states that the crew is responsible for determining the quantity of oxygen available in a single-use oxygen supply source.

**Final Policy: Use of Hydrophobic Coating in lieu of Windshield Wipers**

Updated 04/20/2017 Policy #: PS-ANM-25-31

This proposed policy statement provides methods of compliance when hydrophobic coatings are used in lieu of windshield wipers as the primary means to maintain a clear view through the flight deck windshield.

**Final Policy: Portable Oxygen Equipment Requirements for Cabin Attendants**

Updated 04/20/2017 Policy #: PS ANM 25 1447-01

This policy statement clarifies that the purpose of the cabin attendant portable oxygen equipment requirements of Title 14, Code of Federal Regulations (14 CFR) 25.1447(c)(4) is to ensure the continued mobility of cabin attendants, rather than to provide first aid. As a result, per § 25.1443(e), such equipment must meet the requirements of § 25.1443(a) or (b), as applicable. In addition, this policy describes acceptable means of compliance with §§ 25.1443(a) or (b), 25.1443(e) and 25.1447(c)(4).

**Final Policy: Bird ingestion**

Updated 04/20/2017 Policy #: PS-ANE-33.76-01

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

**Final Policy: Potable Water and Waste System Leakage**

Updated 04/20/2017 Policy #: PS ANM 25-30

Provides guidance to help applicants minimize potential potable water and waste system leakage that can pose a hazard to the airplane, its occupants, and/or persons and property on the ground

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

Updated 04/20/2017

Policy #: PS-ANE-33.27-01

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

*Notices*

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

Published 05/05/2017

Document #: 2017-09072

Comments due 05/25/2017

Request for partial exemption from title 14, Code of Federal Regulations (14 CFR) 25.1711(a) at amendment 25-123 for the Gulfstream Model GVII-G500 four production airplanes whose type design data did not specify labeling of certain Electrical Wiring Interconnection System (EWIS) components in accordance with the identification requirement.

**Notice: [Notice of Opportunity for Public Comment on Surplus Property Release at Greenwood County Airport, Greenwood, South Carolina](#)**

Published 05/05/2017

Document #: 2017-09172

Comments due 06/05/2017

Notice is being given that the Federal Aviation Administration (FAA) is considering a request from the County of Greenwood to waive the requirement that one parcel (10.11 acres) of surplus property, located at the Greenwood County Airport be used for aeronautical purposes. Currently, ownership of the property provides for protection of FAR Part 77 surfaces and compatible land use which would continue to be protected with deed restrictions required in the transfer of land ownership.

**Meeting: [Ninety Eighth RTCA SC-159 Navigation Equipment Using the Global Positioning System Plenary](#)**

Meeting date 05/11/2017 Meeting time 9:00am – 12:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Ninety Eighth RTCA SC-159 Navigation Equipment Using the Global Positioning System Plenary.

*Draft Technical Standards Orders*

**TSO: [Aircraft Wheels, Brakes and Wheel/Brake Assemblies for Parts 23, 27 and 29 Aircraft](#)**

Updated 04/03/2017

Comments due 05/05/2017

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your aircraft type certificated via the requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 23, 27, or 29 aircraft Wheels (without brakes), Brakes (without wheels) and Wheel and Brake assemblies with either hydraulically or electrically actuated brakes must first meet for approval and identification with the applicable TSO markings.

*Flight Standards Service Draft Advisory Circular*

**AC: Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43**

Updated 05/03/2017    Reference #: Title 14 Part 43-145    Comments due 06/12/2017

This advisory circular (AC) discusses the procedures for the use of Federal Aviation Administration (FAA) Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag, for approval for return to service under Title 14 of the Code of Federal Regulations (14 CFR) part 43. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to use FAA Form 8130-3. However, if you use the means described in the AC, you must follow it in all important respects.

**AC: Aircraft Weight and Balance Control**

Updated 05/03/2017    Reference #: Title 14 Part 25-125    Comments due 07/07/2017

approval for a Weight and Balance (W&B) control program for aircraft operated under Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart K (part 91K), and parts 121, 125, and 135. This AC presents recommendations for an acceptable means, but not the only means, to develop and receive approval for a W&B control program, and includes guidance for using average and estimated weights in accordance with part 121, § 121.153(b) and other applicable sections of parts 91K, 121, 125, and 135.

**AC: Data Link Communications**

Updated 05/03/2017    Reference #: Title 14 Part 91-135    Comments due 05/15/2017

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

**AC: Passenger Safety Information Briefing and Briefing Cards**

Updated 05/03/2017    Reference #: Title 14 Part 91-135    Comments due 05/22/2017

This advisory circular (AC) updates information regarding the items that are required to be, or recommended, content in oral passenger safety briefings and on safety information briefing cards. This AC provides specific information about air carrier operations conducted under Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135.

**AC: Authorization for Use of Electronic Flight Bags**

Updated 05/03/2017    Reference #: Title 14 Part 91-135    Comments due 05/24/2017

This joint Flight Standards Service (AFS) and Aircraft Certification Service (AIR) AC contains guidance on the operational use of Electronic Flight Bags (EFB). It is intended for all operators conducting flight operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart F (part 91F), 91 subpart K (part 91K), 121, 125, or 135 who want to replace required paper information or utilize other select functions of an EFB.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Draft FSBR Dassault Falcon 2000EX (DA-2EASy)**

Updated 04/27/2017

Revision 7 Draft X

Comments due 05/26/2017

*Draft Master Minimum Equipment List*

**MMEL: Boeing 747, B-747-8, B-747-8F**

Updated 05/04/2017

Revision 7 Draft X

Comments due 05/07/2017

**MMEL: L-382J Lockheed**

Updated 05/04/2017

Revision 1 Draft X

Comments due 05/25/2017

**MMEL: PC-12 Pilatus Aircraft Ltd.**

Updated 05/04/2017

Revision 2c Draft X

Comments due 05/08/2017

**MMEL: B787 Boeing.**

Updated 05/04/2017

Revision 14 Draft X

Comments due 05/31/2017

**May 8, 2017**

*FAA Proposed Rules*

**NPRM AD: SOCATA Airplanes**

Published 05/08/2017

Docket #: FAA-2017-0417

Comments due 06/22/2017

The FAA proposes to adopt a new airworthiness directive (AD) for SOCATA Model TBM 700 airplanes that would supersede AD 2002-19-01. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as the flight control wheel traveling beyond normal roll control limits and jamming in a position that could cause loss of control. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

## *FAA Special Conditions*

### **SC: Gulfstream Aerospace LP, Model Gulfstream G280 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/08/2017

Docket #: FAA-2017-0365

Effective date 06/22/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Gulfstream Aerospace LP (GALP) Model Gulfstream G280 airplane, as modified by Gulfstream Aerospace Corporation (Gulfstream). Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

### **SC: Gulfstream Aerospace Corporation, Model GV-SP Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/08/2017

Docket #: FAA-2017-0367

Comments due 06/22/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Gulfstream Aerospace Corporation (Gulfstream) Model GV-SP airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: BasicMed**

Issued 05/03/2017

Document #: AC 68-1A

This advisory circular (AC) describes how pilots can exercise student, recreational, and private pilot privileges in certain small aircraft without holding a current medical certificate. It outlines the required medical education course, medical requirements, and aircraft and operating restrictions that pilots must meet to act as pilot in command (PIC) for most Title 14 of the Code of Federal Regulations (14 CFR) part 91 operations. This AC is intended to be used as a resource for pilots operating under BasicMed. It is also intended to be a resource for State-licensed physicians who will be providing the required medical examination to those pilots.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Boeing 777-200/-200ER/-200LR/-200F and Boeing 777-300/-300ER**

Issued 4/13/2017

Revision 8 of the Boeing (B777-200/-200ER/-200LR/-200F, B777-300/-300ER) Master Minimum Equipment List.

**FSIMS: Demonstrating Eligibility to Operate Under BasicMed**

Issued 05/03/2017

This notice provides guidance to aviation safety inspectors (ASI) for determining whether an airman is eligible to operate under BasicMed, in lieu of holding a valid medical certificate.

*Notices*

**Notice: Demonstrating Eligibility to Operate under BasicMed**

Published 05/03/2017

Document #: N 8900.420

This notice provides guidance to aviation safety inspectors (ASI) for determining whether an airman is eligible to operate under BasicMed, in lieu of holding a valid medical certificate.

**Meeting: Thirty Third RTCA SC-213 Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS) Joint Plenary With EUROCAE Working Group 79**

Meeting date 05/10/2017 Meeting time 9:30am – 6:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Thirty Third RTCA SC-213 Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS) Joint Plenary with EUROCAE Working Group 79.

*Draft Master Minimum Equipment List*

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

Updated 05/05/2017

Revision 15 Draft X

Comments due 06/05/2017

**May 9, 2017**

*FAA Final rules*

**AD: Dassault Aviation Airplanes**

Published 05/09/2017

Docket #: FAA-2016-9303

Effective date 06/13/2017

The FAA is adopting a new airworthiness directive (AD) for all Dassault Aviation Model FAN JET FALCON airplanes; all Model FAN JET FALCON SERIES C, D, E, F, and G airplanes; and all Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes. This AD was prompted by a determination that inspections for discrepancies of the fuselage bulkhead are necessary. This AD requires repetitive inspections for discrepancies of the fuselage bulkhead, and repair if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Dassault Aviation Airplanes**

Published 05/09/2017

Docket #: FAA-2016-9569

Effective date 06/13/2017

The FAA is superseding Airworthiness Directive (AD) 2013-03-12 for all Dassault Aviation Model MYSTERE-FALCON 50 airplanes. AD 2013-03-12 required revising the maintenance program to incorporate certain maintenance requirements and airworthiness limitations. This AD requires revising the maintenance or inspection program, as applicable, to incorporate new or revised maintenance requirements and airworthiness limitations. This AD was prompted by issuance of a revision to the airplane maintenance manual (AMM) that introduces new or more restrictive maintenance requirements and/or airworthiness limitations. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: MU-2B Series Airplane Training Requirements Update; Correction**

Published 05/09/2017

Docket #: FAA--2006-24981

Effective date 05/09/2017

The FAA is correcting a final rule published on September 7, 2016. In that rule, the FAA amended its regulations to relocate and update the content of SFAR No. 108 to the newly created subpart N of part 91 in order to improve the safety of operating the Mitsubishi Heavy Industries (MHI) MU-2B series airplane. This document corrects two errors in the codified text of the final rule.



*FAA Proposed Rules*

**NPRM AD: Bombardier, Inc. (Type Certificate Previously Held by Canadair Limited) Airplanes**

Published 05/09/2017

Docket #: FAA-2017-0333

Comments due 06/23/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-215-6B11 (CL-415 Variant) airplanes. This proposed AD was prompted by a report indicating that an oxygen bottle was found loose while the clamp strap was in the locked position. This proposed AD would require modification of the clamp strap and installation of additional shims, as applicable, to the flight crew's oxygen bottle retaining structures. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/09/2017

Docket #: FAA-2017-0334

Comments due 06/23/2017

The FAA proposes to supersede Airworthiness Directive (AD) 2014-25-01, for certain Bombardier, Inc., Model DHC-8-400 series airplanes. AD 2014-25-01 currently requires modifying the nose landing gear (NLG) trailing arm and installing a new pivot pin retention mechanism. Since we issued AD 2014-25-01, we have received reports of discrepancies of a certain bolt at the pivot pin link, resulting in corrosion of the bolt. This proposed AD would instead require modifying the NLG shock strut assembly. We are proposing this AD to address the unsafe condition on these products.

*FAA Special Conditions*

**SC: Special Conditions; Bombardier Aerospace Inc., Model CL-600-2E25 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/09/2017

Docket #: FAA-2017-0361

Comments due 06/23/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Bombardier Aerospace Inc. (Bombardier) Model CL-600-2E25 airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Special Conditions: Gulfstream Aerospace LP, Model Gulfstream 200 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/09/2017                      Docket #: FAA-2017-0364                      Comments due 06/23/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Gulfstream Aerospace LP (GALP) Model Gulfstream 200 airplane, as modified by Gulfstream Aerospace Corporation (Gulfstream). Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. 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.

**May 10, 2017**

*FAA Final rules*

**AD: Airbus Helicopters Deutschland GmbH Helicopters**

Published 05/10/2017                      Docket #: FAA-2016-6436                      Effective date 06/14/2017

The FAA is adopting a new airworthiness directive (AD) for Airbus Helicopters Deutschland GmbH (Airbus Helicopters) Model MBB-BK117 C-2 helicopters. This AD requires inspecting the pilot collective wiring harness and was prompted by a report that the heat-shrinkable sleeve prevented the twist grip on the collective from being fully engaged during a flight test. The actions of this AD are intended to prevent an unsafe condition on these products.

*FAA Special Conditions*

**SC: Embraer S.A., Model ERJ 190-300 Series Airplanes; Operation Without Normal Electrical Power**

Published 05/10/2017                      Docket #: FAA-2017-0319                      Comments due 06/26/2017

These special conditions are issued for the Embraer S.A. (Embraer) 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 and electronic systems that perform critical functions, the loss of which could be catastrophic to the airplane. 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: Textron Aviation Inc. Model 700 Airplane; Design Roll Maneuver Condition**

Published 05/10/2017

Docket #: FAA-2017-0215

Comments due 06/26/2017

These special conditions are issued for the Textron Aviation Inc. (Textron) Model 700 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is an electronic flight-control system that provides control through pilot inputs to the flight computer. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Safety Assurance System: Monitor Continuous Airworthiness Maintenance Program/Revision**

Issued 04/21/2017

This section provides guidance for ensuring that the operator's Continuous Airworthiness Maintenance Program (CAMP) includes the maintenance/inspection tasks necessary to maintain its aircraft in an Airworthy condition.

**FSIMS: Change 526 to 8900.1**

Issued 04/21/2017

This change revises Volume 6, Chapter 2, Section 28, updating the guidance and aligning it with Volume 3, Chapter 43, Evaluate a Continuous Airworthiness Maintenance Program.

**FSIMS: Exemption 12555 Notification and Implementation Process**

Issued 04/26/2017

This notice clarifies Exemption No. 12555 process and informs certificate-holding district offices (CHDO), principal inspectors (PI), and aviation safety inspectors (ASI) of the procedures for processing an operator's notification of compliance with Exemption 12555.

**FSIMS: Cargo Loading Schedules, Manifests and Weight and Balance Programs (OP)**

Issued 05/01/2017

Purpose (Certificate Holder Responsibility): To safely handle and carry cargo.

*Notices*

**Notice: Notice of Intent To Rule on Request To Release Airport Property at Walnut Ridge Regional Airport, Walnut Ridge, Arkansas**

Published 05/10/2017

Document #: 2017-09460

Comments due 06/09/2017

The FAA proposes to rule and invites public comment on the release of land at Walnut Ridge Regional Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

*Draft Master Minimum Equipment List*

**MMEL: ERJ-170/190 Rev 15, Embraer**

Updated 05/09/2017

Revision 15 Draft X

Comments due 06/05/2017

**May 11, 2017**

*FAA Final rules*

**Rule: Amendment of Class E Airspace for Haskell, TX**

Published 05/12/2017

Docket #: FAA-09/14/2017

Effective date 09/14/2017

This action modifies Class E airspace extending upward from 700 feet above the surface at Haskell Municipal Airport, Haskell, TX. The decommissioning of the Haskell radio beacon (RBN) and cancellation of RBN approach makes it necessary to implement new area navigation (RNAV) procedures for the safety and management of instrument flight rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport.

**Final Rule: Amendment of Class D and Class E Airspace; Hailey, ID**

Published 05/12/2017

Docket #: FAA-2016-9355

Effective date 08/17/2017

This action modifies Class D airspace, Class E surface area airspace, and Class E airspace extending upward from 700 feet above the surface at Friedman Memorial Airport, Hailey, ID, to support the implementation of new Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures for Instrument Flight Rules (IFR) at the airport. Additionally, this action updates the airport's geographic coordinates in the Class D description, and amends the legal description of Class E surface area airspace adding the Notice to Airmen (NOTAM) part-time status information.

## *FAA Proposed Rules*

### **NPRM: Proposed Amendment of Class D and Class E Airspace Mosinee, WI**

Published 05/12/2017

Docket #: FAA-2017-0355

Comments due 06/26/2017

This action proposes to modify Class E airspace extending up to 700 feet above the surface at Central Wisconsin Airport, Mosinee, WI, to accommodate new standard instrument approach procedures for instrument flight rules (IFR) operations at the airport. This action is necessary due to the decommissioning of the Mosinee outer marker (OM) and Danci locator outer marker (LOM) and cancellation of the associated approaches, and would enhance the safety and management of IFR operations at the airport. This action would also update the geographic coordinates of the airport and the Wausau VHF Omni-Directional Radio Range and Collocated Tactical Air Navigation (VORTAC). This proposal would also update the geographic coordinates in Class D and Class E surface area airspace, and would make an editorial change in the legal description by replacing Airport/Facility Directory with the term Chart Supplement.

### **NPRM: Proposed Amendment of Class E Airspace; Vivian, LA**

Published 05/12/2017

Docket #: FAA- 2017-0298

Comments due 06/26/2017

This action proposes to modify Class E airspace extending up to 700 feet above the surface at Vivian Airport, Vivian, LA. This action is necessary due to the decommissioning of the Vivian non-directional radio beacon (NDB), cancellation of the NDB approach and removal of the reference to the Shreveport VHF Omni-Directional Radio Range Collocated Tactical Air Navigation (VORTAC). This proposed change would enhance the safety and management of standard instrument approach procedures for instrument flight rules (IFR) operations at the airport.

### **NPRM: Proposed Amendment of Class E Airspace; for Brainerd, MN**

Published 05/12/2017

Docket #: FAA- 2017-0188

Comments due 06/26/2017

This action proposes to modify Class E airspace extending up to 700 feet above the surface at Brainerd Lakes Regional Airport (formerly Brainerd-Crow County Regional Airport), Brainerd, MN. Airspace reconfiguration is necessary due to the decommissioning of the Brainerd (BRD) VHF Omnidirectional Radio Range Tactical Air Navigation Aid (VORTAC), and cancellation of the VOR approach. This action would also update the geographic coordinates of the airport and the airport name in the Class E airspace above and in Class E surface area airspace. Additionally, an editorial change would be made to the Class E surface area airspace legal description replacing Airport/Facility Directory with the term Chart Supplement.

## *FAA Special Conditions*

### **SC: Bombardier Aerospace, Model BD-700-2A12 and BD-700-2A13 Airplanes; Limit Engine Torque Loads**

Published 05/12/2017

Docket #: FAA-2017-0033

Comments due 06/26/2017

These special conditions are issued for the Bombardier (Bombardier) Inc. Models BD-700-2A12 and BD-700-2A13 airplanes. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is the engine torque-load limit imposed by sudden engine stoppage due to malfunction or structural failure. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Special Conditions: Bombardier Aerospace Inc., Model BD-100-1A10 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/12/2017

Docket #: FAA-2017-0358

Comments due 06/26/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Bombardier Aerospace Inc. (Bombardier) Model BD-100-1A10 airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Designing and Demonstrating Aircraft Tolerance to Portable Electronic Devices**

Updated 05/08/2017

Document #: AC 20-164A

Comment date 05/19/2017

This advisory circular (AC) identifies RTCA, Inc., document DO-307A, Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance, dated December 15, 2016, as an acceptable means for designing and demonstrating aircraft tolerance to potential electromagnetic interference from portable electronic devices (PEDs).

**AC: Airworthiness Approval of Traffic Alert and Collision Avoidance Systems (TCAS II), Versions 7.0 & 7.1 and Associated Mode S Transponders**

Updated 05/08/2017

Document #: AC 20-151C

Comment date 05/19/2017

This advisory circular (AC) provides applicants with guidance for obtaining an airworthiness approval for traffic alert collision avoidance systems II (TCAS II). It also provides guidance for certification of a stand-alone Mode S transponder system. This AC includes the TCAS II versions 7.0 and 7.1 (TSO-C119b and TSO-C119d, respectively) along with the latest iteration, which is version 7.1, containing hybrid surveillance functionality as defined by TSO-C119e.

*FAA Final Policies*

**Final Policy: Deviation to FAA Order 8120.23A, Certificate Management of Production Approval Holders**

Issued 05/10/2017

Policy #: AIR-100-17-140-DM10

This deviation extends the date when a requesting managing office must submit a hand-off memorandum to the assigned office. A hand-off memorandum is applicable to a principal inspector audit, supplier control audit, and a product audit.

*FAA Draft Policies*

**Final Policy: Crew Determination of the Quantity of Oxygen in Single-Use Oxygen Supply Source**

Issued 05/08/2017

Policy #: PS-ANM-25.1441-02

The proposed policy statement states that the crew is responsible for determining the quantity of oxygen available in a single-use oxygen supply source.

**Final Policy: Use of Hydrophobic Coating in lieu of Windshield Wipers**

Issued 05/08/2017

Policy #: PS-ANM-25-31

This proposed policy statement provides methods of compliance when hydrophobic coatings are used in lieu of windshield wipers as the primary means to maintain a clear view through the flight deck windshield.

**Final Policy: Portable Oxygen Equipment Requirements For Cabin Attendants**

Issued 05/08/2017

Policy #: PS ANM 25 1447-01

This policy statement clarifies that the purpose of the cabin attendant portable oxygen equipment requirements of Title 14, Code of Federal Regulations (14 CFR) 25.1447(c)(4) is to ensure the continued mobility of cabin attendants, rather than to provide first aid. As a result, per § 25.1443(e), such equipment must meet the requirements of § 25.1443(a) or (b), as applicable. In addition, this policy describes acceptable means of compliance with §§ 25.1443(a) or (b), 25.1443(e) and 25.1447(c)(4).

**Final Policy: Guidance for 14 CFR 33.76, Bird ingestion**

Issued 05/08/2017

Policy #: PS-ANE-33.76-01

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

**Final Policy: Potable Water and Waste System Leakage**

Issued 05/08/2017

Policy #: PS ANM 25-30

Provides guidance to help applicants minimize potential potable water and waste system leakage that can pose a hazard to the airplane, its occupants, and/or persons and property on the ground

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

Issued 05/08/2017

Policy #: PS-ANE-33.27-01

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

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: Horizontal Stabilizer – Elevator Attach Points**

Issued 05/11/2017

SAIB #: CE-17-12

This Special Airworthiness Information Bulletin alerts owners, operators, maintenance technicians, and inspectors of an airworthiness concern, specifically for the potential of loose bolts at the elevator attach points on Textron Aviation Inc. (Cessna Aircraft Company) 150 and 152 (all models listed in Table 1 of this SAIB) airplanes.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: BH-206/407 Series**

Issued M/D/YYYY

Revision 3 of the BELL HELICOPTER TEXTRON CANADA LIMITED (206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407 (H2SW)) Master Minimum Equipment List.

*Draft Technical Standards Orders*

**TSO: Aircraft Wheels, Brakes and Wheel/Brake Assemblies for Parts 23, 27 and 29 Aircraft**

Updated 05/08/2017

Comments due 05/19/2017

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your aircraft type certificated via the requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 23, 27, or 29 aircraft Wheels (without brakes), Brakes (without wheels) and Wheel and Brake assemblies with either hydraulically or electrically actuated brakes must first meet for approval and identification with the applicable TSO markings.

*Flight Standards Service Draft Advisory Circular*

**AC: Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43**

Updated 05/04/2017

Reference #: Title 14 Part 43-145

Comments due 06/12/2017

This advisory circular (AC) discusses the procedures for the use of Federal Aviation Administration (FAA) Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag, for approval for return to service under Title 14 of the Code of Federal Regulations (14 CFR) part 43. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to use FAA Form 8130-3. However, if you use the means described in the AC, you must follow it in all important respects.

**AC: Aircraft Weight and Balance Control**

Updated 05/04/2017

Reference #: Title 14 Part 25-135

Comments due 07/07/2017

This advisory circular (AC) provides operators with guidance on how to develop and receive approval for a Weight and Balance (W&B) control program for aircraft operated under Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart K (part 91K), and parts 121, 125, and 135. This AC presents recommendations for an acceptable means, but not the only means, to develop and receive approval for a W&B control program, and includes guidance for using average and estimated weights in accordance with part 121, § 121.153(b) and other applicable sections of parts 91K, 121, 125, and 135.

**AC: Data Link Communications**

Updated 05/04/2017

Reference #: Title 14 Part 91-135

Comments due 05/15/2017

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



**AC: Passenger Safety Information Briefing and Briefing Cards**

Updated 05/04/2017      Reference #: Title 14 Part 91-135      Comments due 05/22/2017  
This advisory circular (AC) updates information regarding the items that are required to be, or recommended, content in oral passenger safety briefings and on safety information briefing cards. This AC provides specific information about air carrier operations conducted under Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135

**AC: Authorization for Use of Electronic Flight Bags**

Updated 05/04/2017      Reference #: Title 14 Part 91-135      Comments due 05/24/2017  
This joint Flight Standards Service (AFS) and Aircraft Certification Service (AIR) AC contains guidance on the operational use of Electronic Flight Bags (EFB). It is intended for all operators conducting flight operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart F (part 91F), 91 subpart K (part 91K), 121, 125, or 135 who want to replace required paper information or utilize other select functions of an EFB.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Dassault Falcon 2000EX (DA-2EASy)**

Updated 04/27/2017      Revision 7 Draft X      Comments due 05/26/2017

*Draft Master Minimum Equipment List*

**MMEL: L-382J Lockheed**

Updated 05/09/2017      Revision 1 Draft X      Comments due 05/25/2017

**MMEL: B787**

Updated 05/09/2017      Revision 14 Draft X      Comments due 05/31/2017

**MMEL: ERJ-170/190 Embraer**

Updated 05/09/2017      Revision 15 Draft X      Comments due 06/05/2017

**May 12, 2017**

*FAA Final rules*

**Rule: Amendment of Class E Airspace for Haskell, TX**

Published 05/12/2017      Docket #: FAA-09/14/2017      Effective date 09/14/2017  
This action modifies Class E airspace extending upward from 700 feet above the surface at Haskell Municipal Airport, Haskell, TX. The decommissioning of the Haskell radio beacon (RBN) and cancellation of RBN approach makes it necessary to implement new area navigation (RNAV) procedures for the safety and management of instrument flight rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport.

**Final Rule: Amendment of Class D and Class E Airspace; Hailey, ID**

Published 05/12/2017

Docket #: FAA-2016-9355

Effective date 08/17/2017

This action modifies Class D airspace, Class E surface area airspace, and Class E airspace extending upward from 700 feet above the surface at Friedman Memorial Airport, Hailey, ID, to support the implementation of new Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures for Instrument Flight Rules (IFR) at the airport. Additionally, this action updates the airport's geographic coordinates in the Class D description, and amends the legal description of Class E surface area airspace adding the Notice to Airmen (NOTAM) part-time status information.

*FAA Proposed Rules*

**NPRM: Proposed Amendment of Class D and Class E Airspace Mosinee, WI**

Published 05/12/2017

Docket #: FAA-2017-0355

Comments due 06/26/2017

This action proposes to modify Class E airspace extending up to 700 feet above the surface at Central Wisconsin Airport, Mosinee, WI, to accommodate new standard instrument approach procedures for instrument flight rules (IFR) operations at the airport. This action is necessary due to the decommissioning of the Mosinee outer marker (OM) and DANJI locator outer marker (LOM) and cancellation of the associated approaches, and would enhance the safety and management of IFR operations at the airport. This action would also update the geographic coordinates of the airport and the Wausau VHF Omni-Directional Radio Range and Collocated Tactical Air Navigation (VORTAC). This proposal would also update the geographic coordinates in Class D and Class E surface area airspace, and would make an editorial change in the legal description by replacing Airport/Facility Directory with the term Chart Supplement.

**NPRM: Proposed Amendment of Class E Airspace; Vivian, LA**

Published 05/12/2017

Docket #: FAA- 2017-0298

Comments due 06/26/2017

This action proposes to modify Class E airspace extending up to 700 feet above the surface at Vivian Airport, Vivian, LA. This action is necessary due to the decommissioning of the Vivian non-directional radio beacon (NDB), cancellation of the NDB approach and removal of the reference to the Shreveport VHF Omni-Directional Radio Range Collocated Tactical Air Navigation (VORTAC). This proposed change would enhance the safety and management of standard instrument approach procedures for instrument flight rules (IFR) operations at the airport.

**NPRM: Proposed Amendment of Class E Airspace; for Brainerd, MN**

Published 05/12/2017

Docket #: FAA- 2017-0188

Comments due 06/26/2017

This action proposes to modify Class E airspace extending up to 700 feet above the surface at Brainerd Lakes Regional Airport (formerly Brainerd-Crow County Regional Airport), Brainerd, MN. Airspace reconfiguration is necessary due to the decommissioning of the Brainerd (BRD) VHF Omnidirectional Radio Range Tactical Air Navigation Aid (VORTAC), and cancellation of the VOR approach. This action would also update the geographic coordinates of the airport and the airport name in the Class E airspace above and in Class E surface area airspace. Additionally, an editorial change would be made to the Class E surface area airspace legal description replacing Airport/Facility Directory with the term Chart Supplement.

## *FAA Special Conditions*

### **SC: Bombardier Aerospace, Model BD-700-2A12 and BD-700-2A13 Airplanes; Limit Engine Torque Loads**

Published 05/12/2017

Docket #: FAA-2017-0033

Comments due 06/26/2017

These special conditions are issued for the Bombardier (Bombardier) Inc. Models BD-700-2A12 and BD-700-2A13 airplanes. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is the engine torque-load limit imposed by sudden engine stoppage due to malfunction or structural failure. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

### **SC: Special Conditions: Bombardier Aerospace Inc., Model BD-100-1A10 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/12/2017

Docket #: FAA-2017-0358

Comments due 06/26/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Bombardier Aerospace Inc. (Bombardier) Model BD-100-1A10 airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

## **FAA Guidance Documents and Notices**

### *FAA Draft Advisory Circulars*

#### **AC: Designing and Demonstrating Aircraft Tolerance to Portable Electronic Devices**

Updated 05/08/2017

Document #: AC 20-164A

Comment date 05/19/2017

This advisory circular (AC) identifies RTCA, Inc., document DO-307A, Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance, dated December 15, 2016, as an acceptable means for designing and demonstrating aircraft tolerance to potential electromagnetic interference from portable electronic devices (PEDs).

#### **AC: Airworthiness Approval of Traffic Alert and Collision Avoidance Systems (TCAS II), Versions 7.0 & 7.1 and Associated Mode S Transponders**

Updated 05/08/2017

Document #: AC 20-151C

Comment date 05/19/2017

This advisory circular (AC) provides applicants with guidance for obtaining an airworthiness approval for traffic alert collision avoidance systems II (TCAS II). It also provides guidance for certification of a stand-alone Mode S transponder system. This AC includes the TCAS II versions 7.0 and 7.1 (TSO-C119b and TSO-C119d, respectively) along with the latest iteration, which is version 7.1, containing hybrid surveillance functionality as defined by TSO-C119e.

*FAA Final Policies*

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

Issued 05/10/2017

Policy #: AIR-100-17-140-DM10

This deviation extends the date when a requesting managing office must submit a hand-off memorandum to the assigned office. A hand-off memorandum is applicable to a principal inspector audit, supplier control audit, and a product audit.

*FAA Draft Policies*

**Final Policy: [Crew Determination of the Quantity of Oxygen in Single-Use Oxygen Supply Source](#)**

Issued 05/08/2017

Policy #: PS-ANM-25.1441-02

The proposed policy statement states that the crew is responsible for determining the quantity of oxygen available in a single-use oxygen supply source.

**Final Policy: [Use of Hydrophobic Coating in lieu of Windshield Wipers](#)**

Issued 05/08/2017

Policy #: PS-ANM-25-31

This proposed policy statement provides methods of compliance when hydrophobic coatings are used in lieu of windshield wipers as the primary means to maintain a clear view through the flight deck windshield.

**Final Policy: [Portable Oxygen Equipment Requirements For Cabin Attendants](#)**

Issued 05/08/2017

Policy #: PS ANM 25 1447-01

This policy statement clarifies that the purpose of the cabin attendant portable oxygen equipment requirements of Title 14, Code of Federal Regulations (14 CFR) 25.1447(c)(4) is to ensure the continued mobility of cabin attendants, rather than to provide first aid. As a result, per § 25.1443(e), such equipment must meet the requirements of § 25.1443(a) or (b), as applicable. In addition, this policy describes acceptable means of compliance with §§ 25.1443(a) or (b), 25.1443(e) and 25.1447(c)(4).

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

Issued 05/08/2017

Policy #: PS-ANE-33.76-01

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

**Final Policy: [Potable Water and Waste System Leakage](#)**

Issued 05/08/2017

Policy #: PS ANM 25-30

Provides guidance to help applicants minimize potential potable water and waste system leakage that can pose a hazard to the airplane, its occupants, and/or persons and property on the ground

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

Issued 05/08/2017

Policy #: PS-ANE-33.27-01

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

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: Horizontal Stabilizer – Elevator Attach Points**

Issued 05/11/2017

SAIB #: CE-17-12

This Special Airworthiness Information Bulletin alerts owners, operators, maintenance technicians, and inspectors of an airworthiness concern, specifically for the potential of loose bolts at the elevator attach points on Textron Aviation Inc. (Cessna Aircraft Company) 150 and 152 (all models listed in Table 1 of this SAIB) airplanes.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: BH-206/407 Series**

Issued M/D/YYYY

Revision 3 of the BELL HELICOPTER TEXTRON CANADA LIMITED (206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407 (H2SW)) Master Minimum Equipment List.

*Draft Technical Standards Orders*

**TSO: Aircraft Wheels, Brakes and Wheel/Brake Assemblies for Parts 23, 27 and 29 Aircraft**

Updated 05/08/2017

Comments due 05/19/2017

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your aircraft type certificated via the requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 23, 27, or 29 aircraft Wheels (without brakes), Brakes (without wheels) and Wheel and Brake assemblies with either hydraulically or electrically actuated brakes must first meet for approval and identification with the applicable TSO markings.

*Flight Standards Service Draft Advisory Circular*

**AC: Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43**

Updated 05/04/2017

Reference #: Title 14 Part 43-145

Comments due 06/12/2017

This advisory circular (AC) discusses the procedures for the use of Federal Aviation Administration (FAA) Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag, for approval for return to service under Title 14 of the Code of Federal Regulations (14 CFR) part 43. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to use FAA Form 8130-3. However, if you use the means described in the AC, you must follow it in all important respects.

**AC: Aircraft Weight and Balance Control**

Updated 05/04/2017

Reference #: Title 14 Part 25-135

Comments due 07/07/2017

This advisory circular (AC) provides operators with guidance on how to develop and receive approval for a Weight and Balance (W&B) control program for aircraft operated under Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart K (part 91K), and parts 121, 125, and 135. This AC presents recommendations for an acceptable means, but not the only means, to develop and receive approval for a W&B control program, and includes guidance for using average and estimated weights in accordance with part 121, § 121.153(b) and other applicable sections of parts 91K, 121, 125, and 135.

**AC: Data Link Communications**

Updated 05/04/2017

Reference #: Title 14 Part 91-135

Comments due 05/15/2017

This advisory circular (AC) applies to all pilots, certificate holders, operators, and/or program

managers conducting data link communication operations and to those providing data communication services on behalf of operators to meet Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) requirements.

**AC: Passenger Safety Information Briefing and Briefing Cards**

Updated 05/04/2017      Reference #: Title 14 Part 91-135      Comments due 05/22/2017

This advisory circular (AC) updates information regarding the items that are required to be, or recommended, content in oral passenger safety briefings and on safety information briefing cards. This AC provides specific information about air carrier operations conducted under Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135

**AC: Authorization for Use of Electronic Flight Bags**

Updated 05/04/2017      Reference #: Title 14 Part 91-135      Comments due 05/24/2017

This joint Flight Standards Service (AFS) and Aircraft Certification Service (AIR) AC contains guidance on the operational use of Electronic Flight Bags (EFB). It is intended for all operators conducting flight operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart F (part 91F), 91 subpart K (part 91K), 121, 125, or 135 who want to replace required paper information or utilize other select functions of an EFB.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Dassault Falcon 2000EX (DA-2EASy)**

Updated 04/27/2017      Revision 7 Draft X      Comments due 05/26/2017

*Draft Master Minimum Equipment List*

**MMEL: L-382J Lockheed**

Updated 05/09/2017      Revision 1 Draft X      Comments due 05/25/2017

**MMEL: B787**

Updated 05/09/2017      Revision 14 Draft X      Comments due 05/31/2017

**MMEL: ERJ-170/190 Embraer**

Updated 05/09/2017      Revision 15 Draft X      Comments due 06/05/2017

**May 15, 2017**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: B-767**

Issued 05/12/2017

Revision 38 of the Boeing 767 Master Minimum Equipment List.

**FSIMS: M EC-130**

Issued 05/24/2017

Revision 5 of the AIRBUS HELICOPTERS (EC130 B4, EC130 T2 (TCDS H9EU)) Master Minimum Equipment List.

**FSIMS: M AS-350**

Issued 05/25/2017

Revision 6b of the AIRBUS HELICOPTERS (AS-350C, AS-350D, AS-350D1, AS-350B, AS 350B1, AS 350B2, AS 350BA, AS 350B3 (TCDS H9EU)) Master Minimum Equipment List.

*Notices*

**Notice: Summary of Petition Received; Jonathan D. Ross**

Published 05/15/2017

Document #: 2017-09704

Comments due 06/05/2017

Petitioner requests relief from holding an FAA medical certificate while acting as a Designated Pilot Examiner.

**Notice: Summary of Petition Received**

Published 05/15/2017

Document #: 2017-09717

Comments due 2017-09717

The petitioner seeks an exemption from the requirements of 14 CFR 25.981(b) that pertain to appendix N of part 25 to allow an alternate method of determining fuel tank flammability for Boeing 737-400 airplanes. The exemption requested would allow the consideration of external effects on vapor flammability instead of fuel temperature alone in the determination of fuel tank flammability.

**May 16, 2017**

*FAA Proposed Rules*

**NPRM AD: The Boeing Company Airplanes**

Published 05/16/2017

Docket #: FAA-2017-0337

Comments due 06/30/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 767 airplanes. This proposed AD was prompted by a report of cracking of the vertical stiffener in the nose wheel well. This proposed AD would require repetitive inspections of the nose wheel well bulkhead stiffener for any cracking, and corrective actions if necessary. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Airplanes**

Published 05/16/2017

Docket #: FAA-2017-0339

Comments due 2017-09845

The FAA proposes to supersede Airworthiness Directive (AD) 2014-13-17, for all Airbus Model A300 series airplanes; Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes); and Airbus Model A310 series airplanes. AD 2014-13-17 currently requires repetitive functional tests of the circuit breakers for the fuel pump power supply, and replacement of certain circuit breakers. Since we issued AD 2014-13-17, we have determined that installation of a newly developed fuel pump standard will better address the unsafe condition. This proposed AD would require installation of fuel pumps having the new standard, which would terminate the repetitive functional tests. We are proposing this AD to address the unsafe condition on these products.

*FAA Special Conditions*

**SC: Dassault Aviation Model Falcon 900EX Airplane; Electronic System-Security Protection From Unauthorized External Access**

Published 05/16/2017

Docket #: FAA-2014-0564

Comment due 06/30/2017

The FAA is withdrawing a previously published special conditions for the Dassault Aviation (Dassault) Model Falcon 900EX airplane. We are withdrawing the special conditions in response to Dassault's comments, submitted to the Federal Docket on December 5, 2014.

**SC: Airbus, Model A380-800 Series Airplanes; Non-Rechargeable Lithium Battery Installations**

Published 05/16/2017

Docket #: FAA-2017-0371

Comments due 06/30/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Airbus Model A380-800 series airplanes. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards

**SC: The Boeing Company, Model 747-8 Series Airplanes; Non-Rechargeable Lithium Battery Installations**

Published 05/16/2017

Docket #: FAA-2017-0385

Comments due 06/30/2017

These special conditions are issued for non-rechargeable lithium battery installations on The Boeing Company (Boeing) Model 747-8 series airplanes. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.



**SC: [Airbus, Models A318, A319, A320, and A321 Series Airplanes; Non-Rechargeable Lithium Battery Installations](#)**

Published 05/16/2017

Docket #: FAA-2017-0368

Comments due 06/30/2017

These special conditions are issued for non-rechargeable lithium battery installations on Airbus Models A318, A319, A320, and A321 series airplanes. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: [Embraer S. A., Model EMB-135BJ Airplane; Non-Rechargeable Lithium Battery Installations](#)**

Published 05/16/2017

Docket #: FAA-2017-0372

Comments due 06/30/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Embraer S. A. (Embraer) Model EMB-135BJ airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: [Textron Aviation Inc., Model 560XL Airplane; Non-Rechargeable Lithium Battery Installations](#)**

Published 05/16/2017

Docket #: FAA-2017-0375

Comments due 06/30/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Textron Aviation Inc. (Textron) Model 560XL airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. 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**

*Notices*

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

Published 05/16/2017

Document #: 2017-09717

Comments due 06/05/2017

The petitioner seeks an exemption from the requirements of 14 CFR 25.981(b) that pertain to appendix N of part 25 to allow an alternate method of determining fuel tank flammability for Boeing 737-400 airplanes. The exemption requested would allow the consideration of external effects on vapor flammability instead of fuel temperature alone in the determination of fuel tank flammability.

**Notice: [Petition for Exemption; Summary of Petition Received; Jonathan D. Ross](#)**

Published 05/16/2017

Document #: 2017-09704

Comments due 06/05/2017

Petitioner requests relief from holding an FAA medical certificate while acting as a Designated Pilot Examiner.

**May 17, 2017**

## FAA Proposed Rules

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

Published 05/17/2017

Docket #: FAA-2017-0335

Comments due 07/03/2017

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company 737-100, -200, -200C, -300, -400, and -500 series airplanes. This proposed AD was prompted by a report of cracks in the upper aft skin of the right wing at certain fastener holes along the rear spar upper chord. This proposed AD would require repetitive inspections for cracking of the upper aft skin of the wings, and repair if necessary. We are proposing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

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

#### **FSIMS: [Safety Assurance System: Evaluate/Inspect 14 CFR Part 91K/ 121/125 and § 129.14 Operators' Fuel Tank System Instructions for Continued Airworthiness/Revisions](#)**

Issued 05/16/2017

Use the PTRS activity codes for Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 125, and 129 in order to track and document the initial incorporation of the Federal Aviation Administration (FAA) Oversight Office-approved fuel tank system instructions for continued airworthiness (ICA) into an operator's program.

### *Notices*

#### **Notice: [Approval of Noise Compatibility Program, Melbourne International Airport, Melbourne, FL](#)**

Published 05/17/2017

Document #: 2017-09902

Effective date 04/25/2017

The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program submitted by the Melbourne Airport Authority (MAA) under the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act." These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On December 12, 2016, the FAA determined that the noise exposure maps submitted by the MAA under Part 150 were in compliance with applicable requirements. On April 25, 2017, the FAA approved the Melbourne International Airport (MLB) noise compatibility program.

#### **Notice: [Noise Exposure Map Notice for LaGuardia Airport, New York City, New York](#)**

Published 05/17/2017

Document #: 2017-09903

Effective date 05/05/2017

The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Port Authority of New York and New Jersey for LaGuardia Airport under the Aviation Safety and Noise Abatement Act are in compliance with applicable requirements.

**Meeting: [RTCA Program Management Committee Meeting](#)**

Meeting date 05/31/2017 Meeting time 8:30am – 12:30pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of RTCA Program Management Committee Meeting.

**May 18, 2017**

*FAA Final rules*

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

Published 05/18/2017 Docket #: FAA- 2017-09908 Effective date 05/18/2017

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

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

Published 05/18/2017 Docket #: FAA- 2017-09907 Effective date 05/18/2017

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

*FAA Proposed Rules*

**NPRM AD: [Bombardier, Inc. \(Type Certificate Previously Held by Canadair Limited\) Airplanes](#)**

Published 05/18/2017 Docket #: FAA- 2017-0474 Comments due 07/03/2017

The FAA proposes to supersede Airworthiness Directive (AD) 2011-03-08, for certain Bombardier, Inc., Model CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant) airplanes. AD 2011-03-08 currently requires an inspection to determine the number of flight cycles accumulated by certain accumulators installed on the airplane, and repetitive inspections of the accumulators for cracks and replacement if necessary. Since we issued AD 2011-03-08, we determined that a terminating action is necessary to address the identified unsafe condition. This proposed AD would add a requirement for the terminating action. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/18/2017      Docket #: FAA- 2017-0473      Comments due 07/03/2017

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This proposed AD was prompted by a report indicating that wear of the bearing plate slider bushings could cause disconnection of certain elevator hinges, which could excite the horizontal stabilizer under certain in-flight speed/altitude conditions and lead to degradation of the structure. This proposed AD would require repetitive inspections and checks of certain elevator hinges and related components, repetitive replacements and tests of the bearing plate, and related investigative and corrective actions if necessary. We are proposing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices***Notices***Notice: [CHANGE TO FAA ORDER JO 7110.65, INTERIM PROCEDURES FOR THE B78X AIRCRAFT](#)**

Published 05/16/2017      Document #: JO 7110.735

The procedures in this notice establish interim wake turbulence separation for the boeing b78x aircraft and are supplemental to the procedures contained in faa order jo 7110.65.

**May 19, 2017***FAA Proposed Rules***NPRM AD: [Airbus Airplanes](#)**

Published 05/19/2017      Docket #: FAA-2016-6429      Comments due 05/11/2016

The FAA is revising an earlier notice of proposed rulemaking (NPRM) to supersede Airworthiness Directive (AD) 2015-05-02, which applies to all Airbus Model A318, A319, A320-211, -212, -214, -231, -232, and -233, and A321 series airplanes. This action revises the NPRM by proposing to require revising the maintenance or inspection program to incorporate new or revised structural inspection requirements and adding airplanes to the applicability. We are proposing this AD to address the unsafe condition on these products. Since these actions impose an additional burden over that proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

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

Published 05/19/2017      Docket #: FAA-2017-0481      Comments due 07/03/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD-100-1A10 airplanes. This proposed AD was prompted by reports of low clearance in the aft equipment bay between auxiliary power unit (APU) generator power cables and a hydraulic line, which can cause damage to wire insulation. This proposed AD would require an inspection of the APU generator power cables and the adjacent hydraulic line for damage, and repair, if necessary; and modification of the APU generator power cable installation. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/19/2017      Docket #: FAA-2017-0340      Comments due 07/03/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 757-200, -200PF, and -300 series airplanes. This proposed AD was prompted by reports of

cracking found at a certain fuselage frame inner chord. This proposed AD would require repetitive inspections for any cracking of a certain fuselage frame inner chord; for certain airplanes, an identification of the material of a certain fuselage frame inner chord; and applicable corrective actions. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Airplanes**

Published 05/19/2017

Docket #: FAA-2016-7264

Comments due 06/21/2016

The FAA is revising an earlier notice of proposed rulemaking (NPRM) for certain Airbus Model A330-200, -200 Freighter, and -300 series airplanes; and Model A340-500 and -600 series airplanes. This action revises the NPRM by including new inspection locations for certain airplanes, and removing incorrect part numbers. We are proposing this airworthiness directive (AD) to address the unsafe condition on these products. Since these actions impose an additional burden over those proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

**NPRM AD: Airbus Airplanes**

Published 05/19/2017

Docket #: FAA-2017-0472

Comments due 07/03/2017

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A310-203, -221, -222, -304, -322, -324, and -325 airplanes. This proposed AD was prompted by an evaluation by the design approval holder (DAH) indicating that the wing bottom skin at the main landing gear (MLG) reinforcing plate is subject to widespread fatigue damage (WFD). This proposed AD would require a modification of the wing bottom skin at the MLG reinforcing plate. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Airplanes**

Published 05/19/2017

Docket #: FAA-07/03/2017

Comments due 07/03/2017

The FAA proposes to supersede Airworthiness Directive (AD) 2014-08-01, for all Airbus Model A318, A319, A320, and A321 series airplanes. AD 2014-08-01 currently requires an inspection for part numbers of the interconnecting struts and, for affected interconnecting struts, identification of the part and serial numbers of the associated target and proximity sensors and replacement or re-identification of the flap interconnecting strut if necessary. Since we issued AD 2014-08-01, we have determined that certain airplanes must be inspected to verify the interconnecting strut part number. This proposed AD would add airplanes to the applicability. We are proposing this AD to address the unsafe condition on these products.

**NPRM: Proposed Amendment of Class E Airspace, for Wayne, NE**

Published 05/19/2017

Docket #: FAA-2017-0287

Comments due 07/03/2017

This action proposes to modify Class E airspace extending up to 700 feet above the surface at Wayne Municipal Airport, Wayne, NE, to accommodate new standard instrument approach procedures for instrument flight rules (IFR) operations at the airport. This action is necessary due to the decommissioning of the Wayne non-directional Radio Beacon (NDB) serving the airport, and cancellation of the NDB approach. This proposal would enhance the safety and management of IFR operations at the airport. This action also would adjust the geographic coordinates of the airport.

**NPRM: Proposed Amendment of Class D and E Airspace; Kenosha, WI**

Published 05/19/2017

Docket #: FAA-2017-0210

Comments due 07/03/2017

This action proposes to modify Class D airspace, Class E airspace designated as a surface area, and Class E airspace extending upward from 700 feet above the surface, and remove Class E airspace designated as an extension of Class D airspace at Kenosha Regional Airport, Kenosha, WI. The FAA is proposing this action due to the decommissioning of the Kenosha VHF omnidirectional range (VOR) facilities, which provided navigation guidance for portions of the affected routes. This action would enhance the safety and management of instrument flight rules (IFR) operations at this airport. Additionally, the airport name and geographic coordinates would be adjusted in the Class E airspace extending upward from 700 feet above the surface to coincide with the FAA's aeronautical database.

**FAA Guidance Documents and Notices**

*FAA Advisory Circulars*

**AC: Designing and Demonstrating Aircraft Tolerance to Portable Electronic Devices**

Updated 05/08/2017

Document #: AC 20-164A

Comment date 05/19/2017

This advisory circular (AC) identifies RTCA, Inc., document DO-307A, Aircraft Design and Certification for Portable Electronic Device (PED) Tolerance, dated December 15, 2016, as an acceptable means for designing and demonstrating aircraft tolerance to potential electromagnetic interference from portable electronic devices (PEDs).

**AC: Airworthiness Approval of Traffic Alert and Collision Avoidance Systems (TCAS II), Versions 7.0 & 7.1 and Associated Mode S Transponders**

Updated 05/08/2017

Document #: AC 20-151C

Comment date 05/16/2017

This advisory circular (AC) provides applicants with guidance for obtaining an airworthiness approval for traffic alert collision avoidance systems II (TCAS II). It also provides guidance for certification of a stand-alone Mode S transponder system. This AC includes the TCAS II versions 7.0 and 7.1 (TSO-C119b and TSO-C119d, respectively) along with the latest iteration, which is version 7.1, containing hybrid surveillance functionality as defined by TSO-C119e.

*FAA Policies*

**Final Policy: Use of Hydrophobic Coating in lieu of Windshield Wipers**

Updated 05/08/2017

Policy #: PS-ANM-25-31

This proposed policy statement provides methods of compliance when hydrophobic coatings are used in lieu of windshield wipers as the primary means to maintain a clear view through the flight deck windshield.

**Final Policy: Portable Oxygen Equipment Requirements for Cabin Attendants**

Updated 05/08/2017

Policy #: PS ANM 25 1447-01

This policy statement clarifies that the purpose of the cabin attendant portable oxygen equipment requirements of Title 14, Code of Federal Regulations (14 CFR) 25.1447(c)(4) is to ensure the continued mobility of cabin attendants, rather than to provide first aid. As a result, per § 25.1443(e), such equipment must meet the requirements of § 25.1443(a) or (b), as applicable. In addition, this policy describes acceptable means of compliance with §§ 25.1443(a) or (b), 25.1443(e) and 25.1447(c)(4).

**Final Policy: Bird ingestion**

Updated 05/08/2017

Policy #: PS-ANE-33.76-01

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

**Final Policy: Potable Water and Waste System Leakage**

Updated 05/08/2017

Policy #: PS ANM 25-30

Provides guidance to help applicants minimize potential potable water and waste system leakage that can pose a hazard to the airplane, its occupants, and/or persons and property on the ground

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

Updated 05/08/2017

Policy #: PS-ANE-33.27-01

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

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Safety Assurance System: Evaluate/Inspect 14 CFR Part 91K/ 121/125 and § 129.14 Operators' Fuel Tank System Instructions for Continued Airworthiness/Revisions**

Issued 05/16/2017

Use the PTRS activity codes for Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K), 125, and 129 in order to track and document the initial incorporation of the Federal Aviation Administration (FAA) Oversight Office-approved fuel tank system instructions for continued airworthiness (ICA) into an operator's program.

*Notices*

**Notice: Notice of Intent To Rule on Request To Release Airport Property at the Abilene Regional Airport, Abilene, Texas**

Published 05/19/2017

Document #: 2017-10198

Comments due 06/19/2017

The FAA proposes to rule and invite public comment on the release of land at the Abilene Regional Airport, Abilene, Texas under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

**Notice: THREE LETTER DESIGNATOR (3LD) ERY AND ASSOCIATED TELEPHONY ERIE SHORE CHAPTER 3, SECTIONS 1, 2, 3, 4.**

Issued 05/16/2017 Document #: JO 7340.417

Additions per order 7340.2, contractions: icao three letter designator (3ld) ery and associated telephony erie shore chapter 3, sections 1, 2, 3, 4.

**Notice: CHANGE TO FAA ORDER JO 7110.65, INTERIM PROCEDURES FOR THE B78X AIRCRAFT**

Issued 05/16/2017 Document #: JO 7110.735

The procedures in this notice establish interim wake turbulence separation for the boeing b78x aircraft and are supplemental to the procedures contained in faa order jo 7110.65.

**Notice: THREE LETTER DESIGNATOR (3LD) GDS AND ASSOCIATED TELEPHONY GOLDSTRIKE**

Issued 05/17/2017 Document #: JO 7340.416

Additions per order jo 7340.2, contractions: icao three letter designator (3ld) gds and associated telephony goldstrike

**Meeting: Research, Engineering and Development Advisory Committee Meeting**

Meeting date 05/31/2017 Meeting time 9:30am – 4:30pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of the Research, Engineering & Development Advisory Committee meeting.

*Draft Technical Standards Orders*

**TSO: Aircraft Wheels, Brakes and Wheel/Brake Assemblies for Parts 23, 27 and 29 Aircraft**

Updated 05/08/2017 Comments due 05/19/2017

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your aircraft type certificated via the requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 23, 27, or 29 aircraft Wheels (without brakes), Brakes (without wheels) and Wheel and Brake assemblies with either hydraulically or electrically actuated brakes must first meet for approval and identification with the applicable TSO markings.

*Flight Standards Service Draft Advisory Circular*

**AC: Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43**

Updated 05/16/2017 Reference #: Title 14 Part 43-145 Comments due 06/12/2017

This advisory circular (AC) discusses the procedures for the use of Federal Aviation Administration (FAA) Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag, for approval for return to service under Title 14 of the Code of Federal Regulations (14 CFR) part 43. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to use FAA Form 8130-3. However, if you use the means described in the AC, you must follow it in all important respects.



**AC: Aircraft Weight and Balance Control**

Updated 05/16/2017    Reference #: Title 14 Part 25-125    Comments due 07/07/2017  
This advisory circular (AC) provides operators with guidance on how to develop and receive approval for a Weight and Balance (W&B) control program for aircraft operated under Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart K (part 91K), and parts 121, 125, and 135. This AC presents recommendations for an acceptable means, but not the only means, to develop and receive approval for a W&B control program, and includes guidance for using average and estimated weights in accordance with part 121, § 121.153(b) and other applicable sections of parts 91K, 121, 125, and 135.

**AC: Passenger Safety Information Briefing and Briefing Cards**

Updated 05/16/2017    Reference #: Title 14 Part 91-135    Comments due 05/22/2017  
This advisory circular (AC) updates information regarding the items that are required to be, or recommended, content in oral passenger safety briefings and on safety information briefing cards. This AC provides specific information about air carrier operations conducted under Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135.

**AC: Authorization for Use of Electronic Flight Bags**

Updated 05/16/2017    Reference #: Title 14 Part 91-125    Comments due 05/24/2017  
This joint Flight Standards Service (AFS) and Aircraft Certification Service (AIR) AC contains guidance on the operational use of Electronic Flight Bags (EFB). It is intended for all operators conducting flight operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart F (part 91F), 91 subpart K (part 91K), 121, 125, or 135 who want to replace required paper information or utilize other select functions of an EFB. This AC sets forth an acceptable means, but not the only means, to obtain Federal Aviation Administration (FAA) authorization for the operational use of EFBs utilizing both portable devices or installed equipment evaluated by the operator as their means to display operating information with an equivalent level of accessibility, usability, and reliability to the means they replace.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Dassault Falcon 2000EX (DA-2EASy)**

Updated 04/27/2017    Revision 7 Draft X    Comments due 05/26/2017

*Draft Master Minimum Equipment List*

**MMEL: L-382J Lockheed**

Updated 05/09/2017    Revision 1 Draft X    Comments due 05/25/2017

**MMEL: B787**

Updated 05/09/2017    Revision 14 Draft X    Comments due 05/31/2017

**MMEL: ERJ-170/190**

Updated 05/09/2017    Revision 15 Draft X    Comments due 06/05/2017

**May 22, 2017**

**Press releases**

**FAA Statement Regarding US Court of Appeals Decision\*\*\***

The FAA is carefully reviewing the U.S. Court of Appeals decision as it relates to drone registrations. The FAA put registration and operational regulations in place to ensure that drones are operated in a way that is safe and does not pose security and privacy threats. We are in the process of considering our options and response to the decision.

*FAA Proposed Rules*

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

Published 05/22/2017                      Docket #: FAA-2017-0477                      Comments due 07/06/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) airplanes. This proposed AD was prompted by a report indicating that the lanyard length of the passenger drop down oxygen masks is too long. This proposed AD would require replacing the existing oxygen mask lanyards with lanyards of the correct length. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/22/2017                      Docket #: FAA-2017-0480                      Comments due 07/06/2017

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

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

Published 05/22/2017                      Docket #: FAA-2017-0475                      Comments due 07/06/2017

The FAA proposes to adopt a new airworthiness directive (AD) for all Dassault Aviation Model FALCON 2000 and FALCON 2000EX airplanes. This proposed AD was prompted by reports of ice accretion on the airplane wing due to the failure of certain anti-ice piccolo tubes in the wing outboard slats. This proposed AD would require repetitive inspections of each anti-ice piccolo tube and corrective action if necessary. This proposed AD also provides an optional terminating action for the repetitive inspections. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Airplanes**

Published 05/22/2017

Docket #: FAA-2017-0478

Comments due 07/06/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A319 series airplanes; Model A320-211, -212, -214, -231, -232, and -233, airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. This proposed AD was prompted by a report of cracks on frame forks and outer skin on the forward and aft cargo compartment doors. This proposed AD would require repetitive inspections of the frame forks, and corrective actions if necessary. This proposed AD would also include optional modifications that constitute terminating action. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/22/2017

Docket #: FAA-2017-0479

Comments due 07/06/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Saab AB, Saab Aeronautics Model 340A (SAAB/SF340A) airplanes. This proposed AD was prompted by the discovery of circuit breakers of unsuitable strength that fail to protect the system from overcurrent. This proposed AD would require replacing certain circuit breakers. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/22/2017

Docket #: FAA-2014-0008

Comments due 02/03/2014

The FAA is revising an earlier notice of proposed rulemaking (NPRM) to supersede an Airworthiness Directive (AD) for all Embraer S.A. Model ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes. This action revises the NPRM by adding a requirement to revise the maintenance or inspection program, as applicable, to incorporate new airworthiness limitations and adding certain airplanes to the applicability. We are proposing this airworthiness directive (AD) to address the unsafe condition on these products. Since these actions impose an additional burden over those proposed in the NPRM, we are reopening the comment period to allow the public the chance to comment on these proposed changes.

**FAA Guidance Documents and Notices***Notices***Notice: Petition for Exemption; Summary of Petition Received**

Published 05/22/2017

Document #: 2017-10410

Comments due 06/12/2017

Drone Amplified, LLC (Drone Amplified) is seeking an exemption to commercially operate the DJI Matrice 600 small unmanned aircraft system (UAS) with line of sight operation, during the day, at altitudes under 400 feet above ground level (AGL), to operate for commercial agricultural related services by performing interior ignitions with the small UAS to aid firefighters performing prescribed burns in remote and sparsely populated locations.

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

Meeting date 06/08/2017 Meeting time 1:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of the ARAC.

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: Engine Oil Pressure; Torque Transducer Oil Pressure Pipe P-Clamp Installation**

Issued 05/19/2017

SAIB #: CE-17-13

This Special Airworthiness Information Bulletin is to alert owners, operators, maintenance technicians, and inspectors of an airworthiness concern on Pilatus Aircraft (Pilatus) Models PC-12, PC-12/45, PC-12/47 and PC-12/47E airplanes with respect to the importance of the correct installation of the torque transducer oil pressure pipes.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: M AS-350**

Issued 05/25/2017

Revision 6b of the AIRBUS HELICOPTERS (AS-350C, AS-350D, AS-350D1, AS-350B, AS 350B1, AS 350B2, AS 350BA, AS 350B3 (TCDS H9EU)) Master Minimum Equipment List.

**May 23, 2017**

*FAA Final rules*

**AD: The Boeing Company Airplanes**

Published 05/23/2017

Docket #: FAA-2016-9394

Effective date 06/27/2017

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 747-400, 747-400D, and 747-400F airplanes. This AD was prompted by a report of a crack in the left wing front spar web, found following a fuel leak. This AD requires repetitive inspections for cracking of the front spar web, and repairs if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 05/23/2017

Docket #: FAA-2016-9433

Effective date 06/27/2017

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model MD-90-30 airplanes. This AD was prompted by a report of cracking in a horizontal stabilizer rear spar cap. This AD requires repetitive inspections for any crack in the left and right side horizontal stabilizer rear spar upper caps, and repair or replacement if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 05/23/2017

Docket #: FAA-2016-9439

Effective date 06/27/2017

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 airplanes. This AD was prompted by a report indicating that during an airplane inspection in production, the variable frequency starter generator (VFSG) power feeder cables were found to contain terminal lugs incorrectly installed common to terminal blocks located in the wing front spar. This AD requires a general visual inspection of the wings, section 16, terminal lugs at the terminal power block of the VFSG power feeder cable for correct installation and applicable corrective actions. We are issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 05/23/2017

Docket #: FAA-2016-7426

Effective date 06/27/2017

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-

100, -200, and -200C series airplanes. This AD is intended to complete certain mandated programs to support the airplane reaching its limit of validity (LOV) of the engineering data that support the established structural maintenance program. This AD requires various repetitive inspections for cracking of certain lugs on the rear spar and horizontal stabilizer, related investigative and corrective actions if necessary, and replacement of the center section rear spar upper chord as applicable. We are issuing this AD to address the unsafe condition on these products.

**AD: Textron Aviation Inc. Airplanes**

Published 05/23/2017                      Docket #: FAA-2017-0450                      Effective date 06/07/2017

The FAA is adopting a new airworthiness directive (AD) for certain Textron Aviation Inc. Models 402C and 414A airplanes (type certificate previously held by Cessna Aircraft Company). This AD requires inspecting the nacelle fittings for cracks, replacing if necessary, and reporting the results of the inspection to the FAA. This AD was prompted by reports of cracks found on certain nacelle fittings. We are issuing this AD to correct the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 05/23/2017                      Docket #: FAA-2016-9434                      Effective date 06/27/2017

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-600, -700, -700C, -800, and -900 series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the web lap splices in the aft pressure bulkhead are subject to widespread fatigue damage (WFD). This AD requires repetitive inspections of the web lap splices in the aft pressure bulkhead for cracking of the fastener holes, and repair if necessary. We are issuing this AD to address the unsafe condition on these products.

*FAA Special Conditions*

**SC: Garmin International, Learjet, Inc., Model 35 and 36 Airplanes; Airplane Electronic-System Security Protection From Unauthorized External Access**

Published 05/23/2017                      Docket #: FAA-2017-0022                      Effective date 05/23/2017

These special conditions are issued for Garmin International (Garmin) for modifications to Learjet, Inc., (Learjet) Model 35 and 36 airplanes. These airplanes, as modified by Garmin, will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature incorporates the Garmin Flight Stream 210 and GTN 6XX/7XX Navigator system into the airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Garmin International, Learjet, Inc., Model 35 and 36 Airplanes; Isolation of Airplane Electronic-System Security Protection From Unauthorized Internal Access**

Published 05/23/2017

Docket #: FAA-2017-0023

Comments due 07/07/2017

These special conditions are issued for Garmin International (Garmin) for modifications to Learjet, Inc., (Learjet) Model 35 and 36 airplanes. These airplanes, as modified by Garmin, will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature incorporates the Garmin Flight Stream 210 and GTN 6XX/7XX Navigator system into the airplanes. 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**

*Notices*

**Notice: Notice of Land Use Change and Release of Grant Assurance Restrictions at the Reid Hill View Airport and San Martin Airport, Santa Clara County, California**

Published 05/23/2017

Document #: 2017-10567

Comments due 06/22/2017

The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a land-use change for approximately 2.7 acres of airport property at Reid Hill View Airport, and approximately 2.999 acres at San Martin Airport, Santa Clara County, California. The land use change will allow a partial release of airport land from the aeronautical use provisions of the Grant Assurances that require it to serve an airport purposes since the land is not needed for aeronautical uses. The land for partial release is 2.7 acres of a 55.09 acre parcel at Reid Hill View Airport and is currently vacant. The land for partial release is 2.999 acres of a 63.79 acre parcel at San Martin Airport and is also currently vacant. Solar systems will be placed on the leased parcels to generate clean renewable energy for Santa Clara County. In return, fair market value rent will be paid as lease revenue at both airports. This project will serve the interest of civil aviation by contributing to the self-sustainability of the two airports.

**Notice: Notice of Intent To Rule on Request To Release Airport Property Release at the Mobile Regional Airport, Mobile, Alabama**

Published 05/23/2017

Document #: 2017-10561

Comments due 06/22/2017

The FAA is considering a request from the Mobile Airport Authority to release 5.38± acres of non-aeronautical airport property located at the Mobile Regional Airport in Mobile, Alabama, to be sold to the County of Mobile.

*Draft Technical Standards Orders*

**TSO: Aeronautical Mobile Airport Communication System (AeroMACS) Airborne Mobile Station (AMS) Equipment**

Updated 05/22/2017

Comments due 06/19/2017

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration (FAA)) tell you what minimum performance standards (MPS) your Aeronautical Mobile Airport Communication System (AeroMACS) Airborne Mobile Station (AMS) equipment must first meet for approval and identification with the applicable TSO marking.

*Draft Master Minimum Equipment List*

**MMEL: CH-47D Columbia Helicopters, Inc.**

Updated 05/22/2017

Revision 0 Draft X

Comments due 06/20/2017

**May 24, 2017**

*FAA Final rules*

**AD: Zodiac Seats California LLC Seating Systems**

Published 05/24/2017

Docket #: FAA-2016-5595

Effective date 06/28/2017

The FAA is adopting a new airworthiness directive (AD) for certain Zodiac Seats California LLC seating systems. This AD was prompted by a determination that the affected seating systems may cause serious injury to the occupant during forward impacts when subjected to certain inertia forces. This AD requires removing affected seating systems. We are issuing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Future of Flight Standards (FSS) Organizational Chart**

Issued 05/18/2017

**FSIMS: Special Pilot In Command Qualification Airport List**

Issued 05/15/2017

This notice advises all principal operations inspectors (POI) of changes to the Special Pilot-In-Command (PIC) Qualification Airport List.

**May 25, 2017**

*FAA Final rules*

**AD: Airbus Airplanes**

Published 05/25/2017

Docket #: FAA-2016-9431

Effective date 06/29/2017

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A321 series airplanes. This AD was prompted by a determination that cracks could develop on holes at certain fuselage frame locations. This AD requires repetitive inspections for cracking on holes at certain fuselage frame locations, and repairs if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Bombardier, Inc. Airplanes**

Published 05/25/2017

Docket #: FAA-2016-9438

Effective date 06/29/2017

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model DHC-8-400 series airplanes. This AD was prompted by reports of interruptions in the airstair door operation. This AD requires repetitive inspections and modification of the handrail hardware. We are issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 05/25/2017

Docket #: FAA-2016-9075

Effective date 06/29/2017

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 and 787-9 airplanes. This AD was prompted by a report indicating that a portion of the sealant above the engine pylon between the wing skin and the vapor barrier might have been omitted. This AD requires an inspection for missing sealant in the seam on the outside and inside of the engine struts, and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 05/25/2017

Docket #: FAA-2016-9524

Effective date 06/29/2017

The FAA is superseding Airworthiness Directive (AD) 2014-16-19 for all Airbus Model A330-200 Freighter, -200, and -300 series airplanes. AD 2014-16-19 required revision of the maintenance or inspection program to include certain fuel airworthiness limitations. This new AD requires revision of the maintenance or inspection program, as applicable, to include new fuel airworthiness limitations. This new AD also removes certain airplanes from the applicability of AD 2014-16-19. This AD was prompted by the issuance of more restrictive fuel airworthiness limitations. We are issuing this AD to address the unsafe condition on these products.

**AD: DG Flugzeugbau GmbH Gliders**

Published 05/25/2017

Docket #: FAA-2017-0158

Effective date 06/29/2017

The FAA is adopting a new airworthiness directive (AD) for DG Flugzeugbau GmbH Model DG-500MB gliders that are equipped with a Solo 2625 02 engine that has been modified with a fuel injection system following the instructions of Solo Kleinmotoren GmbH Service Bulletin (SB)/Technische Mitteilung (TM) 4600-3 "Fuel Injection System" and re-identified as Solo 2625 02i. 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 failure of the connecting rod bearing resulting from too much load on the rod bearings from the engine control unit. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 05/25/2017

Docket #: FAA-2016-8848

Effective date 06/29/2017

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 fuselage skin is subject to widespread fatigue damage (WFD). This AD requires modification of the lap joint and repetitive inspections for cracking of the skin at critical fastener rows. We are issuing this AD to address the unsafe condition on these products.



**AD: Slingsby Aviation Ltd. Airplanes**

Published 05/25/2017                      Docket #: FAA-2017-0048                      Effective date 06/29/2017

The FAA is superseding airworthiness directive (AD) 2015-11-01 for Slingsby Aviation Ltd. Models T67M260 and T67M260-T3A 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 failure of a brake master cylinder pivot pin, which could cause the rudder pedal mechanism to detach from the brake cylinder. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 05/25/2017                      Docket #: FAA-2016-8849                      Effective date 06/29/2017

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A330-223F, -223, -321, -322, and -323 airplanes. This AD was prompted by fatigue load analysis that determined the need for reduced inspection intervals and updated torque values of the bolts. This AD requires repetitive torque checks of the forward engine mount bolts, an inspection of the forward mount assembly, and replacement of the bolts or repair of the forward mount assembly as necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Rolls-Royce plc Turbofan Engines**

Published 05/25/2017                      Docket #: FAA-2017-0114                      Effective date 06/09/2017

The FAA is adopting a new airworthiness directive (AD) for certain Rolls-Royce plc (RR) RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines. This AD requires fluorescent penetrant inspection (FPI) of the compressor intermediate case (CIC) for cracking. This AD was prompted by CICs that were weld repaired and have a higher probability of cracking as a result of the weld repair process. We are issuing this AD to correct the unsafe condition on these products.

**Final Rule: Safety Management System for Domestic, Flag and Supplemental Operations Certificate Holders; Technical Amendment**

Published 05/25/2017                      Docket #: FAA-2009-0671                      Effective date 05/25/2017

This technical amendment corrects an error in the final rule titled Safety Management System for Domestic, Flag and Supplemental Operations Certificate Holders, published on January 8, 2015. In that rule, the FAA amended its regulations to require air carriers conducting domestic, flag and supplemental operations to put a safety management system (SMS) in place by 2018.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: AS-350 Series**

Issued 05/25/2017

Revision 6b of the AIRBUS HELICOPTERS (AS-350C, AS-350D, AS-350D1, AS-350B, AS 350B1, AS 350B2, AS 350BA, AS 350B3 (TCDS H9EU)) Master Minimum Equipment List.

**May 26, 2017**

*FAA Final rules*

**AD: Stemme AG Gliders**

Published 05/26/2017

Docket #: FAA-2017-0451

Effective date 06/15/2017

The FAA is adopting a new airworthiness directive (AD) for Stemme AG Model S10-VT gliders (type certificate previously held by Stemme GmbH & Co. KG). 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 certain propeller front transmission gear wheels having insufficient material strength because of improper heat treatment during manufacturing. We are issuing this AD to require actions to address the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: Rolls-Royce plc Turbofan Engines**

Published 05/26/2017

Docket #: FAA-2014-0433

Comments due 07/10/2017

The FAA proposes to supersede airworthiness directive (AD) 2014-24-08 that applies to all Rolls-Royce plc (RR) RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 turbofan engines with certain low-pressure (LP) fuel filter-to-high-pressure (HP) fuel pump tube assemblies, or HP fuel pump-to-fuel flow governor (FFG) or FFG-to-HP pump inlet overspill return tube assemblies and flanged adaptor installed. AD 2014-24-08 requires replacing certain LP fuel filter-to-HP fuel pump tube assemblies.

**NPRM AD: B/E Aerospace Protective Breathing Equipment Part Number 119003-11 and Part Number 119003-21**

Published 05/26/2017

Docket #: FAA-2017-0439

Comments due 07/10/2017

The FAA proposes to supersede Airworthiness Directive (AD) 2016-11-20, which applies to certain B/E Aerospace protective breathing equipment (PBE) that is installed on airplanes. AD 2016-11-20 requires replacing part number (P/N) 119003-11 PBE units. Since we issued AD 2016-11-20, we received a report that PBE units, P/N 119003-21, within a certain serial number range are made with candle tube material determined to have a low yield strength and may be volatile upon use or disposal. This proposed AD would retain the actions required in AD 2016-11-20 and would require inspecting and replacing P/N 119003-11 and 119003-21 PBE units. We are proposing this AD to correct the unsafe condition on these products.

**NPRM: Proposed Amendment of Class D and Class E Airspace; Fort Knox, KY, and Louisville, KY**

Published 05/26/2017

Docket #: FAA-2016-9499

Comments due 07/10/2017

This action proposes to amend Class E airspace designated as an extension to Class D airspace by removing the Notice to Airmen (NOTAM) part-time status at Godman Army Airfield (AAF) Fort Knox, KY; and Bowman Field Airport, Louisville, KY. This action would also update the geographic coordinates of these airports in the associated Class D and E airspace descriptions. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at these airports.

**NPRM: Proposed Establishment of Class E Airspace; Johnson City, TN**

Published 05/26/2017

Docket #: FAA-017-0279

Comments due 07/10/2017

This action proposes to establish Class E airspace at Johnson City, TN, to accommodate new Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures (SIAPs) serving Johnson City Medical Center Heliport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the heliport.

**NPRM: Proposed Amendment of Class E Airspace for Oskaloosa, IA**

Published 05/26/2017

Docket #: FAA-2017-0296

Comments due 07/10/2017

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Oskaloosa Municipal Airport, Oskaloosa, IA, to accommodate new standard instrument approach procedures for instrument flight rules (IFR) operations at the airport. This action is necessary due to the decommissioning of the Oskaloosa non directional radio beacon (NDB), and cancellation of the NDB approach procedure, and would enhance the safety and management of IFR operations at the airport.

**NPRM: Proposed Amendment of Class D and Class E Airspace, New Bern, NC**

Published 05/26/2017

Docket #: FAA--2016-0230

Comments due 07/10/2017

This action proposes to amend Class D and Class E airspace at Coastal Carolina Regional Airport (formally Craven County Regional Airport), New Bern, NC. The Notice to Airmen (NOTAM) part-time status would be removed from Class E airspace designated as an extension, as well as the segment using the New Bern VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) navigation aid used to describe the northeast and southwest extensions to the airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also would update the geographic coordinates of the airport, update the airport's name, and make an editorial change replacing Airport/Facility Directory with the term Chart Supplement in the legal descriptions of associated Class D and E airspace.

**NPRM: Proposed Amendment of Class E Airspace; Midland, TX and Proposed Establishment of Class E Airspace; Odessa, TX and Midland, TX**

Published 05/26/2017

Docket #: FAA-2016-9481

Comments due 07/10/2017

This action proposes to amend Class E airspace extending upward from 700 feet above the surface at Midland International Air and Space Port Airport (formerly Midland International Airport), Midland, TX, due to the closing of Mabee Ranch Airport, decommissioning of the Mabee non-directional radio beacon (NDB), and cancellation of NDB approaches at Mabee Ranch Airport. Additionally, this proposal would establish Class E airspace extending upward from 700 feet above the surface at Odessa Airport-Schlemeyer Field, Odessa, TX, and Midland Airpark, Midland, TX, to accommodate special instrument approach procedures developed at these airports to enhance the safety and management of standard instrument approach procedures for instrument flight rules (IFR) operations. Also, this proposal would make an editorial change to the legal descriptions by replacing Airport/Facility Directory with the term Chart Supplement, and would change the airport name to Midland International Air and Space Port Airport.

## *FAA Special Conditions*

### **SC: Airbus, Model A330-300 Series Airplanes; Non-Rechargeable Lithium Battery Installations**

Published 05/26/2017

Docket #: FAA-2017-0369

Comments due 07/10/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Airbus Model A330-300 series airplanes. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

### **SC: Textron Aviation Inc., Model 700 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/26/2017

Docket #: FAA-2017-0377

Comments due 07/10/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Textron Aviation Inc. (Textron) Model 700 airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

## **FAA Guidance Documents and Notices**

### *FAA Draft Advisory Circulars*

#### **AC: Identification and Registration Marking**

Updated 05/25/2017

Document #: AC 45-2F

Comment date 07/01/2017

This advisory circular (AC) provides guidance for complying with Title 14 of the Code of Federal Regulations (14 CFR) part 45, Identification and Registration Marking. This AC is not mandatory and does not constitute a regulation. In this AC, we describe a means, but not the only means, to comply with the requirements for applying identification (ID) and registration markings to aircraft, aircraft engines, and propellers. However, if you use the means described in the AC, then you must follow it in all important respects.

### *FAA Final Policies*

#### **Final Policy: Guidance on Organization Designation Authorization (ODA), Organization Management Team (OMT) Membership**

Issued 05/24/2017

Policy #: AIR100-17-160-PM04

Order 8100.15B paragraph 5-2 identifies the OMT as the FAA personnel needed to oversee the ODA holder. This includes not only oversight of the organization, but also project management for the certification activity conducted by the ODA holder.

**Final Policy: [AIR100-17-110-GM12](#)**

Issued 05/23/2017

Policy #: AIR100-17-110-GM12

On March 30, 2017, representatives from Rockwell Collins briefed representatives from the FAA on their acquisition of B/E Aerospace. The purpose of the meeting was to provide awareness of the merger, seek FAA input on what is necessary for a merger of this scale, and request assistance to ensure a smooth transition. During the meeting, representatives from Rockwell Collins stated that the initial step in the acquisition was to be limited to branding changes and that B/E's approvals and operations would remain unchanged.

*FAA Draft Policies*

**Final Policy: [Portable Oxygen Equipment Requirements for Cabin Attendants](#)**

Updated 05/08/2017

Policy #: PS ANM 25 1447-01

This policy statement clarifies that the purpose of the cabin attendant portable oxygen equipment requirements of Title 14, Code of Federal Regulations (14 CFR) 25.1447(c)(4) is to ensure the continued mobility of cabin attendants, rather than to provide first aid. As a result, per § 25.1443(e), such equipment must meet the requirements of § 25.1443(a) or (b), as applicable. In addition, this policy describes acceptable means of compliance with §§ 25.1443(a) or (b), 25.1443(e) and 25.1447(c)(4).

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

Updated 05/08/2017

Policy #: PS-ANE-33.76-01

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

**Final Policy: [Potable Water and Waste System Leakage](#)**

Updated 05/08/2017

Policy #: PS ANM 25-30

Provides guidance to help applicants minimize potential potable water and waste system leakage that can pose a hazard to the airplane, its occupants, and/or persons and property on the ground

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

Updated 05/08/2017

Policy #: PS-ANE-33.27-01

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

*Draft Technical Standards Orders*

**TSO: Aeronautical Mobile Airport Communication System (AeroMACS) Airborne Mobile Station (AMS) Equipment**

Updated 05/22/2017

Comments due 06/19/2017

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration (FAA)) tell you what minimum performance standards (MPS) your Aeronautical Mobile Airport Communication System (AeroMACS) Airborne Mobile Station (AMS) equipment must first meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

**AC: Use of FAA Form 8130-3 for Approval for Return to Service Under Part 43**

Updated 05/25/2017

Reference #: Title 14 Part 43-145

Comments due 06/12/2017

This advisory circular (AC) discusses the procedures for the use of Federal Aviation Administration (FAA) Form 8130-3, Authorized Release Certificate, Airworthiness Approval Tag, for approval for return to service under Title 14 of the Code of Federal Regulations (14 CFR) part 43. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, to use FAA Form 8130-3. However, if you use the means described in the AC, you must follow it in all important respects.

**AC: Certification: Pilots and Flight and Ground Instructors**

Updated 05/25/2017

Reference #: Title 14 Part 61

Comments due 06/23/2017

This advisory circular (AC) provides guidance for pilot applicants, pilots, flight instructors, ground instructors, and examiners on the certification standards, knowledge test procedures, and other requirements in Title 14 of the Code of Federal Regulations (14 CFR) part 61.

**AC: Authorization for Use of Electronic Flight Bags**

Updated 05/25/2017

Reference #: Title 14 Part 91-135

Comments due 06/26/2017

This joint Flight Standards Service (AFS) and Aircraft Certification Service (AIR) AC contains guidance on the operational use of Electronic Flight Bags (EFB). It is intended for all operators conducting flight operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart F (part 91F), 91 subpart K (part 91K), 121, 125, or 135 who want to replace required paper information or utilize other select functions of an EFB.

**AC: Standardized Procedures for Performing Aircraft Magnetic Compass Calibration**

Updated 05/25/2017

Reference #: Title 14 Part 43-145

Comments due 06/26/2017

This advisory circular (AC) describes procedures for calibrating an aircraft magnetic compass to minimize the effect of aircraft-induced magnetic fields. These procedures are often referred to as "swinging the compass" or a "compass swing". This AC is not mandatory and does not constitute a regulation. These means are not the only means to perform aircraft compass calibration. However, if you use one of the means described in this AC, you must follow it in all important respects. The content of this AC may be of interest to aircraft technicians performing compass swings or to users of aircraft compass systems.

**AC: Aircraft Weight and Balance Control**

Updated 05/25/2017      Reference #: Title 14 Part 23-135      Comments due 07/07/2017  
This advisory circular (AC) provides operators with guidance on how to develop and receive approval for a Weight and Balance (W&B) control program for aircraft operated under Title 14 of the Code of Federal Regulations (14 CFR) part 91 subpart K (part 91K), and parts 121, 125, and 135. This AC presents recommendations for an acceptable means, but not the only means, to develop and receive approval for a W&B control program, and includes guidance for using average and estimated weights in accordance with part 121, § 121.153(b) and other applicable sections of parts 91K, 121, 125, and 135.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Dassault Falcon 2000EX (DA-2EASy)**

Updated 04/27/2017      Revision 7 Draft X      Comments due 05/26/2017

*Draft Master Minimum Equipment List*

**MMEL: B787 Boeing.**

Updated 05/25/2017      Revision 14 Draft X      Comments due 05/31/2017

**MMEL: ERJ-170/190 Embraer**

Updated 05/25/2017      Revision 15 Draft X      Comments due 06/05/2017

**MMEL: CH-47D Columbia Helicopters, Inc.**

Updated 05/25/2017      Revision 0 Draft X      Comments due 06/20/2017

**MMEL: G-V Gulfstream Aerospace**

Updated 05/25/2017      Revision 9 Draft X      Comments due 06/26/2017

**May 30, 2017**

*FAA Final rules*

**AD: The Boeing Company Airplanes**

Published 05/30/2017      Docket #: FAA-2016-6667      Comments due 07/05/2017  
The FAA is superseding Airworthiness Directive (AD) 2009-21-01 for certain The Boeing Company Model 737-300 and 737-400 series airplanes. AD 2009-21-01 required repetitive inspections to detect cracking of the aft fuselage skin, and related investigative and corrective actions if necessary. This new AD adds certain inspections, repairs, replacement, related investigative and corrective actions if necessary; and removes certain airplanes from the applicability. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the aft fuselage skin is subject to widespread fatigue damage (WFD), and by reports of aft fuselage cracking. We are issuing this AD to address the unsafe condition on these products.

**AD: British Aerospace Regional Aircraft Airplanes**

Published 05/30/2017

Docket #: FAA-2017-0053

Comments due 07/05/2017

The FAA is superseding Airworthiness Directive (AD) 2014-07-07 for British Aerospace Regional Aircraft Model HP 137 Jetstream MK1, Jetstream Series 200, and Jetstream Series 3101 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 cracking of the forward main landing gear yoke pintle resulting from corrosion pits leading to stress corrosion cracking. We are issuing this AD to require actions to address the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: Dassault Aviation Airplanes**

Published 05/30/2017

Docket #: FAA-2017-0496

Comments due 07/14/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 7X airplanes. This proposed AD was prompted by a report indicating that, under certain operational takeoff conditions, the available thrust in relation with the N1 indication is less than a certified value, which could affect the safety margins with an engine failure during takeoff. This proposed AD would require modifying each engine by updating the electronic engine control (EEC) software and adjusting the engine N1 trim value, and revising the airplane flight manual. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Airplanes**

Published 05/30/2017

Docket #: FAA-2017-0497

Comments due 07/14/2017

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

**NPRM AD: The Boeing Company Airplanes**

Published 05/30/2017

Docket #: FAA-2017-0500

Comments due 07/14/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model MD-11 and MD-11F airplanes. This proposed AD was prompted by fuel system reviews conducted by the manufacturer. This proposed AD would require a one-time inspection of the wire assemblies of the tail fuel tank transfer pumps to determine if metallic transitions are installed at the wire harness breakouts, and corrective actions if necessary. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Dassault Aviation Airplanes**

Published 05/30/2017

Docket #: FAA-2017-0494

Comments due 07/14/2017

The FAA proposes to supersede Airworthiness Directive (AD) 2016-17-02 for certain Dassault Aviation Model FALCON 900EX and FALCON 2000EX airplanes. AD 2016-17-02 currently requires revising the airplane flight manual (AFM) to include procedures to follow when an airplane is operating in icing conditions. AD 2016-17-02 also provides optional actions after which the AFM revision may be removed from the AFM. Since we issued AD 2016-17-02, we have determined additional actions are necessary to address the identified unsafe condition. This proposed AD



would retain the requirement of AD 2016-17-02 and, in addition, require a detailed inspection of the wing anti-ice system ducting (anti-ice pipes) for the presence of a diaphragm, and replacement of ducting or re-identification of the ducting part marking. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/30/2017                      Docket #: FAA-2017-0499                      Comments due 07/14/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 747-400, 747-400F, and 747-8F series airplanes. This proposed AD was prompted by reports of failure of the fastener assemblies on the crew access ladder handrails. This proposed AD would require replacing the fastener assemblies. We are proposing this AD to address the unsafe condition on these products.

*FAA Special Conditions*

**SC: [Bell Helicopter Textron Inc. \(Bell\) Model 412EP Helicopter in the 412 EPI Configuration; Search and Rescue \(SAR\) With Automatic Flight Control System \(AFCS\) Installation](#)**

Published 05/30/2017                      Docket #: FAA-2017-0466                      Effective date 06/29/2017

These special conditions are issued for the Bell Model 412EP (412EPI configuration) helicopter. This helicopter as modified by Bell will have a novel or unusual design feature associated with a SAR AFCS. The applicable airworthiness standards do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards 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 Online Job Aid\\*\\*\\*](#)**

Issued 05/23/2017

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).

**FSIMS: [Special Pilot-In-Command Qualification Airports](#)**

Issued 05/24/2017

Revised May 2017 regarding 14 CFR § [121.445](#)

*Orders*

**Order: [Operational Data Reporting Requirements](#)**

Issued 05/25/2017                      Document #: JO 7210.55G                      Effective date 06/01/2017

This order establishes reporting requirements and procedures for collecting air traffic activity counts and delay data through the Air Traffic Operations Network(OPSNET).

## Notices

### **Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Extended Operations (ETOPS) of Multi-Engine Airplanes**

Published 05/30/2017

Document #: 2017-11082

Comments due 06/29/2017

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. A final rule published on January 16, 2007 codified previous practices that permitted certificated air carriers to operate two-engine airplanes over long-range routes. The FAA uses this information collection to ensure that aircraft for long range flights are equipped to minimize diversions, to preclude and prevent diversions in remote areas, and to ensure that all personnel are trained to minimize any adverse impacts of a diversion.

### **Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Automatic Certification and Operation FAR 125**

Published 05/30/2017

Document #: 2017-11059

Comments due 06/29/2017

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. 14 CFR part 125 prescribes requirements for issuing operating certificates and for appropriate operating rules. In addition to the statutory basis, the collection of this information is necessary to issue, reissue, or amend applicant's operating certificates and operations specifications.

### **Notice: Air Traffic Technical Training at Special Event Temporary Control Towers**

Published 05/25/2017

Document #: N JO 3120.151

Effective date 06/01/2017

This notice adds requirements to Federal Aviation Administration (FAA) Order JO 3120.4, Air Traffic Technical Training. It conveys instructions, standards, and guidance for the administration of air traffic technical training for special events that require operations from temporary control towers. All persons involved in air traffic technical training for special events at temporary control towers must comply with this notice and maintain a comprehensive knowledge of the procedures and guidelines published here and in other pertinent directives.

## **May 31, 2017**

### *FAA Final rules*

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

Published 05/31/2017

Docket #: FAA- 2017-0506

Effective date 05/31/2017

The FAA is adopting a new airworthiness directive (AD) for Diamond Aircraft Industries GmbH Model DA 42 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 failure of the propeller regulating valve caused by hot exhaust gases coming from fractured engine exhaust pipes. We are issuing this AD to require actions to address the unsafe condition on these products.

**Final Rule: Establishment of Class E Airspace, Grass Range, MT**

Published 05/31/2017

Docket #: FAA-2017-0047

Effective date 08/17/2017

This action establishes Class E airspace extending upward from 700 feet above the surface at N Bar Ranch, Grass Range, MT, to support the development of instrument flight rules (IFR) operations under standard instrument approach and departure procedures at the airport, for the safety and management of aircraft within the National Airspace System. A correction also is made changing the town name from Grassrange.

*FAA Proposed Rules*

**NPRM AD: Dassault Aviation Airplanes**

Published 05/31/2017

Docket #: FAA- 2017-0502

Comments due 07/17/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 7X airplanes. This proposed AD was prompted by a discovery of noncompliant rivets in the flight deck upper skin. This proposed AD would require replacement of noncompliant rivets. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Dassault Aviation Airplanes**

Published 05/31/2017

Docket #: FAA- 2017-0513

Comments due 07/17/2017

The FAA proposes to adopt a new airworthiness directive (AD) for all Dassault Aviation Model FALCON 2000EX airplanes. This proposed AD was prompted by a quality review of delivered airplanes, which identified a manufacturing deficiency of some engine air inlet anti-ice “piccolo” tubes. This proposed AD would require inspecting each anti-ice “piccolo” tube assembly of certain engine air inlets for discrepancies, and doing corrective actions if necessary. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/31/2017

Docket #: FAA- 2017-0516

Comments due 07/17/2017

The FAA proposes to supersede Airworthiness Directive (AD) 2015-23-12, for all ATR—GIE Avions de Transport Régional Model ATR42 and ATR72 airplanes. AD 2015-23-12 currently requires identifying the serial number and part number of the main landing gear (MLG) rear hinge pins, and replacing pins or the MLG if necessary. Since we issued AD 2015-23-12, we have received a new report of a certain cracked MLG hinge pin on a Model ATR42 airplane. We have determined that certain additional MLG hinge pins must be replaced, and certain compliance times must be reduced. This proposed AD would require identifying the serial number and part number of the MLG rear hinge pins, and replacing pins if necessary. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/31/2017

Docket #: FAA- 2017-0495

Comments due 07/17/2017

The FAA proposes to adopt a new airworthiness directive (AD) for all Bombardier, Inc., Model CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) airplanes. This proposed AD was prompted by development of a modification to prevent uncommanded rudder movement during flight. This proposed AD would require modifying the wiring harness of the yaw damper control system. We are proposing this AD to address the unsafe condition on these products.

*FAA Special Conditions*

**SC: The Boeing Company, Model 777-300ER Series Airplanes; Non-Rechargeable Lithium Battery Installations**

Published 05/31/2017

Docket #: FAA-2017-0386

Comments due 07/17/2017

These special conditions are issued for non-rechargeable lithium battery installations on The Boeing Company (Boeing) Model 777-300ER series airplanes. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Bell Helicopter Textron, Inc. (BHTI), Model 525 Helicopters; Crew Alerting System (CAS)**

Published 05/31/2017

Docket #: FAA- 2016-6940

Effective date 05/31/2017

The FAA is correcting the special condition published on November 9, 2016 which became effective on December 9, 2016 for the BHTI Model 525 helicopter. This helicopter has a novel or unusual design feature associated with the electronic CAS. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. The special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Embraer S.A., Model ERJ 170-200 LR Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/31/2017

Docket #: FAA- 2017-0374

Comments due 07/17/2017

These special conditions are issued for non-rechargeable lithium battery installations on the EmbraerS.A. (Embraer) Model ERJ 170-200 LR airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Textron Aviation Inc., Model 750 Airplane; Non-Rechargeable Lithium Battery Installations**

Published 05/31/2017

Docket #: FAA- 2017-0378

Comments due 07/17/2017

These special conditions are issued for non-rechargeable lithium battery installations on the Textron Aviation Inc. (Textron) Model 750 airplane. Non-rechargeable lithium batteries are a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. 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 Legal Interpretations*

**Legal Interpretation: [Response to Request for Interpretation of 14 C.F.R. § 135.421\(b\)](#)\*\*\***

Issued 05/30/2017

Regulation/Order #: Duncan-AFS-1

for an interpretation of 14 C.F.R. § 135.421(b), in particular the construction of the term "maintenance instructions.

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

**FSIMS: [Gulfstream Aerospace GIV-X \(G450\) \(Part 125 Operations Only\)](#)**

Issued 06/08/2017

Revision 0 of the Gulfstream Aerospace GIV-X (G450) Master Minimum Equipment List.