

## ***Final Documents/Your Two Cents—November 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.

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### **November 1, 2017**

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

##### **Final Rule: [Amendment of Class E Airspace; Lemoore NAS, CA](#)**

Published 11/01/2017

Docket #: FAA-2017-0219

Effective date 11/01/2017

This action corrects a final rule, technical amendment published in Federal Register on September 21, 2017, that removes the Notice to Airmen (NOTAM) part-time status information contained in the legal description of Class E airspace designated as an extension at Lemoore NAS (Reeves Field), Lemoore, CA. The airspace description contained the following wording in error: “. . . within a 5.2-mile radius of Lemoore NAS (Reeves Field), and . . . .” This wording is removed. This action does not affect the charted boundaries or operating requirements of the airspace.

##### **Final Rule: [Establishment of Class E Airspace; Deblois, ME](#)**

Published 11/01/2017

Docket #: FAA-2015-2891

Effective date 02/01/2018

This action establishes Class E airspace extending upward from 700 feet above the surface in Deblois, ME, to accommodate new area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures (SIAPs) serving Deblois Flight Strip. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport.

##### **Final Rule: [Amendment of Class D and Class E Airspace; Fort Knox, KY, and Louisville, KY](#)**

Published 11/01/2017

Docket #: FAA-2016-9499

Effective date 02/01/2018

This action amends 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 also updates and corrects the geographic coordinates of these airports, and Louisville International Airport-Standiford Field (formerly Louisville Standiford Field) in the associated Class D and E airspace descriptions. This action enhances the safety and management of instrument flight rules (IFR) operations at the airport.

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

Published 11/01/2017

Docket #: FAA--2017-0391

Effective date 02/01/2018

This action modifies Class E airspace extending upward From 700 feet above the surface at Bend Municipal Airport, Bend, OR to accommodate airspace redesign for the safety and management of

instrument flight rules (IFR) operations within the National Airspace System.

**Final Rule: Amendment of Class E Airspace; Scottsboro, AL**

Published 11/01/2017

Docket #: FAA-2017-0557

Effective date 02/01/2018

This action amends Class E airspace at Scottsboro, AL, by updating the heliport name to Highland Medical Center Heliport, (formerly Jackson County Hospital), and updating the geographic coordinates of the heliport to coincide with the FAA's aeronautical database.

*FAA Proposed Rules*

**NPRM: Proposed Amendment of Class E Airspace, Greenville, NC**

Published 11/01/2017

Docket #: FAA-2017-0801

Comments due 12/18/2017

This action proposes to amend Class E surface airspace at Greenville, NC, by removing Pitt County Memorial Hospital Heliport from the Class E surface area airspace associated with Pitt-Greenville Airport. Helicopters departing from the heliport must now receive clearance. Consequently, the cut out from Class E surface airspace is no longer required. 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 under Class E surface airspace and Class E airspace extending upward from 700 feet or more above the surface of the earth, to coincide with the FAA's aeronautical database.

**NPRM: Normal and Transport Category Rotorcraft Certification**

Published 11/01/2017

Docket #: FAA-2017-0990

Comments due 01/30/2018

The FAA proposes to amend the certification standards of normal and transport category helicopters. The proposed changes are necessary to address modern designs currently used in the rotorcraft industry and would reduce the burden on applicants for certification of new rotorcraft designs. The proposed changes would reduce or eliminate the need for certain special conditions currently required to obtain certification of modern rotorcraft. The proposed changes would also incorporate the requirements of equivalent level of safety findings that the FAA has imposed as conditions for approving certain design features.

**NPRM: Proposed Amendment of Class E Airspace, Berlin, NH**

Published 11/01/2017

Docket #: FAA-2017-0848

Comments due 12/18/2017

This action proposes to amend Class E airspace at Berlin, NH, due to the addition of a localizer performance with vertical guidance function (LPV) instrument procedure to runway 18 being created for Berlin Regional Airport (formerly Berlin Municipal Airport). This action also would update the geographic coordinates of the airport to coincide with the FAA's aeronautical database, and would enhance the safety and management of instrument flight rules operations (IFR) at the airport.

*FAA Special Conditions*

**SC: Embraer, S.A., Model ERJ 190-300 Airplane; Dive-Speed Definition With High-Speed-Protection System**

Published 11/01/2017

Docket #: FAA-2016-9403

Effective date 11/01/2017

This document corrects an error that appeared in Docket No. FAA-2016-9403, Special Conditions No. 25-643-SC, which was published in the Federal Register on March 17, 2017 (82 FR 14117). The error is an incorrect citation of a section in a cited advisory circular.

**SC: The Boeing Company Model 777-8 and 777-9 Airplanes; Design Roll Maneuver for Electronic Flight Controls**

Published 11/01/2017

Docket #: FAA-2017-0718

Comments due 11/01/2017

These special conditions are issued for The Boeing Company (Boeing) Model 777-8 and 777-9 airplanes. These airplanes 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 (EFCS) that provides control of the airplane 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**

*FAA Final Advisory Circulars*

**AC: Operational Use of Radio Frequency Identification Systems Onboard Aircraft**

Issued 10/17/2017

Document #: AC 119-2

This AC provides aircraft operator guidance on the use of radio frequency identification (RFID) devices and systems in operational and maintenance environments as an alternative means of performing specific maintenance and inspection tasks in accordance with Title 14 of the Code of Federal Regulations (14 CFR) parts 43, 91, 121, 125, 129, and 135. This AC limits its scope to aircraft RFID applications, where RFID tags are installed directly on aircraft, parts, and components to verify identification, serviceability status, or presence.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: DA-7X (Falcon 7X)**

Issued 11/06/2017

Revision 11 of the Dassault Aviation (Falcon 7X/8X) Master Minimum Equipment List.

*Notices*

**Notice: Master Minimum Equipment List Policy Letter 98, Revision 1, Navigation Databases, and Associated Aviation Safety Inspector Requirements**

Effective date 10/27/2017

Document #: N 8900.440

Cancellation date 10/27/2018

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

**November 1, 2017**

**November 1, 2017**

**November 2, 2017**

*FAA Proposed Rules*

**NPRM AD: [Agusta S.p.A. Helicopters](#)**

Published 11/02/2017

Docket #: FAA-2017-1010

Comments due 01/02/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Agusta S.p.A. (Agusta) Model AW189 helicopters. This proposed AD would require inspecting and altering the emergency flotation system (EFS). This proposed AD is prompted by a report of punctured EFS kits. The actions of this proposed AD are intended to prevent an unsafe condition on these helicopters.

**NPRM AD: [AgustaWestland S.p.A. Helicopters](#)**

Published 11/02/2017

Docket #: FAA-2017-0111

Comments due 01/02/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain AgustaWestland S.p.A. (AgustaWestland) Model AW189 helicopters. This proposed AD would require replacing the seal and filler wedges of all emergency exit windows. The proposed actions are prompted by a report that some windows were improperly glued when installed. The actions of this proposed AD are intended to correct an unsafe condition on these products.

**FAA Guidance Documents and Notices**

*Notices*

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of a New Information Collection: FAA Aircraft Noise Complaint and Inquiry System \(FAA Noise Portal\)](#)**

Published 11/02/2017

Document #: 2017-23890

Comments due 01/02/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a voluntary information collection. The collection is part of FAA's goal to more effectively and efficiently address noise complaints or inquiries it receives. The collection includes information such as name, email address, street or cross street, city, state, zip code and a description of the aircraft noise complaint or inquiry. The level of information to be collected is necessary to allow FAA to respond to the noise complaint or inquiry. Currently, the FAA receives noise complaints or inquiries in many formats sent to many different people in the agency. This collection will provide clear points of entry at the FAA regional and headquarters level for the public to submit noise complaints or inquiries using a web based system with consistent collection fields that will populate a national database.

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

Published 11/02/2017

Document #: 2017-23860

Comments due 11/22/2017

Bombardier requests an exemption to allow for the automatic deployment of oxygen dispensing units to occur at a higher pressure altitude than that required by 14 CFR 25.1447(c)(1) on BD-700-2A12 (Global 7000) and BD-700-2A13 (Global 8000) airplanes. Bombardier proposes that during

operations at airports with elevations more than 13,800 feet above sea level, the FAA allow the required oxygen dispensing units to be automatically presented to the occupants before the cabin pressure altitude exceeds 17,000 feet rather than 15,000 feet.

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

Published 11/02/2017

Document #: 2017-23847

Comments due 11/13/2017

Boeing is petitioning for a time limited exemption to 14 CFR 25.1301(a) and (d) at amendment 25-0 for the annunciation of altitude callouts during an overflight scenario that does not allow full compliance of the Boeing Model 767-2C.

**November 3, 2017**

***FAA Proposed Rules***

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

Published 11/03/2017

Docket #: FAA-2017-0906

Comments due 12/18/2017

We propose to supersede Airworthiness Directive (AD) 2005-12-16, for all Fokker Services B.V. Model F28 Mark 0100 airplanes. AD 2005-12-16 requires an inspection to determine the part number of the passenger service unit (PSU) panels for the PSU modification status, and corrective actions if applicable. Since we issued AD 2005-12-16, we have determined that the required modification actions might not have been implemented correctly. This proposed AD would require an inspection of the PSU panels and the PSU panel/airplane interface connectors for discrepancies, and corrective actions if necessary. This proposed AD would also remove airplanes from the applicability. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: [Safran Helicopter Engines, S.A., Turboshaft Engines](#)**

Published 11/03/2017

Docket #: FAA-2017-0838

Comments due 12/18/2017

We propose to adopt a new airworthiness directive (AD) for all Safran Helicopter Engines, S.A., Arriel 2E turboshaft engines. This proposed AD was prompted by reports of ruptured front support pins on the accessory gearbox front support. This proposed AD would require replacement of the accessory gearbox front support. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: [Airbus Helicopters Deutschland GmbH \(Type Certificate Previously Held by Eurocopter Deutschland GmbH\)](#)**

Published 11/03/2017

Docket #: FAA-2017-1011

Comments due 01/02/2018

We propose to supersede Airworthiness Directive (AD) 2013-16-14 for Eurocopter Deutschland GmbH (now Airbus Helicopters Deutschland GmbH) Model EC 135 P1, P2, P2+, T1, T2, and T2+ helicopters. AD 2013-16-14 currently requires installing a washer in and modifying the main transmission filter housing upper part. Since we issued AD 2013-16-14, Airbus Helicopters Deutschland GmbH has extended the overhaul interval for the main transmission and determined that other models may have the same unsafe condition. This proposed AD would retain the requirements of AD 2013-16-14, add models to the applicability, and revise the required compliance time for the modification. The actions of this proposed AD are intended to correct an unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Certification of Propellers**

Updated 10/12/2017

Document #: AC 35-1A

Comment date 12/08/2017

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

*FAA Draft Policies*

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

Issued 11/02/2017

Policy #: PS ANM 25-38

This policy statement provides guidance to reduce the likelihood of incorrect connections within the electrical and plumbing connections for fire detection, suppression and extinguishing systems. The design and arrangement of these systems has contributed to maintenance personnel incorrectly connecting electrical and plumbing connections of fire detection, suppression, and extinguishing systems.

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

Issued 11/02/2017

Policy #: PS ANM 25 37

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

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

Issued 11/02/2017

Policy #: AAA###\_####-##-##

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

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

Issued 11/02/2017

Policy #: PS AIR 25.629-02

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

**Final Policy: Guidance for 14 CFR 33.27, Turbine, Compressor, Fan, and Turbosupercharger Rotor**

### **Overspeed Engine Control Systems**

Issued 11/02/2017

Policy #: PS-ANE-33.27-02

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

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

Issued 11/02/2017

Policy #: PS-ANM-25-35

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

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

Issued 11/02/2017

Policy #: PS-ACE-23-09

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

### **Final Policy: Guidance for 14 CFR 33.49 Endurance Test**

Issued 11/02/2017

Policy #: PS-AIR-33.49-01

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

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

#### **SAIB: Loss of Hardware – Tail Rotor Drive Shaft Couplings**

Issued 11/02/2017

SAIB #: SW-18-02

This Special Airworthiness Information Bulletin reminds owners, operators, and maintainers of the importance of properly maintaining the tail rotor drive shaft flexible couplings on Bell Helicopter Textron Canada Limited Model 206, 206A, 206B, 206B-1, 206L, 206L-1, 206L-3, and 206L-4 helicopters and other models with similar design features. Failure to properly maintain the coupling may result in loss of coupling fastening hardware and subsequent loss of tail rotor drive.

### *Draft Orders*

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

Updated 10/31/2017

Reference #: FAA Order 8260.3D

Comments due 11/17/2017

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

### *Notices*



**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Reinstated Approval of Information Collection: Flight Simulation Device Initial and Continuing Qualification and Use**

Published 11/03/2017

Document #: 2017-23891

Comments due 01/02/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. This request for clearance reflects requirements necessary to ensure safety-of-flight by ensuring that complete and adequate training, testing, checking, and experience is obtained and maintained by those who operate under certain parts of FAA's regulations and use flight simulation in lieu of aircraft for these functions.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Small Unmanned Aircraft Registration System (sUAS)**

Published 11/03/2017

Document #: 2017-23893

Comments due 01/02/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. Aircraft registration is necessary to ensure personal accountability among all users of the national airspace system. Aircraft registration also allows the FAA and law enforcement agencies to address non-compliance by providing the means by which to identify an aircraft's owner and operator. This collection also permits individuals to amend their record in the registration database.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Helicopter Air Ambulance Operator Reports**

Published 11/03/2017

Document #: 2017-23892

Comments due 01/02/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The FAA Modernization and Reform Act of 2012 mandates that all helicopter air ambulance operators must begin reporting the number of flights and hours flown, along with other specified information, during which helicopters operated by the certificate holder are providing helicopter air ambulance services.

**Notice: ICAO Three Letter Designator (3LD) "EGS" and Associated Telephony "EVERGLADES"**

Published 10/31/2017

Document #: N JO 7340.433

Effective 11/03/2017

Additions to jo 7340.2, contractions, chapter 3, sections 1, 2, and 3 have been approved for egs (everglades)

**Notice: ICAO Three Letter Designator (3LD) "CUL" and Associated Telephony "COULSON"**

Published 10/31/2017

Document #: N JO 7340.430

Effective 11/03/2017

additions to jo 7340.2, contractions, chapter 3, sections 1, 2, and 3 have been approved for cul (coulson)

**Notice: ICAO Three Letter Designator (3LD) "OZT" and Associated Telephony "OZARK TECH"**

Published 10/31/2017

Document #: N JO 7340.431

Effective 11/03/2017

Additions to jo 7340.2, contractions, chapter 3, sections 1, 2, and 3 have been approved for ozt (ozark tech)



**Notice: ICAO Three Letter Designator (3LD) "CYT" and Associated Telephony "CRYSTAL AIR"**

Published 10/31/2017

Document #: N JO 7340.432

Effective 11/03/2017

Additions to jo 7340.2, contractions, chapter 3, sections 1, 2, and 3 have been approved for cyt (crystal air)

**Notice: ICMS Locations Must Reset RCSUs Which Have Rev J Firmware**

Published 10/31/2017

Document #: JO 6750.185

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

*Flight Standards Service Draft Advisory Circular*

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

Updated 11/01/2017      Reference #: Title 14 Part 91-135      Comments due 12/05/2017

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

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

Updated 11/01/2017      Reference #: Title 14 Part 61-142      Comments due 11/13/2017

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

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Dassault Aviation DA-EASy**

Updated 11/02/2017

Revision X Draft 9

Comments due 11/06/2017

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

Updated 11/02/2017

Revision 5 Draft X

Comments due 11/22/2017

**FSB: Gulfstream G280 Revision**

Updated 11/02/2017

Revision 4 Draft X

Comments due 11/27/2017

**FSB: Boeing 737**

Updated 11/02/2017

Revision 15 Draft X

Comments due 11/27/2017

**FSB: Gulfstream G-IV**

Updated 11/02/2017

Revision 3 Draft X

Comments due 11/30/2017

**FSB: Gulfstream GVI**

Updated 11/02/2017

Revision 6 Draft X

Comments due 11/30/2017

*Draft Master Minimum Equipment List*

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

Updated 10/25/2017

Revision 3 Draft X

Comments due 11/24/2017

**November 6, 2017**

*FAA Final rules*

**AD: Airbus Helicopters (Type Certificate Previously Held by Eurocopter France)**

Published 11/06/2017

Docket #: FAA-2015-4031

Effective date 12/11/2017

The FAA is superseding Airworthiness Directive (AD) 2013-15-03 for Eurocopter France Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters. AD 2013-15-03 required inspecting the hydraulic pump drive pulley bearing (bearing) for leaks, rust, overheating, and condition. This new AD adds a requirement to grease the bearing and inspect for bronze particles in the grease, and changes the inspection and inspection intervals of the bearing until it is replaced with an improved bearing. This AD was prompted by additional reports of hydraulic pump drive belt failure caused by bearing seizures. The actions of this AD are intended to prevent an unsafe condition on these products.

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

Published 11/06/2017

Docket #: FAA-2017-0777

Effective date 12/11/2017

The FAA is adopting a new airworthiness directive (AD) for certain Saab AB, Saab Aeronautics Model SAAB 340B airplanes. This AD was prompted by reports of natural stall events in icing conditions, without prior stall warnings. This AD requires modifying the stall warning system, installing new stall warning computers, and activating the stall warning system. We are issuing this AD to address the unsafe condition on these products.

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

Published 11/06/2017

Docket #: FAA-2017-0562

Effective date 12/11/2017

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900), and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. This AD was prompted by a report indicating that a number of rubber bull gear (RBG) wheels installed in the horizontal stabilizer trim actuator (HSTA) were manufactured using an incorrect material specification. This AD requires replacement of the affected RBG wheels. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: Amendment of Multiple Restricted Areas; Vandenberg AFB, CA**

Published 11/06/2017

Docket #: FAA-2017-0985

Effective date 02/01/2018

This action makes minor adjustments to the boundary descriptions of restricted areas R-2516, R-2517, R-2534A and R-2534B; Vandenberg AFB, CA. The changes are necessary as a result of the FAA using updated digital data that defines maritime limits and other geophysical features used in the boundary descriptions. This requires minor changes to certain latitude/longitude points in the boundary descriptions of the above restricted areas to match the updated digital data.

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

Published 11/06/2017

Docket #: FAA-2017-0354

Effective date 02/01/2018

This action modifies Class E airspace extending upward from 700 feet above the surface at Seward Municipal Airport, Seward, NE, to accommodate new standard instrument approach procedures for instrument flight rules (IFR) operations at the airport. This action is necessary due the

decommissioning of the Seward non directional radio beacon (NDB), and cancellation of the NDB approach procedure, and enhances the safety and management of IFR operations at the airport.

#### *FAA Proposed Rules*

##### **NPRM AD: Fokker Services B.V. Airplanes**

Published 11/06/2017

Docket #: FAA-2017-1021

Comments due 12/21/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Fokker Services B.V. Model F28 Mark 0100 airplanes. This proposed AD was prompted by a report that a jammed control cable prevented the full extension of the nose landing gear (LG). This proposed AD would require a general visual inspection of the LG handle teleflex cable conduit connector for the presence of a grease nipple, a maintenance records check of affected airplanes, and if necessary, a detailed inspection for corrosion and damage of the LG handle teleflex cable, replacement if found, and lubrication. This proposed AD would also require revising the maintenance or inspection program, as applicable. We are proposing this AD to address the unsafe condition on these products.

##### **NPRM AD: Viking Air Limited Airplanes**

Published 11/06/2017

Docket #: FAA-2017-1038

Comments due 12/21/2017

The FAA proposes to adopt a new airworthiness directive (AD) for Viking Air Limited Models DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 airplanes. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as aileron cable wear or fouling at the wing root rib, fuselage skin, and wing root rib fairlead, or fraying of the cable from the root rib fairlead. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

##### **NPRM AD: Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held by Eurocopter Deutschland GmbH)**

Published 11/06/2017

Docket #: FAA-2017-1011

Comments due 01/02/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2013-16-14 for Eurocopter Deutschland GmbH (now Airbus Helicopters Deutschland GmbH) Model EC 135 P1, P2, P2+, T1, T2, and T2+ helicopters. AD 2013-16-14 currently requires installing a washer in and modifying the main transmission filter housing upper part. Since we issued AD 2013-16-14, Airbus Helicopters Deutschland GmbH has extended the overhaul interval for the main transmission and determined that other models may have the same unsafe condition. This proposed AD would retain the requirements of AD 2013-16-14, add models to the applicability, and revise the required compliance time for the modification. The actions of this proposed AD are intended to correct an unsafe condition on these products.

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

##### *Notices*

##### **Meeting: Thirty Sixth RTCA SC-213 Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS) Joint Plenary With EUROCAE Working Group 70**

Meeting date 12/04/2017      Meeting time 10:00am – 12:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of the Thirty Sixth RTCA SC-213 Enhanced Flight Vision Systems/Synthetic Vision Systems (EFVS/SVS) Joint Plenary with EUROCAE Working Group 70.

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

Meeting date 12/12/2017 Meeting time 10:00am – 1:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Fifty Third RTCA SC-224 Standards for Airport Security Access Control Systems Plenary.

*Draft Master Minimum Equipment List*

**MMEL: [CE-680 Rev 5, Textron Aviation](#)**

Updated 11/03/2017

Revision 5 Draft X

Comments due 12/04/2017

**November 7, 2017**

*FAA Final rules*

**AD: [Rolls-Royce plc Turbofan Engines](#)**

Published 11/07/2017

Docket #: FAA- 2017-0816

Effective date 11/22/2017

The FAA is adopting a new airworthiness directive (AD) for all Rolls-Royce plc (RR) RB211-Trent 970-84 and RB211-Trent 972-84 turbofan engines. This AD requires an inspection of the drains mast.

This AD was prompted by cracks found in the transition duct area of the drains mast. We are issuing this AD to address the unsafe condition on these products.

**AD: [Glider Design Criteria for Alexander Schleicher GmbH & Co. Models ASG 32 & ASG 32 Mi Gliders](#)**

Published 11/07/2017

Docket #: FAA- 2017-0863

Effective date 12/07/2017

These airworthiness design criteria for the Alexander Schleicher GmbH & Co. models ASG 32 & ASG 32 Mi gliders. The administrator finds the design criteria, which make up the certification basis for the ASG 32 & ASG 32 Mi gliders, acceptable.

**AD: [IPECO Pilot and Co-Pilot Seats](#)**

Published 11/07/2017

Docket #: FAA- 2017-0490

Effective date 12/12/2017

The FAA is adopting a new airworthiness directive (AD) for certain Ipeco Holdings Ltd. (Ipeco) pilot and co-pilot seats. This AD requires modification and reidentification of the affected seats. This AD was prompted by reports of unexpected movement of pilot and co-pilot seats on takeoff and landing. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*

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

Published 11/07/2017

Docket #: FAA- 2017-1059

Comments due 12/22/2017

The FAA proposes to adopt a new airworthiness directive (AD) for certain Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-32-260, and PA-32-300 airplanes. This proposed AD was prompted by reports of corrosion found in an area of the main wing spar not easily accessible for inspection. This proposed AD would require installing an inspection access

panel in the lower wing skin near the left and the right main wing spars if not already there, inspecting the left and the right main wing spars for corrosion, and taking all necessary corrective actions. We are proposing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

### *Flight Standards Service Information for Operators (InFO)*

#### **InFO: Unauthorized use of Special Instrument Procedures**

Issued 11/02/2017

InFO #: 17015

This InFO serves to inform all instrument-rated pilots about requirements for conducting flight operations with Special (non-Title 14 of the Code of Federal Regulations [14 CFR] Part 97) Instrument Procedures. Special Instrument Procedures are those procedures developed for specific users and are not processed under part 97.

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

#### **FSIMS: ORM Form A Flight Standards Pretest Flight ORM Worksheet (Non-AEG)**

Issued 10/26/2017

#### **FSIMS: ORM Form B Flight Standards Pretest Flight ORM Worksheet (AEG Flights Only)**

Issued 10/26/2017

#### **FSIMS: Flight Standards Aviation Safety Inspector (Operations) Risk Management**

Issued 11/02/2017

This notice provides Flight Standards Service policy for determining acceptable risk when an aviation safety inspector (ASI) performs a job task in an aircraft in flight.

### *Notices*

#### **Notice: Petition for Exemption; Summary of Petition Received; Auburn University**

Published 11/07/2017

Document #: 2017-24165

Comments due 11/17/2017

Auburn University seeks exemption from 14 CFR part 141, Appendix G to Part 141, Flight Instructor Instrument (Airplane) Certification Course, 4. (4). Auburn University seeks an exemption to allow an increase in the Flight Simulation Training Device (FSTD) allowance to fifty (50) percent of the 15.0 hours required from five (5) percent currently allowed. More specifically, Auburn University requests to utilize an FAA-approved Precision Flight Controls model DCX MAX Advanced Aviation Training Device (AATD) for fifty (50) percent of the training requirements described in Part 141 Appendix G, for the Flight Instructor Instrument certification. The FAA letter of authorization for this trainer currently allows for (5) percent of the training requirements.

#### **Meeting: Twenty First RTCA SC-227 Standards of Navigation Performance Plenary**

Meeting date 12/04/2017

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

The FAA is issuing this notice to advise the public of a meeting of Twenty First RTCA SC-227 Standards of Navigation Performance Plenary.

**Meeting: Twenty Fifth RTCA SC-223 IPS and AeroMACS Plenary**

Meeting date 12/04/2017 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Twenty Fifth RTCA SC-223 IPS and AeroMACS Plenary.

*Draft Master Minimum Equipment List*

**MMEL: CE-680 Textron Aviation**

Updated 11/06/2017

Revision 5 Draft X

Comments due 12/04/2017

**November 9, 2017**

*FAA Final rules*

**AD: Engine Alliance Turbofan Engines**

Published 11/09/2017

Docket #: FAA-2017-0988

Effective date 11/24/2017

The FAA is superseding Emergency Airworthiness Directive (AD) 2017-21-51 for all Engine Alliance (EA) GP7200 series turbofan engines. AD 2017-21-51 was sent previously to all known U.S. owners and operators of GP7200 series turbofan engines. AD 2017-21-51 required visual inspections of all fan hubs for damage. This AD retains the same required actions as AD 2017-21-51 and clarifies the compliance requirements. This AD was prompted by the failure of a GP7200 fan hub. We are issuing this AD to address the unsafe condition on these products.

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

Published 11/09/2017

Docket #: 31165

Effective date 12/07/2017

This document adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

*FAA Proposed Rules*

**NPRM AD: The Boeing Company Airplanes**

Published 11/09/2017

Docket #: FAA-2016-9067

Comments due 09/08/2016

The FAA is revising an earlier notice of proposed rulemaking (NPRM), which applies to all The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes. This action revises the NPRM by adding a reporting requirement. We are proposing this airworthiness directive (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 changes.

**NPRM AD: Airbus Airplanes**

Published M/D/YYYY

Docket #: FAA-2016-9519

Comments due 12/26/2017

The FAA is revising an earlier proposal for certain Airbus Model A318-112, A319-115, A320-214, A320-232, and A321-111 airplanes. This action revises the notice of proposed rulemaking (NPRM) by adding airplanes to the applicability and removing others that were inadvertently included due to typographical errors. We are proposing this airworthiness directive (AD) to address the unsafe condition on these products. Since these actions would impose an additional burden over those in the NPRM, we are reopening the comment period to allow the public the chance to comment on these changes. The comment period for the NPRM published in the Federal Register on January 3, 2017 (82 FR 50), is reopened.

## **FAA Guidance Documents and Notices**

### *FAA Final Policies*

#### **Final Policy: [Instructions for Completing FAA Form 8130-1, Application for Export Certificate of Airworthiness for Aircraft Engines, Propellers, and Articles](#)**

Issued 10/31/2017

Policy #: AIR-600-17-6C2-GM01

This memorandum provides information on where to find the instructions for completing FAA Form 8130-1, Application for Export Certificate of Airworthiness for aircraft engines, propellers, or articles which is referenced in paragraph 4-1 b(5)(a) of FAA Order 8130.21, Procedures for Completion and Use of the Authorized Release Certificate, FAA Form 8130-3, Airworthiness Approval Tag.

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

#### **FSIMS: [Bell Helicopter Textron Canada Limited 206/407 Flight Operations Evaluation Board](#)**

Issued 10/07/2017

The Fort Worth Aircraft Evaluation Group will be conducting a Flight Operations Evaluation Board (FOEB) meeting for the Bell Helicopter Textron Canada Limited 206/407 Revision 6, Master Minimum Equipment List (MMEL). The meeting is scheduled for 01/05/2018 at the FAA Regional Office Leonardo DaVinci Conference Room 5S-608.

### *Notices*

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

Published 11/09/2017

Document #: 2017-24386

Comments due 11/29/2017

The Boeing Company has requested a 96-month extension to the existing Time-Limited Partial Grant of Exemption 10905 for the Fuel Quantity Indication System on all Model 737-600/-700/-700C/-800/-900/-900ER (737 NG) commercial airplane production through 2019, and a small number of 737-700 military platforms based on the Model 737 NG through 2025.

#### **Notice: [Notice of Intent To Rule on Change in Use of Aeronautical Property at Laurinburg-Maxton Airport, Maxton, NC](#)**

Published 11/09/2017

Document #: 2017-24413

Comments due 12/11/2017

The Federal Aviation Administration (FAA) is requesting public comment on a request by the Laurinburg-Maxton Airport Commission, on behalf of the airport Sponsor (the City of Laurinburg



and the Town of Maxton), to change a portion of airport property from aeronautical to non-aeronautical use at the Laurinburg-Maxton Airport. The request consists of release of approximately 10.66 acres to Scotland County Economic Development Corporation (SCEDC) to be used for future economic development.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Dassault DA-7X**

Updated 11/08/2017

Revision 5 Draft X

Comments due 12/08/2017

**November 13, 2017**

*FAA Final Policies*

**Final Policy: Deviation from Order 8100.15B, Organization Designation Authorization Procedures, and Order 8110.115, Certification Project Initiation and Certification Project Notification - Elimination of Requirement for Standards Staff Determination of Significance for Organization Designation Authorization (ODA) Projects that don't require a Program Notification Letter (PNL)**

Issued 11/09/2017

Policy #: AIR-600-17-6F0-DM11

This memorandum authorizes a deviation from the standards staff notification and response requirements of FAA Order 8110.115, Figure 1, paragraphs 11q and 11aa, and Order 8100.15B, paragraphs 8-6b, 8-6c(2)(a), 11-7a, and 11-7b, by no longer requiring a standards staff determination of significance for ODA projects authorized to be completed without a PNL (i.e., no-PNL).

*Draft MMEL AEG Policy*

**MMEL: Manager, New Program Implementation Branch, AFS-240**

Updated 11/09/2017

Revision 22 Draft X

Comments due 12/08/2017

**November 14, 2017**

*FAA Final rules*

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

Published 11/14/2017

Docket #: FAA-2017-0712

Effective date 12/19/2017

The FAA is superseding Airworthiness Directive (AD) 2016-13-14, which applied to certain Bombardier, Inc., Model DHC-8-400 series airplanes. AD 2016-13-14 required an inspection to determine if certain left and right main landing gear (MLG) retract actuator rod ends were installed, repetitive liquid penetrant inspections (LPIs) of affected left and right MLG retract actuator rod ends, and corrective actions if necessary. This new AD retains the actions specified in AD 2016-13-14 and also requires replacement of the left and right MLG retract actuator rod ends. This AD was prompted by a report of a cracked MLG retract actuator rod end. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: Intreprinderea De Constructii Aeronautice Gliders**

Published 11/14/2017

Docket #: FAA-2017-1068

Comments due 12/29/2017

The FAA proposes to adopt a new airworthiness directive (AD) for Intreprinderea De Constructii Aeronautice Model IS-28B2 gliders. 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 cracks at stringers in the rear fuselage of several Model IS-28B2 gliders. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**November 14, 2017**

*FAA Final rules*

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

Published 11/14/2017

Docket #: FAA-2017-0712

Effective date 12/19/2017

The FAA is superseding Airworthiness Directive (AD) 2016-13-14, which applied to certain Bombardier, Inc., Model DHC-8-400 series airplanes. AD 2016-13-14 required an inspection to determine if certain left and right main landing gear (MLG) retract actuator rod ends were installed, repetitive liquid penetrant inspections (LPIs) of affected left and right MLG retract actuator rod ends, and corrective actions if necessary. This new AD retains the actions specified in AD 2016-13-14 and also requires replacement of the left and right MLG retract actuator rod ends. This AD was prompted by a report of a cracked MLG retract actuator rod end. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: Intreprinderea De Constructii Aeronautice Gliders**

Published 11/14/2017

Docket #: FAA-2017-1068

Comments due 12/29/2017

The FAA proposes to adopt a new airworthiness directive (AD) for Intreprinderea De Constructii Aeronautice Model IS-28B2 gliders. 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 cracks at stringers in the rear fuselage of several Model IS-28B2 gliders. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**November 15, 2017**

*FAA Final rules*

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

Published 11/15/2017

Docket #: FAA-2017-0528

Effective date 12/20/2017

The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-2B16 (CL-604 Variant) airplanes. This AD was prompted by reports of in-service incidents regarding the loss of all air data system information provided to the flightcrew. This AD requires revising the

airplane flight manual (AFM) to provide “Unreliable Airspeed” procedures to the flightcrew to stabilize the airplane's airspeed and attitude for continued safe flight and landing. We are issuing this AD to address the unsafe condition on these products.

**AD: General Electric Company Turbofan Engines**

Published 11/15/2017                      Docket #: FAA-2017-1000                      Effective date 11/30/2017

The FAA is adopting a new airworthiness directive (AD) for certain General Electric Company (GE) CF34-8C1, CF34-8C5, CF34-8C5A1, and CF34-8C5B1 engines. This AD requires an inspection of the bleed air manifold link rod assemblies and the supply, return, and drain fuel fittings on the operability bleed valve (OBV). This AD was prompted by an engine fire that occurred as a result of malfunctions related to the OBV. We are issuing this AD to address the unsafe condition on these products.

**AD: Glider Design Criteria for DG Flugzeugbau GmbH Model DG-1000M Glider**

Published 11/15/2017                      Docket #: FAA-2017-0851                      Effective date 12/15/2017

These airworthiness design criteria are for the DG Flugzeugbau GmbH model DG-1000M glider. The Administrator finds the design criteria, which make up the certification basis for the DG-1000M glider, acceptable.

**AD: Rockwell Collins, Inc. Traffic Surveillance System Processing Unit**

Published 11/15/2017                      Docket #: FAA-2017-0659                      Effective date 12/20/2017

The FAA is adopting a new airworthiness directive (AD) for certain Rockwell Collins, Inc. TSS-4100 Traffic Surveillance System Processing Units that incorporate TSSA-4100 Field Loadable Software (FLS) Rockwell Collins part numbers 810-0052-002/-003/-010/-011/-012/-100/-101 and are installed on airplanes. This AD was prompted by five instances of air traffic control observing coasting (extrapolated stale data) of automatic dependent surveillance-broadcast data (position/velocity data). This AD requires installing the TSSA-4100 FLS upgrades on the TSS-4100 units. We are issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 11/15/2017                      Docket #: FAA-2017-0772                      Effective date 12/20/2017

The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This AD was prompted by reports of crack indications in the right wing upper aft skin, originating from fastener holes common to the rear spar upper chord. This AD requires repetitive inspections for cracking of the wing upper aft skin, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 11/15/2017                      Docket #: FAA-2017-0710                      Effective date 12/20/2017

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A300 B4-600R series airplanes; Model A300 B4-603, B4-620, and B4-622 airplanes; Model A300 C4-605R Variant F airplanes; and Model A300 F4-605R airplanes. This AD was prompted by a determination that the top stringer joints at rib 18 are an area of uniform stress distribution, which indicates that cracks may develop in adjacent stringers at the same time. This AD requires an inspection of the upper wing skin and top stringer joints, and modification of the stringer joint couplings if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Airplanes**

Published 11/15/2017

Docket #: FAA-2016-9568

Effective date 12/20/2017

The FAA is adopting a new airworthiness directive (AD) for certain 328 Support Services GmbH Model 328-100 and Model 328-300 airplanes. This AD was prompted by reports of broken bonding wires of certain fuel line clamps. This AD requires repetitive inspections of certain fuel line clamps for discrepancies; repetitive inspections of certain parts for chafing marks; and replacement of any discrepant parts. This AD also includes an optional modification, which is a terminating action for the inspections. We are issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 11/15/2017

Docket #: FAA-2017-0715

Effective date 12/20/2017

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-200, -200C, -300, -400, and -500 series airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the fuselage crown skin panels are subject to widespread fatigue damage (WFD). This AD requires repetitive inspections, replacement, and applicable on-condition actions for certain fuselage crown skin panels. We are issuing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Legal Interpretations*

**Legal Interpretation: Request for Legal Interpretation of 14 CFR §§ 117.3 Flight Duty Period (FDP) and 117.19 FDP Extensions Regarding Aircraft Repositioning on the Ground**

Issued 11/14/2017

Regulation/Order #: 14 CFR §§ 117.3

This legal interpretation responds to a request for an interpretation of 14 CFR §§ 117.3 and 117.19 concerning Flight Duty Period (FDP), FDP extensions, and aircraft repositioning on the ground.

*Flight Standards Service Information for Operators (InFO)*

**InFO: Agricultural Aircraft Inspection and Maintenance Quality Assurance Programs**

Issued 11/03/2017

InFO #: 17016

This InFO serves to provide best practices in agricultural operations by providing guidance on awareness and training for maintenance quality assurance and inspection programs.

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Embraer EMB-505**

Issued 11/02/2017

Revision 4 of the Embraer S.A. (EMB-505) Master Minimum Equipment List.

*Notices*

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

Published 11/15/2017

Document #: 2017-24735

Comments due 12/05/2017

Allow installation of doors between passenger seats and emergency exits on the Bombardier Model BD-700-2A12 (Global 7000) and BD-700-2A13 (Global 8000) airplanes.

**Notice: [Open Skies Treaty Aircraft](#)**

Effective 12/14/2017

Document #: N JO 7110.743

Cancellation date 03/29/2018

This notice amends FAA Order JO 7110.65, paragraph 9–2–23, Open Skies Treaty Aircraft.

**November 16, 2017**

*FAA Proposed Rules*

**NPRM AD: [Special Class Airworthiness Criteria for the FlightScan Corporation Camcopter S-100](#)**

Published 11/16/2017

Docket #: FAA-2017-1058

Comments due 12/18/2017

The FAA announces the availability of and requests comments on proposed airworthiness criteria for the Unmanned Aircraft System, FlightScan Corporation, Camcopter S-100. This document provides proposed policy for airworthiness criteria to address the designation of applicable regulations and other criteria for special classes of aircraft. In addition to the proposed airworthiness criteria presented in this document, we are also referencing operational considerations that have been used to support the development of the airworthiness criteria. We consider these proposed criteria to be interim because we anticipate the evolution of new operational criteria will necessitate additional airworthiness criteria in order to allow for the operation of the Camcopter S-100 in the National Airspace System. When those additional operational criteria are further established, we will again provide public notice of proposed policy with additional airworthiness criteria along with changes incorporated to these criteria based on the public comments received.

*FAA Special Conditions*

**SC: [General Electric Company, GE9X Engine Models; Endurance Test Special Conditions](#)**

Published 11/16/2017

Docket #: FAA-2017-0537

Effective date 12/18/2017

These special conditions are issued for the General Electric Company turbofan engine models GE9X-105B1A, -105B1A1, -105B1A2, -105B1A3, -102B1A, -102B1A1, -102B1A2, -102B1A3, and -93B1A. In these special conditions, the engine models will be referred to as “GE9X.” The engines will have novel or unusual design features associated with the engine design. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for these design features. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: [TIME LIMITS/MAINTENANCE CHECKS - Costruzioni Aeronautiche Tecnam P2006T Wrong Rudder Trim Actuator Part Number](#)**

Issued 11/15/2017

SAIB #: CE-18-03

This Special Airworthiness Information Bulletin is being issued to alert operators and owners of Costruzioni Aeronautiche TECNAM Model P2006T airplanes of an airworthiness concern, specifically that there may be the wrong rudder trim actuator part number identified in the aircraft maintenance manual (AMM).

*Flight Standards Information Management System (FSIMS)*

**FSIMS: [BE-1900D](#)**

Issued 11/15/2017

Revision 5b of the Textron Aviation, Inc. (BE-1900D) Master Minimum Equipment List.

*Notices*

**Notice: [Notice of Intent of Waiver With Respect to Land](#)**

Published 11/16/2017

Document #: 2017-24867

Comments due 12/18/2017

The FAA is considering a proposal to change a 29.429-acre portion of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at Aurora Municipal Airport, Sugar Grove, IL.

*Draft MMEL AEG Policy*

**MMEL: [Policy Letter 25](#)**

Updated 11/15/2017

Revision 22 Draft X

Comments due 12/08/2017

**November 17, 2017**

*FAA Proposed Rules*

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

Published 11/17/2017

Docket #: FAA- 2017-1025

Comments due 01/02/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000) airplanes. This proposed AD was prompted by several incidents of electrical shorting and sparks caused by de-icing fluid leaks between flight deck windshields and side windows. This proposed AD would require water spray tests and general visual inspections for water in the flight compartment, and water removal and sealant application if necessary. The FAA is proposing this AD to address the unsafe condition on these products

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

Published 11/17/2017

Docket #: FAA- 2017-1022

Comments due 01/02/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 787-8 and 787-9 airplanes. This proposed AD was prompted by reports of failures of the lip heater assemblies of the inlet ice protection system of the cabin air compressor (CAC) due to chafing. This proposed AD would require changing the airplane electrical connectors and the routes of certain wire bundles, and installing new or modified left and right CAC inlet duct assemblies. The

FAA is proposing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

### *FAA Draft Advisory Circulars*

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

Updated 11/08/2017

Document #: AC 35-1A

Comment date 12/08/2017

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

#### **AC: Material for Public Comment**

Updated 11/08/2017

Document #: AC 27-1B &  
29-2C

Comment date 01/30/2017

This AC material is presented for public comment in regards to the Normal and Transport Category Rotorcraft Certification Notice of Proposed Rule Making (NPRM).

### *FAA Draft Policies*

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

Updated 11/16/2017

Policy #: PS ANM 25-38

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

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

Updated 11/16/2017

Policy #: PS-ANM-25-35

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

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

Updated 11/16/2017

Policy #: PS ANM 25 37

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

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

Updated 11/16/2017

Policy #: PS-ACE-23-09

This policy statement provides guidance for using system level verification of software and Airborne Electronic Hardware (AEH) for part 23 approval of non-TSO'd equipment in showing compliance to some aspects of 14 CFR 23.1301 and 23.1309 (§§ 23.2500, 23.2505, and 23.2510) . This policy



provides a process by which the intended function and compliance with safety objectives of avionics systems software and AEH may be verified by a combination of system-level reviews, analysis, and testing.

**Final Policy: [Electromagnetic Compatibility Demonstration for Airplane Wireless Radio Frequency Networks](#)**

Updated 11/16/2017

Policy #: PS ANM 25 13-R1

This proposed revision to PS-ANM-25-13-R1 updates references to more recent revisions of documents referenced in the original version. It also includes a couple of new references to RTCA documents. This revision also updates the format of the document.

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

Updated 11/16/2017

Policy #: PS-AIR-33.49-01

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

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: [Engine Oil Drainage System](#)**

Issued 11/16/2017

SAIB #: SW-18-04

This Special Airworthiness Information Bulletin (SAIB) alerts owners, operators, maintainers, and certificated repair facilities of Airbus Helicopters Deutschland (Airbus Helicopters) Model MBB-BK 117 C-2 helicopters of possible blockage of the engine oil drainage system.

*Draft Orders*

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

Updated 10/31/2017

Reference #: 8260.3D

Comments due 11/17/2017

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

*Flight Standards Service Draft Advisory Circular*

**AC: [Reliability Program Methods—Standards for Determining Time Limitations](#)**

Updated 11/14/2017

Reference #: Title 14 Part 91-135

Comments due 10/05/2017

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

**AC: [Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check](#)**

Updated 11/14/2017

Reference #: Title 14 Part 61-142

Comments due 11/20/2017

This advisory circular (AC) provides information for certificated pilots and flight instructors to use in

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

*Draft Flight Standardization Board/Operational Suitability Report*

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

Updated 11/08/2017                      Revision 8 Draft X                      Comments due 11/22/2017

**FSB: Gulfstream G280**

Updated 11/08/2017                      Revision 4 Draft X                      Comments due 11/27/2017

**FSB: Boeing 737**

Updated 11/08/2017                      Revision 15 Draft X                      Comments due 11/27/2017

**FSB: Gulfstream G-IV**

Updated 11/08/2017                      Revision 3 Draft X                      Comments due 11/30/2017

**FSB: Gulfstream GVI**

Updated 11/08/2017                      Revision 6 Draft X                      Comments due 11/30/2017

**FSB: Dassault DA-7X**

Updated 11/08/2017                      Revision 5 Draft X                      Comments due 12/08/2017

*Draft Master Minimum Equipment List*

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

Updated 11/16/2017                      Revision 3 Draft X                      Comments due 11/24/2017

**MMEL: CE-680 Textron Aviation**

Updated 11/16/2017                      Revision 5 Draft X                      Comments due 12/04/2017

**MMEL: ATR-42 GIE Avions de Transport Regional**

Updated 11/16/2017                      Revision 25 Draft X                      Comments due 12/17/2017

*Draft MMEL AEG Policy*

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

Updated M/D/YYYY                      Revision 5 Draft 1                      Comments due M/D/YYYY

**November 20, 2017**

*FAA Final rules*

**AD: The Boeing Company Airplanes**

Published 11/20/2017                      Docket #: FAA-2017-0249                      Effective date 12/26/2017

We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 757-200, -200PF, and -200CB series airplanes. This AD was prompted by reports of slats disbonding on

airplanes on which the terminating actions of AD 2005-07-08 had been performed. We have also received reports of slats disbonding on airplanes outside of the applicability of AD 90-23-06, AD 91-22-51, and AD 2005-07-08, which also addressed slat disbonding. This AD requires determining the type of trailing edge slat wedges of the leading edge slats, repetitive inspections for disbonding on certain trailing edge slat wedges, and corrective actions if necessary. This AD also provides an optional terminating action for the repetitive inspections. We are issuing this AD to address the unsafe condition on these products.

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

Published 11/20/2017

Docket #: FAA-2017-0338

Effective date 12/26/2017

We are adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-2A12 (CL-601 Variant) and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) airplanes. This AD was prompted by a determination that the bushing holes on the engine mount rib might not conform to the engineering drawings and that certain inspections of the engine mount rib must be included in the airworthiness limitations section (ALS) of the Instructions for Continued Airworthiness (ICA). This AD requires revising the maintenance or inspection program to incorporate certain airworthiness limitation items (ALIs). We are issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 11/20/2017

Docket #: FAA-2017-0773

Effective date 12/26/2017

We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This AD was prompted by reports of cracks found in the lower chord of the left wing rear spar. This AD requires repetitive inspections for cracking of the lower chord of the rear spar and lower aft skin and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

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

Published 11/20/2017

Docket #: 31163

Effective date 11/20/2017

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 11/20/2017

Docket #: FAA-31164

Effective date 11/20/2017

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

Published 11/20/2017

Docket #: FAA--2017-1026

Comments due 01/04/2018

We propose to adopt a new airworthiness directive (AD) for all The Boeing Company Model 707 airplanes, and Model 720 and 720B series airplanes. This proposed AD was prompted by fuel system reviews conducted by the manufacturer. This proposed AD would require revising the maintenance or inspection program to include new airworthiness limitations. We are proposing this AD to address the unsafe condition on these products.

##### **NPRM: [Proposed Amendment of Class E Airspace, Moundsville, WV](#)**

Published 11/20/2017

Docket #: FAA-2017-0878

Comments due 01/04/2018

This action proposes to amend Class E airspace extending upward from 700 feet or more above the surface at Marshall County Airport, Moundsville, WV, due to the FAA's reevaluation of the airspace. This amendment would result in an increase from a 6.2-mile radius to a 7.3-mile radius of 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.

##### **NPRM: [Proposed Amendment of Class E Airspace for the Following Ohio Towns; Millersburg, OH and Coshocton, OH](#)**

Published 11/20/2017

Docket #: FAA-2017-0342

Comments due 01/04/2018

This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Holmes County Airport, Millersburg, OH; and at Richard Downing Airport, Coshocton, OH due to the decommissioning of Tiverton VHF Omnidirectional Range (VOR) and Distance Measuring Equipment (DME), cancellation of the VOR approaches, and implementation of area navigation (RNAV) procedures have made this action necessary for the safety and management of instrument flight rules (IFR) operations at these airports. Additionally, the geographic coordinates at Richard Downing Airport and Holmes County Airport would be adjusted to coincide with the FAA's aeronautical database.

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

##### *Orders*

##### **Order: [Dependent Converging Instrument Approaches \(DCIA\) with Converging Runway Display Aid \(CRDA\)](#)**

Issued 11/17/2017

Document #: JO 7110.110B

Effective date 11/17/2017

This order defines and establishes the separation criteria and procedures for conducting Dependent Converging Instrument Approaches (DCIA) to converging intersecting and nonintersecting runways using the Converging Runway Display Aid (CRDA) during Instrument Meteorological Conditions (IMC).

##### *Notices*

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

Published 11/20/2017

Document #: 2017-25047

Comments due 12/11/2017

The petitioner is seeking an exemption in conjunction with obtaining a Special Airworthiness Certificate (Experimental—Research and Development) for the Model AAPPT Unmanned Aircraft System (UAS), a powered-lift aircraft, for research and development purposes. The unmanned aerial vehicle (UAV) can be configured with wing extensions allowing for a heavier gross weight and correspondingly increased propulsion prop-rotor system for a maximum take-off weight of 500 pounds. Bell intends to operate in Class G airspace with an altitude envelope of not greater than 400 feet above ground level (AGL) above an area of Palo Pinto County, Texas, with ground elevation above mean sea level (MSL) of approximately 1,050 feet.

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

Published 11/20/2017

Document #: 2017-25048

Comments due 12/11/2017

The petitioner is seeking an exemption in conjunction with obtaining a Special Airworthiness Certificate (Experimental—Research and Development) for the Model SFV Unmanned Aircraft System (UAS) for research and development purposes and subsequently for marketing purposes. Bell intends to operate the SFV UAS in Class G airspace with an altitude envelope of not greater than 400 feet above ground level (AGL) above an area of Palo Pinto County, Texas, with ground elevation above mean sea level (MSL) of approximately 1,050 feet.

**Notice: [Removal of Anti-Siphon Valve Between Daytank and Engine Generator \(EG\)](#)**

Published 11/16/2017

Document #: JO 6980.167

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

*Draft Master Minimum Equipment List*

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

Updated 11/17/2017

Revision 60 Draft X

Comments due 12/20/2017

**November 21, 2017**

*FAA Proposed Rules*

**NPRM AD: [Pilatus Aircraft Limited Airplanes](#)**

Published 11/21/2017

Docket #: FAA-2017-1079

Comments due 01/05/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Pilatus Aircraft Limited Model PC-7 airplanes. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as the brakes remaining activated after release of the brake pedal. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Final Policies*

**Final Policy: [Guidance for Flammability Testing of Seat/Console Installations](#)**

Issued 10/17/1997

Policy #: PS-ANM100-97-112-39

This memorandum provides guidance for flammability testing of seat installations, where the seat includes an integral stowage compartment and other console assemblies, or is otherwise constructed with large panels. These seats are typically first class seats, installed at very large pitch and permit full flat recline (see attachment.)

*Flight Standards Service Information for Operators (InFO)*

**InFO: Enhanced Pilot Training and Qualification for Title 14 of the Code of Federal Regulations (14CFR) Part 121 Pilots**

Issued 11/20/2017

InFO #: 17017

This InFO serves to remind part 121 air carriers, per part 121 §§ 121.405, 121.423, 121.424, and 121.441, and part 121 appendices E and F, that pilot training and qualification curriculums must be revised and approved by March 12, 2019, to include the enhanced pilot training and qualification requirements. Additionally, this InFO serves to remind part 121 carriers, per part 60, that full flight simulators (FFS) must be specifically qualified to conduct the training and checking of specific maneuvers by March 12, 2019. This InFO applies to carriers that train and qualify pilots in accordance with part 121 subparts N and O and carriers that train and qualify pilots in accordance with part 121 subpart Y.

*Notices*

**Notice: Notice of Availability of the Final Supplemental Environmental Assessment (SEA) and Amended Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Runway 13/31 Shift/Extension and Associated Improvements Project for the Detroit Lakes-Becker County Airport (DTL) in Detroit Lakes, MN**

Published 11/21/2017

Document #: 2017-24741

The FAA is issuing this notice to advise the public that the FAA has prepared and approved (September 6, 2017) an Amended FONSI/ROD based on the Final SEA for the DTL Runway 13/31 Shift/Extension and Associated Improvements Project. The Final SEA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1F, "Environmental Impacts: Policies and Procedures" and 5050.4B, "NEPA Implementing Instructions for Airport Actions".

**Notice: PIREP Solicitation and Dissemination**

Effective date 11/20/2017

Document #: N JO 7110.744

Cancellation date 03/29/2018

This notice clarifies the front line manager/controller-in-charge (FLM/CIC) options for disseminating significant PIREPs.

*Flight Standards Service Draft Advisory Circular*

**AC: Non-Towered Airport Flight Operations**

Updated 11/20/2017

Reference #: Title 14 Part 91-97

Comments due 12/05/2017

This AC calls attention to regulatory requirements, recommended operations, and communications procedures for operating at an airport without a control tower or an airport with a control tower

that operates only part time. It recommends traffic patterns, communications phraseology, and operational procedures for use by aircraft, lighter-than-air aircraft, gliders, parachutes, rotorcraft, and ultralight vehicles. This AC stresses safety as the primary objective in these operations. This AC is related to the right-of-way rules under Title 14 of the Code of Federal Regulations (14 CFR) part 91, §§ 91.113 and 91.126.

#### *Draft Master Minimum Equipment List*

**MMEL: EC-135 Airbus Helicopters Deutschland GmbH (AHD), EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3 (TCDS H88EU)**

Updated 11/20/2017

Revision 7 Draft X

Comments due 12/21/2017

#### **November 22, 2017**

##### *FAA Proposed Rules*

**NPRM AD: Various Aircraft Equipped With BRP-Rotax GmbH & Co KG 912 A Series Engine**

Published 11/22/2017

Docket #: FAA-2017-1078

Comments due 01/08/2018

The FAA proposes to adopt a new airworthiness directive (AD) for various aircraft equipped with a BRP-Rotax GmbH & Co. KG (formerly BRP-Powertrain GmbH & Co. KG; Bombardier-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH) 912 A series engine. 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 defective valve push-rod assemblies manufactured from June 8, 2016, through October 2, 2017. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

##### *FAA Special Conditions*

**SC: Mitsubishi Aircraft Corporation Model MRJ-200 airplane; Design Roll Maneuver for Electronic Flight Controls**

Published 11/22/2017

Docket #: FAA-2017-0951

Effective date 11/22/2017

These special conditions are issued for Mitsubishi Aircraft Corporation (Mitsubishi) Model MRJ-200 airplanes. These airplanes 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 (EFCS) that provides control of the airplane 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**

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

**SAIB: Fire Bottle, Portable**

Issued 11/21/2017

SAIB #: CE-18-05

This Special Airworthiness Information Bulletin (SAIB) advises general aviation pilots and operators



of concerns with certain Kidde fire extinguishers with plastic handles, which may become clogged or require excessive force to discharge and can fail to activate during a fire emergency.

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

##### **FSIMS: [Change 559 to 8900.1](#)**

Issued 11/01/2017

This change revises information in Volume 3, Chapter 4, Section 1 by updating Federal Aviation Administration (FAA) policy pertaining to the issuance of waivers to restricted category civil aircraft.

##### **FSIMS: [Issue a Certificate of Waiver for Restricted Category Civil Aircraft](#)**

Issued 11/01/2017

The objective of this task is to determine whether or not an applicant is eligible for a Certificate of Waiver (CoW), in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.313(e), for operating a restricted category civil aircraft. Successful completion of this task results in the issuance of a CoW or disapproval of the waiver application.

#### **November 27, 2017**

##### *FAA Final rules*

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

Published 11/27/2017

Docket #: FAA-2017-1095

Effective date 12/12/2017

The FAA is adopting a new airworthiness directive (AD) for certain Fokker Services B.V. Model F.27 airplanes. This AD requires contacting the FAA to obtain instructions for addressing the unsafe condition on these products, and doing the actions specified in those instructions. This AD was prompted by reports indicating that certain exit signs have a hydrogen isotope that decays over time, causing the signs to lose their brightness. We are issuing this AD to address the unsafe condition on these products.

##### **Final Rule: [Amendment of Class D and Class E Airspace; Pueblo, CO](#)**

Published 11/27/2017

Docket #: FAA-2017-0666

Effective date 02/01/2018

This action amends Class D airspace, Class E surface area airspace, and Class E airspace upward from 700 feet above the surface at Pueblo Memorial Airport, Pueblo, CO. Also, the part-time Notice to Airmen (NOTAM) information is removed from Class E airspace designated as an extension, and the geographic coordinates for Pueblo Memorial Airport in the associated Class D and E airspace areas are amended to match the FAA's aeronautical database. A biennial review found these changes are necessary to accommodate airspace redesign for the safety and management of Instrument Flight Rules (IFR) operations within the National Airspace System. An editorial change also is made to the Class D airspace and Class E surface area airspace legal descriptions replacing "Airport/Facility Directory" with the term "Chart Supplement."

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

Published 11/27/2017

Docket #: FAA-2017-0983

Effective date 11/27/2017

This final rule technical amendment amends the legal description of Class E Airspace extending upward from 700 feet above the surface at Hawthorne Industrial Airport, Hawthorne, NV, to correct a clerical error. The airspace legal description inadvertently omits the word "radius" and

defined the airspace boundary “within 3.6 miles of” instead of “within a 3.6-mile radius of” the airport.

**Final Rule: Amendment of Class E Airspace; Alexander City, AL**

Published 11/27/2017

Docket #: FAA-2016-9549

Effective date 02/01/2018

This action amends Class E airspace at Alexander City, AL, due to the decommissioning of the Alexander City non-directional radio beacon (NDB), which requires airspace reconfiguration at Thomas C Russell Field Airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport.

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes**

Published 11/27/2017

Docket #: FAA-2017-1093

Comments due 01/11/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A318 series airplanes; Model A319 series airplanes; Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. This proposed AD was prompted by reports of early cracking on certain holes of the crossbeam splicing at certain fuselage frames. This proposed AD would require repetitive inspections for cracking of the fastener holes in certain fuselage frames, and depending on airplane configuration, would provide an optional terminating action to the repetitive inspections. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: The Boeing Company Airplanes**

Published 11/27/2017

Docket #: FAA-2015-1421

Comments due 06/05/2015

The FAA is revising an earlier proposal for certain The Boeing Company Model 767-300 and -300F series airplanes. This action revises the notice of proposed rulemaking (NPRM) by adding new high frequency eddy current (HFEC) inspections for cracking of an expanded area of the lower outboard wing skin for certain airplanes. We are proposing this airworthiness directive (AD) to address the unsafe condition on these products. Since these actions would impose an additional burden over those in the NPRM, we are reopening the comment period to allow the public the chance to comment on these changes. The comment period for the NPRM published in the Federal Register on June 5, 2015 (80 FR 32066), is reopened.

**NPRM: Proposed Establishment of Class E Airspace; Spanish Fork, UT**

Published 11/27/2017

Docket #: FAA-2017-0897

Comments due 01/11/2018

This action proposes to establish Class E airspace extending upward from 700 feet above the surface, at Spanish Fork Airport Springville-Woodhouse Field, Spanish Fork, UT, to accommodate new area navigation (RNAV) procedures at the airport. This action would ensure the safety and management of Instrument Flight Rules (IFR) operations within the National Airspace System.

**NPRM: Proposed Amendment of Class E Airspace, Clanton, AL**

Published 11/27/2017

Docket #: FAA-2017-0802

Comments due 01/11/2018

This action proposes to amend Class E airspace at Chilton County Airport (formerly Gragg-Wade Field Airport), Clanton, AL, to accommodate airspace reconfiguration due to the decommissioning of the Gragg-Wade non-directional radio beacon (NDB), and cancellation of the NDB approach. 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.

## **FAA Guidance Documents and Notices**

### *FAA Legal Interpretations*

#### **Legal Interpretation: [Request for Legal Interpretation of 14 CFR §§ 117.3 Flight Duty Period \(FDP\) and 117.19 FDP Extensions Regarding Aircraft Repositioning on the Ground](#)**

Issued M/D/YYYY

Regulation/Order #: ##

This legal interpretation responds to a request for an interpretation of 14 CFR §§ 117.3 and 117.19 concerning Flight Duty Period (FDP), FDP extensions, and aircraft repositioning on the ground. According to your letter, PenAir's operation regularly requires flightcrew members who have completed all scheduled revenue flights to reposition the same aircraft or another aircraft from the tarmac into a hangar at the end of the day.

### *Draft Flight Standardization Board/Operational Suitability Report*

#### **FSB: [Boeing 787](#)**

Updated 11/22/2017

Revision 5 Draft X

Comments due 12/26/2017

### *Draft Master Minimum Equipment List*

#### **MMEL: [ATR-72 ATR – GIE Avions de Transport Régional](#)**

Updated 11/22/2017

Revision 19 Draft X

Comments due 12/22/2017

### **November 28<sup>th</sup>, 2017**

#### *FAA Final rules*

#### **AD: [Airbus Helicopters Deutschland GmbH Helicopters](#)**

Published 11/28/2017

Docket #: FAA-2017-0933

Effective date 12/13/2017

We are adopting a new airworthiness directive (AD) for Airbus Helicopters Deutschland GmbH (Airbus Helicopters) Model MBB-BK 117 D-2 helicopters. This AD requires amending the rotorcraft flight manual to establish a minimum airspeed limitation for the autopilot cruise height mode. This AD is prompted by two reports of uncommanded helicopter climbs and descents. The actions of this AD are intended to address an unsafe condition on these products.

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

Published 11/28/2017

Docket #: FAA-2017-0478

Effective date 01/02/2018

We are adopting 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 AD was prompted by a report of cracks on frame forks and outer skin on the forward and aft cargo compartment doors. This AD requires repetitive inspections of the frame forks, and corrective actions if necessary. This AD also includes optional modifications that constitute terminating action. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 11/28/2017

Docket #: FAA-2017-0690

Effective date 01/02/2018

We are removing Airworthiness Directive (AD) 2017-01-06, which applied to certain Airbus Model A319-115, A319-132, A320-214, A320-232, A321-211, A321-213, and A321-231 airplanes. AD 2017-01-06 required inspection and replacement of certain tie rod assemblies installed on the hinged fairing assembly of the main landing gear (MLG). We issued AD 2017-01-06 to detect and correct the absence of cadmium plating on the rod end threads of the tie rod assemblies. Since we issued AD 2017-01-06, we have determined that although cadmium plating might be absent, the rod end threads of the tie rod assemblies can withstand the expected environmental conditions, therefore the unsafe condition, as initially determined, does not exist.

**AD: Sikorsky Aircraft Corporation Helicopters**

Published 11/28/2017

Docket #: FAA-2017-0491

Effective date 01/02/2018

We are adopting a new airworthiness directive (AD) for Sikorsky Aircraft Corporation (Sikorsky) Model S-76A, S-76B, S-76C, and S-76D helicopters. This AD requires inspecting the main rotor (M/R) servo pushrod (pushrod) assembly and applying slippage marks. This AD was prompted by an accident of a Sikorsky Model S-76C helicopter caused by a failed pushrod assembly. The actions of this AD are intended to prevent an unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 11/28/2017

Docket #: FAA-2017-0526

Effective date 01/02/2018

We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This AD was prompted by reports of cracking in the upper aft skin at the rear spar of the wings. This AD requires repetitive inspections for cracking of the upper aft skin of the wings, and repair if necessary. We are issuing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices***FAA Draft Advisory Circulars***AC: Aircraft Electromagnetic Compatibility Certification**

Updated 11/27/2017

Document #: AC 20-EMC

Comment date 12/28/2017

This advisory circular (AC) identifies SAE Aerospace Recommended Practices (ARP)60493, Guide to Aircraft Electromagnetic Compatibility (EMC), dated October 25, 2017, and European Organization for Civil Aviation Equipment (EUROCAE) ED-248, Guide to Civil Aircraft Electromagnetic Compatibility (EMC), as acceptable methods for showing compliance pursuant to the following Title 14, Code of Federal Regulations (14 CFR).

*Flight Standards Service Information for Operators (InFO)***InFO: Use of Reflective Vests by Small Unmanned Aircraft Systems (sUAS) Remote Pilots**

Issued 11/27/2017

InFO #: 17018

This InFO serves to inform sUAS remote pilots on techniques for clearly identifying and legitimizing themselves to the general public and law enforcement.

**November 29<sup>th</sup>, 2017**

*Flight Standards Information Management System (FSIMS)*

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

Issued 11/17/2017

This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO), International Field Offices (IFO), and principal operations inspectors (POI) with oversight responsibilities for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (91K), 121, 125 (including part 125 Letter of Deviation Authority (LODA) holders), 129, and 135. This notice amends and clarifies operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA) C060.

*Orders*

**Order: Air Traffic Management Security Services for Special Operations**

Issued 11/20/2017

Document #: JO 7110.67J

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

**Order: Air Traffic Management Security Services for Special Activities \*Non-FAA Employees**

Issued 11/20/2017

Document #: JO 7110.67J\*

These documents contains Sensitive Unclassified Information (SUI) and are made available in accordance with FAA Order 1600.75 on a need-to-know basis, to the intended audience of military and government employees, contractors, and grantees.

**Order: Validation Travel and Per Diem Reimbursement Guidance**

Issued 11/22/2017

Document #: IR 1500.70

This order establishes policy and procedural guidance for managing validation travel and per diem reimbursement. Specifically, this order provides the process for establishing reimbursement agreements with applicants or certificate-holders for the reasonable travel and per diem expenses of the Federal Aviation Administration (FAA) associated with official validation travel, in accordance with the current FAA Travel Policy (FAATP).

*Draft Orders*

**Order: MEL Requirements for 14 CFR Parts 91 Subpart K (Part 91K), 121, 125, 125 LODA, 129, and 135 Operations**

Updated 11/28/2017

Reference #: 14 CFR part 91-135

Comments due 12/29/2017

This change incorporates new information into Volume 4, Chapter 4, Section 3. This change includes updates and clarifications regarding regulatory requirements, policy changes for minimum equipment list (MEL) references to FAA-approved/accepted manuals, and the process of obtaining additional extensions to MEL repair intervals; and updates office responsibilities per the Future of Flight Standards (FFS) realignment.

## *Draft Technical Standards Orders*

### **TSO: NON-RECHARGEABLE LITHIUM CELLS and BATTERIES**

Updated 11/28/2017

Comments due 01/31/2018

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 non-rechargeable lithium cells and batteries must meet for approval and identification with the applicable TSO marking.

## *Draft Master Minimum Equipment List*

### **MMEL: CE-680A Textron Aviation**

Updated 11/28/2017

Revision 1 Draft X

Comments due 12/28/2017

## **November 30<sup>th</sup>, 2017**

*FAA Final rules*

### **AD: CFM International S.A. Turbopfan Engines**

Published 11/30/2017

Docket #: FAA-2017-1044

Effective date 12/15/2017

We are adopting a new airworthiness directive (AD) for certain CFM International S.A. (CFM) LEAP-1A turbopfan engines. This AD requires removal, inspection, rework, and re-identification of the high-pressure turbine (HPT) stage 2 disk, part number (P/N) 2466M52G03. This AD was prompted by a quality escape at the manufacturer that resulted in cracks appearing during forging of the HPT stage 2 disks. We are issuing this AD to address the unsafe condition on these products.

## *FAA Proposed Rules*

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

Published 11/30/2017

Docket #: FAA-2017-1096

Comments due 01/16/2018

We propose to adopt a new airworthiness directive (AD) for certain Airbus Model A318, A319, A320, and A321 series airplanes; all Model A330-200 Freighter, -200, and -300 series airplanes; and all Model A340-200, -300, -500, and -600 series airplanes. This proposed AD was prompted by reports of false traffic collision avoidance system (TCAS) resolution advisories. This proposed AD would require modifying the software in the TCAS computer processor or replacing the TCAS computer with a new TCAS computer. We are proposing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

## *FAA Final Advisory Circulars*

### **AC: Use of Portable Electronic Devices Aboard Aircraft**

Issued 10/27/2017

Document #: AC 91.21-1D

This AC provides aircraft owners, operators (i.e., certificate holders), and the flying public with information and guidance to comply with Title 14 of the Code of Federal Regulations (14 CFR) part 91, §91.21. Section 91.21 was established because of the potential for portable electronic devices

(PED) to interfere with aircraft navigation or communication systems, and prohibits the operation of PEDs not installed aboard U.S.-registered civil aircraft while operating under instrument flight rules (IFR). Section 91.21 permits the use of specified PEDs and other devices the operator of the aircraft has determined will not interfere with the safe operation of the aircraft. The recommendations contained herein are one means, but not the only means, of complying with § 91.21 requirements pertaining to the operation of PEDs.

**AC: Operations and Airworthiness Considerations for U.S.-Based Leasing Companies Operating U.S.-Registered Large Transport Category Airplanes Which Part 125 Would Apply**

Issued 10/27/2017

Document #: AC 120-116

This advisory circular (AC) provides additional information and guidance for U.S.-based leasing companies conducting operations of large transport category airplanes with a valid U.S. registration certificate that meet Title 14 of the Code of Federal Regulations (14 CFR) part 125 applicability. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means, for U.S.-based leasing companies to operate U.S.-registered large transport category airplanes. However, if you use the means described in the AC, you must follow it in all important respects.

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

Issued 10/27/2017

Document #: AC 120-76D

This Flight Standards Service 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) part 91 subpart K (part 91K), 121, 125, or 135 who want to replace required paper information or utilize other select applications as part of EFB functionality.

*Orders*

**Order: Maintenance of the Voice Switching and Control System (VSCS)**

Issued 11/28/2017

Document #: JO 6690.3C

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

*Notices*

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Laser Operations in the Navigable Airspace (Advisory Circular (AC), Outdoor Laser Operations Previously Mistitled Notice of Proposed Outdoor Laser Operations**

Published 11/30/2017

Document #: 2017-25841

Comments due 01/02/2018

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 reinstate a previously approved information collection. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 31, 2017. In that the notice the collection was mistitled: "Laser Operations in the Navigable Airspace (Advisory Circular (AC), Outdoor Laser Operations."

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed**



**Approval of Information Collection: Neighborhood Environmental Survey**

Published 11/30/2017

Document #: 2017-25844

Comments due 01/29/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The purpose of this research is to conduct a nation-wide survey to update the scientific evidence of the relationship between aircraft noise exposure and its effects on communities around airports.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Extension Without Change of a Currently Approved Information Collection: Pilots Convicted of Alcohol or Drug Related Motor Vehicle Offenses or Subject to State Motor Vehicle Administrative Procedures**

Published 11/30/2017

Document #: 2017-25843

Comments due 01/29/2018

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 extend an information collection. Pilots who have been involved in a drug or alcohol related motor vehicle action are required to send specific information to the FAA . The information to be collected will be used to and/or is necessary for the FAA to ensure the safety of the National Airspace System with regard to those airmen.

**Notice: Notice of Intent To Rule on Change in Use of Aeronautical Property at Laurinburg-Maxton Airport, Maxton, NC**

Published 11/30/2017

Document #: 2017-25839

Comments due 01/02/2018

The Federal Aviation Administration (FAA) is requesting public comment on a request by the Laurinburg-Maxton Airport Commission, on behalf of the airport Sponsor (the City of Laurinburg and the Town of Maxton), to change a portion of airport property from aeronautical to non-aeronautical use at the Laurinburg-Maxton Airport. The request consists of release of approximately 29.10 acres to Scotland County Economic Development Corporation (SCEDC) to be used for future economic development.

**Notice: ICAO THREE LETTER DESIGNATOR (3LD) "FGR" AND ASSOCIATED TELEPHONY "FRIGATE"**

Published 11/28/2017

Document #: JO 7340.434

Additions to JO 7340.2, Contraction, Chapter 3, Sections 1,2, and 3 have been approved for FGR (FRIGATE).

*Flight Standards Service Draft Advisory Circular*

**AC: Non-Towered Airport Flight Operations**

Updated 11/29/2017

Reference #: Title 14 Part 91-97

Comments due 12/20/2017

This AC calls attention to regulatory requirements, recommended operations, and communications procedures for operating at an airport without a control tower or an airport with a control tower that operates only part time.