

## Final Documents/Your Two Cents—December 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.

---

### December 1, 2017

#### *FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 12/01/2017

Docket #: FAA- 2017-0708      Effective date 01/05/2018

The FAA is superseding Airworthiness Directive (AD) 2016-20-11, which applied to certain Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes); and Airbus Model A310 series airplanes. AD 2016-20-11 required repetitive inspections of the external area of the aft cargo door sill beam for cracking, repetitive inspections for fatigue cracking of the cargo door sill beam, lock fitting, and torsion box plate, and repair if necessary.

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

Published 12/01/2017

Docket #: FAA- 2017-0476      Effective date 01/05/2018

The FAA is superseding Airworthiness Directive (AD) 2014-08-01, which applied to all Airbus Model A318, A319, A320, and A321 series airplanes. AD 2014-08-01 required an inspection for part numbers of the interconnecting struts and, for affected interconnecting struts, identification of the part and serial numbers of the associated target and proximity sensors and replacement or re-identification of the flap interconnecting strut if necessary. This AD continues to require an inspection to verify the interconnecting strut part number. This AD also provides a new compliance time and an additional inspection for previously inspected airplanes.

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

#### *FAA Draft Advisory Circulars*

Before including draft documents review the draft documents included in the DI from last Friday to

determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**AC: Certification of Propellers**

Updated 11/27/2017 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: 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).

**AC: Material for Public Comment**

Updated 11/27/2017 Document #: AC 27-1B and 29-2C Comment date 01/30/2018

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*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**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 23.13091 (§§ 23.2500, 23.2505, and 23.2510)<sup>2</sup>.

**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).

*Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

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

Updated 11/30/2017

Reference #: 14 CFR part 91-135

Comments due 2/15/2018

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.

**Order: 8900.1 CHG MRO2, Maintenance Repair Organization**

Updated 11/30/2017

Reference #: 14 CFR part 43-145

Comments due 01/02/2017

This section only (Volume 6, Chapter 2, Section 40) for public comment is part of a 3-section change, 8900.1 CHG MRO2, that will go into formal coordination simultaneously. This change incorporates information that will require ASIs assigned to responsible Flight Standards offices to conduct coordinated planning meetings and perform coordinated surveillance of contract maintenance providers.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: Summary of Petition Received**

Published 12/01/2017                      Document #: 2017-25877                      Comments due 12/11/2017  
The Boeing Company has petitioned for relief from the requirements of 14 CFR 25.995(b) regarding fuel valve tube loading in five locations of the Model 767-2C tanker airplane where the aerial refueling-unique fuel system installation design does not meet the prescriptive requirement.

**Notice: ICAO Three Letter Designator (3LD) “PAF” and Associated Telephony “PATHFINDER”**

Published 11/30/2017                      Document #: JO 7340.435  
ICAO Three Letter Designator (3LD) “PAF” and Associated Telephony “PATHFINDER”.

**Notice: ICAO Three Letter Designator (3LD) “FGR” And Associated Telephony “FRIGATE”**

Published 11/30/2017                      Document #: JO 7340.434  
ICAO Three Letter Designator (3LD) “FGR” And Associated Telephony “FRIGATE”.

*Draft Technical Standards Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). Check the “Last updated” date at the bottom of the page, then just copy/paste the documents from last week that are relevant into the document for this week. The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.  
Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section. Unhighlight.

**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.

*Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

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

Updated 11/29/2017      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: 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.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Dassault DA-7X**

Updated 11/30/2017      Revision 8 Draft X      Comments due 12/08/2017

**FSB: Boeing 787**

Updated 11/30/2017      Revision 5 Draft X      Comments due 12/26/2017

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: Textron Aviation CE-680**

Updated 11/28/2017      Revision 4 Draft X      Comments due 12/04/2017

**MMEL: ATR-42 Rev 25, GIE Avions de Transport Régional**

Updated 11/28/2017      Revision 25 Draft X      Comments due 12/17/2017

**MMEL: B-737 Boeing 737-100/200/300/400/500/600/700/800/900/900ER**

Updated 11/28/2017      Revision 60 Draft X      Comments due 12/20/2017

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

Updated 11/28/2017      Revision 7 Draft X      Comments due 12/21/2017

**MMEL: ATR-72 ATR – GIE Avions de Transport Régional**

Updated 11/28/2017      Revision 19 Draft X      Comments due 12/22/2017

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

Updated 11/28/2017      Revision 1 Draft X      Comments due 12/28/2017

*Draft MMEL AEG Policy*

See instruction for TSO.

**MMEL: Policy Letter (PL) 25**

Updated 11/15/2017      Revision 22 Draft X      Comments due 12/08/2017

**December 4, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 12/04/2017

Docket #: 31166

Effective date 12/04/2017

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 12/04/2017

Docket #: 31167

Effective date 12/04/2017

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: [Embraer S.A. Airplanes](#)**

Published 12/04/2017

Docket #: FAA-2017-1119

Comments due 01/18/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Embraer S.A. Models EMB-500 and EMB-505 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 improperly tied castle nuts on the aileron, rudder, and elevator trim tab (or autotab) attachment bolts. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*Special Airworthiness Information Bulletins (SAIB)*

Make sure to link to the SAIB's page. To complete the description, open the PDF document located at the bottom of the page and copy/paste the first paragraph. Keep the SAIB abbreviation. Unhighlight.

**SAIB: Flight Controls, Rudder Control System**

Issued 12/01/2017

SAIB #: CE-18-06

This Special Airworthiness Information Bulletin (SAIB) informs registered owners/operators of an airworthiness concern for Air Tractor, Inc. Models AT-401B, AT-402B, AT-502A, AT-502B, AT-504, AT-602, AT-802, and AT-802A having serial numbers prior to 401B/402B-1347, 502A/502B-3059, 504-4029, 602-1278, and 802/802A-0661 airplanes (under Type Certificate Data Sheets A17SW and A19SW) of an airworthiness concern. Specifically, this SAIB specifies and recommends the use of procedures for replacement of the bolts and nuts through the vertical fin rear spar.

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: A350 Airbus**

Updated 12/01/2017

Revision 3 Draft X

Comments due 01/02/2018

**December 5, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: The Boeing Company Airplanes**

Published 12/05/2017

Docket #: FAA- 2017-0340

Effective date 01/09/2018

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 757-200, -200PF, and -300 series airplanes. This AD was prompted by reports of cracking found at a certain fuselage frame inner chord. This AD requires repetitive inspections for any cracking of a certain fuselage frame inner chord; identification of the material of a certain fuselage frame inner chord for certain airplanes; and applicable corrective actions. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 12/05/2017

Docket #: FAA- 2017-0709

Effective date 01/09/2018

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A318 series airplanes; Model A319 series airplanes; and Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes. This AD was prompted by a report indicating that the lower rib foot angle of the center wing box did not match with the bottom skin panel inner surface. This AD requires repetitive inspections for cracking of the external bottom skin in certain areas on the left and right wings, and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*



**NPRM AD: Airbus Helicopters Deutschland GmbH Helicopters**

Published 12/05/2017                      Docket #: FAA- 2017-1123      Comments due 02/05/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2017-02-07 for Airbus Helicopters Deutschland GmbH (Airbus Helicopters) Model MBB-BK 117 C-2 and Model MBB-BK 117 D-2 helicopters. AD 2017-02-07 currently requires a repetitive inspection and a one-time torque of each hydraulic module plate assembly attachment point (attachment point). Since we issued AD 2017-02-07, a terminating action has been developed to address the unsafe condition. This proposed AD would retain the initial inspection and torque requirements of AD 2017-02-07 and require replacing the attachment point hardware. The actions of this proposed AD are intended to prevent an unsafe condition on these products.

**NPRM AD: The Boeing Company Airplanes**

Published 12/05/2017                      Docket #: FAA- 2017-1024      Comments due 01/19/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 737-300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series airplanes; Model 757 airplanes; Model 767 airplanes; Model 777 airplanes; and Model 787-8 and 787-9 airplanes. This proposed AD was prompted by reports of fuel crossfeed valves failing to open when activated during flight. This proposed AD would require, for certain airplanes, revising the airplane flight manual (AFM); and for certain other airplanes, revising the minimum equipment list (MEL) to do an operational check of the fuel crossfeed valve prior to each extended range operations (ETOPS) flight if one fuel crossfeed valve (or the fuel balancing system on Model 787 airplanes) is inoperative. We are proposing this AD to address the unsafe condition on these products.

**December 6, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 12/06/2017                      Docket #: FAA-2017-1098      Effective date 12/21/2017

The FAA is adopting a new airworthiness directive (AD) for certain Fokker Services B.V. Model F28 Mark 1000, 2000, 3000, and 4000 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.

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

Published 12/06/2017                      Docket #: FAA-2017-1097      Effective date 12/21/2017

The FAA is adopting a new airworthiness directive (AD) for all Fokker Services B.V. Model F28 Mark 0070 and 0100 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 a report of sparks and an electrical smell on the flight deck of a Model F28 Mark 0070 airplane. We are issuing this AD to address the unsafe condition on these products.



**Final Rule: Establishment of Class E Airspace, Twin Bridges, MT**

Published 12/06/2017                      Docket #: FAA-2017-0737                      Effective date 02/01/2018

This action establishes Class E airspace extending upward from 700 and 1,200 feet above the surface at Twin Bridges Airport, Twin Bridges, MT, to accommodate the development of instrument flight rules (IFR) operations under standard instrument approach and departure procedures at the airport, for the safety and management of aircraft within the National Airspace System. This action also makes a minor correction to one geographic coordinate of the airport reference point.

**Final Rule: Establishment of Class E Airspace; Kaunakakai, HI**

Published 12/06/2017                      Docket #: FAA-2017-0295                      Effective date 12/07/2017

This action corrects a final rule published in the Federal Register of October 11, 2017, that establishes Class E airspace and amends Class D and E airspace at Molokai Airport, Kaunakakai, HI. The airspace description for the airport in Class E airspace extending upward from 700 feet above the surface contained the following wording in error: "That airspace extending upward from the surface . . ." It is removed and replaced by "That airspace extending upward from 700 feet above the surface . . . ."

*FAA Proposed Rules*

**NPRM AD: The Boeing Company Airplanes**

Published 12/06/2017                      Docket #: FAA-2017-1099                      Comments due 01/22/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 767-200 and -300 series airplanes. This proposed AD was prompted by a report of two cracks at a certain frame inner chord. This proposed AD would require a detailed inspection for any material review board (MRB) filler installed in the area from the frame web to the stub-beam fitting at certain stations to determine if the filler extends above the frame-to-stub-beam joint, and applicable on-condition actions. We are proposing this AD to address the unsafe condition on these products.

**NPRM: Proposed Establishment of Class E Airspace; Rangely, CO**

Published 12/06/2017                      Docket #: FAA-2017-0972                      Comments due 01/22/2018

This action proposes to establish Class E airspace extending upward from 700 feet above the surface, at Rangely Airport, Rangely, CO, 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 D and Class E Airspace; Twin Falls, ID**

Published 12/06/2017                      Docket #: FAA-2017-0969                      Comments due 01/22/2018

This action proposes to modify Class E airspace designated as an extension, and modify Class E airspace extending upward from 700 feet above the surface at Joslin Field-Magic Valley Regional Airport, Twin Falls, ID. Also, the part-time Notice to Airmen (NOTAM) status would be removed from Class E airspace designated as an extension. Additionally, an editorial change would be made to the Class D airspace, Class E surface airspace, and Class E extension airspace legal descriptions replacing "Airport/Facility Directory" with the term "Chart Supplement." Also, this proposal would remove the words "Twin Falls" from the airport name in the airspace designations for Class D and E airspace noted in this proposal. 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.

**NPRM: Proposed Amendment of Class D and Class E Airspace; Lewiston, ID**

Published 12/06/2017

Docket #: FAA-2017-0986

Comments due 01/22/2018

This action proposes to amend controlled airspace at Lewiston-Nez Perce County Airport, Lewiston, ID, by enlarging Class D airspace, and Class E surface airspace, and reducing Class E airspace designated as an extension, and Class E airspace extending upward from 700 feet above the surface. Also, this action would remove the part-time Notice to Airmen (NOTAM) status from Class E airspace designated as an extension. Additionally, an editorial change would be made to the legal descriptions replacing “Airport/Facility Directory” with the term “Chart Supplement”. This action would enhance safety and management of instrument flight rules (IFR) operations at the airport.

**FAA Guidance Documents and Notices**

*FAA Final Policies*

Click on “By RGL Publish Date” in left-hand menu to get list of final policies. Only include final policies with a recent issue date. Sometimes, the FAA posts old policies.

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

Issued 12/05/2017

Policy #: PS-ANM-25.1441-02

This policy provides one means but not the only means of compliance that may be used to substantiate that the crew can readily determine the quantity of oxygen available in single-use oxygen supply sources and thereby comply with the requirements of title 14, Code of Federal Regulations (14 CFR) 25.1441(c). Specifically, this policy addresses unique design features, maintenance checks, life limits, and identification labels used as the means of compliance for §25.1301(a) that also present a means for the crew to readily determine the quantity of oxygen available in single-use oxygen supply sources such as chemical oxygen generators and single-use pressurized gaseous cylinders in accordance with § 25.1441(c).

*FAA Legal Interpretations*

Click on the Legal Interpretation to open the pdf document, copy the title and adapt if necessary (for example: “*What Tasks Must be Recorded in an Aircraft’s Maintenance Record, and Whose Names Must Appear in those Maintenance Records Under 14 C.F.R. § 43.9(a)*” becomes “*Aircraft’s Maintenance Record Recorded Tasks, and Names 14 C.F.R. § 43.9(a)*”) and hyperlink it to the pdf link.

In order to fill the highlighted part, read the first paragraph and identify the question asked. Then copy/paste the short description and adapt. Unhighlight.

In the Regulation/Order #, include the relevant parts of the 14 C.F.R. for example “14 C.F.R. § 43.9(a)”.

**Legal Interpretation: Legal Interpretation Regarding Aircraft Registration**

Issued 12/04/2017

Regulation/Order #: 14 CFR § 47.3

This legal interpretation responds to a request for interpretation regarding the effect of a business entity's legal status on aircraft registration.

**Legal Interpretation: Request for Legal Interpretation of 14 CFR § 117 .19( a)(I) and (2)**

Issued 12/04/2017

Regulation/Order #: 14 CFR § 117 .19( a)(I) and (2)

This legal interpretation responds to a request asking for interpretation of 14 CFR § 117.19(a)(1) and (2) concerning the requirement that an extension of the Flight Duty Period (FDP) of more than 30 minutes may occur only once prior to receiving a rest period.

**Legal Interpretation: Part 119**

Issued 12/04/2017

Regulation/Order #: Part 91/119

This legal interpretation responds to a request asking for interpretation of whether certain operations can be conducted under part 91, or whether they require certification under part 119.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: Notice of Availability of the Federal Aviation Administration's Record of Decision for the Establishment and Modification of Oregon Military Training Special Use Airspace Identified as Warning Area 570, Eel Military Operation Area Complex, Redhawk Military Operation Area Complex, and Juniper/Hart Military Operation Area Complex and the Federal Aviation Administration's Adoption of the Final Environmental Impact Statement (EIS) Prepared by the Oregon Air National Guard/National Guard Bureau for the Proposed Establishment and Modification of Oregon Military Training Airspace (EIS No. 20170197)**

Published 12/06/2017

Document #: 2017-26201

On September 29, 2017, the FAA signed its Adoption/Record of Decision (ROD) for its aeronautical action—the modification and establishment of Military Operation Areas (MOAs), Air Traffic Controlled Assigned Airspace (AATCAs) and Warning Areas for the Oregon Military Training Airspace.

**Notice: Order JO 6110.13, Updates to Site Support Router**

Published 12/05/2017

Document #: JO 6110.61

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

**December 7, 2017**

*FAA Proposed Special Conditions*

**SC: Bell Helicopter Textron, Inc. (BHTI), Model 525 Helicopter; Mode Annunciation**

Published 12/07/2017                      Docket #: FAA-2017-1129                      Comments due 01/22/2018

We propose special conditions for the BHTI Model 525 helicopter. This helicopter will have a novel or unusual design feature associated with fly-by-wire flight control system (FBW FCS) functions that affect the pilot awareness of the flight control modes while operating the helicopter. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**SC: Airbus Helicopters Model AS350B2 and AS350B3 Helicopters; Installation of Garmin International, Inc., Autopilot System**

Published 12/07/2017                      Docket #: FAA-2017-1130                      Comments due 01/22/2018

We propose special conditions for Airbus Helicopters Model AS350B2 and AS350B3 helicopters. These helicopters as modified by Garmin International, Inc., (Garmin) will have a novel or unusual design feature associated with the Garmin Flight Control (GFC) 600H autopilot with stability and control augmentation system (AP/SCAS). The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**December 8, 2017**

*FAA Proposed Rules*

**NPRM: Proposed Amendment of Class E Airspace; Massena, NY**

Published 12/08/2017                      Docket #: FAA-2017-0953                      Comments due 01/22/2018

This action proposes to amend Class E surface airspace and Class E airspace extending upward from 700 feet above the surface at Massena, NY, as the Massena collocated VHF omnidirectional range tactical air navigation system (VORTAC) has been decommissioned, requiring airspace reconfiguration at Massena International-Richards Field 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.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs.

**AC: Certification of Propellers**

Updated 11/27/2017                      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: 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).

**AC: Material for Public Comment**

Updated 11/27/2017

Document #: AC 27-1B and  
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*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**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 23.13091 (§§ 23.2500, 23.2505, and 23.2510)<sup>2</sup>.

**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).

*Flight Standards Service Information for Operators (InFO)*

**InFO: Beta Release of the Pilot Records Database (PRD)**

Issued 12/07/2017

InFO #: 17019

This InFO provides an update to Title 14 of the Code of Federal Regulations (14 CFR) part 119 certificate holders conducting operations in accordance with parts 121, 125, and 135 as well as fractional ownership program managers conducting operations in accordance with part 91 subpart K (part 91K) on the availability of the PRD under a beta release. Additionally, this InFO provides information on eligibility requirements for individuals to access the PRD, records provided through the PRD, and continued inspections to fulfill the Pilot Records Improvement Act of 1996 (PRIA).

*Flight Standards Information Management System (FSIMS)*

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: Meaning of the Terms “Acceptable to” and “Accepted by” for Use by Aviation Safety Inspectors**

Issued 11/17/2017

This notice provides guidance to the Flight Standards Service aviation safety inspectors (ASI) in applying the terms “acceptable to” and “accepted by.”

*Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

**Order: 8900.1 CHG MELORR, MEL Requirements for 14 CFR Parts 91 Subpart K (Part 91K), 121, 125, 125 LODA, 129, and 135 Operations**

Updated 11/30/2017

Reference #: 14 CFR part 91-135

Comments due 02/15/2018

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*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). Check the “Last updated” date at the bottom of the page, then just copy/paste the documents from last week that are relevant into the document for this week. The complete list of draft documents is available at

[http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do

not forget to include any new draft documents.  
Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section. Unhighlight.

**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.

*Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

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

Updated 12/07/2017      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. 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.

**AC: Criteria for Approval/Authorization of All Weather Operations (AWO) for Takeoff, Landing, and Rollout**

Updated 12/07/2017      Reference #: Title 14 Part 23-135                      Comments due 01/27/2017

This advisory circular (AC) provides an acceptable means, but not the only means, for obtaining and maintaining authorization of operations in Category I, Category II and Category III Landing Weather Minima and IFR Lower than Standard Takeoff Minima.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Dassault DA-7X**

Updated 11/30/2017                      Revision 5 Draft X                      Comments due 12/08/2017

**FSB: Boeing 787**

Updated 11/30/2017                      Revision 5 Draft X                      Comments due 12/26/2017

*Draft Master Minimum Equipment List*

See instruction for TSO.

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

Updated 12/07/2017                      Revision 25 Draft X                      Comments due 12/17/2017

**MMEL: B-737 Boeing 737-100/200/300/400/500/600/700/800/900/900ER**

Updated 12/07/2017                      Revision 60 Draft X                      Comments due 12/20/2017



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

Updated 12/07/2017

Revision 7 Draft X

Comments due 12/21/2017

**MMEL: ATR-72 ATR – GIE Avions de Transport Régional**

Updated 12/07/2017

Revision 19 Draft X

Comments due 12/22/2017

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

Updated 12/07/2017

Revision 1 Draft X

Comments due 12/28/2017

**MMEL: A350 Rev 3, Airbus**

Updated 12/07/2017

Revision 3 Draft X

Comments due 01/02/2018

*Draft MMEL AEG Policy*

See instruction for TSO.

**MMEL: Policy Letter 25**

Updated 11/15/2017

Revision 22 Draft X

Comments due 12/08/2017

**December 11, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: Airbus Airplanes**

Published 12/11/2017

Docket #: FAA-01/16/2018 Effective date 01/16/2018

We are superseding Airworthiness Directive (AD) 2014-22-08, which applied to all Airbus Model A318 and A319 series airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. AD 2014-22-08 required revising the maintenance or inspection program to incorporate new or revised airworthiness limitation requirements. This new AD requires revising the maintenance or inspection program to incorporate new or revised airworthiness limitation requirements, and removes airplanes from the applicability. This AD was prompted by a determination that more restrictive maintenance instructions and airworthiness limitations are necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 12/11/2017

Docket #: FAA-2017-0556 Effective date 01/16/2018

We are superseding Airworthiness Directive (AD) 2012-23-10, which applied to all Airbus Model A318 series airplanes; 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. AD 2012-23-10 required modifying the affected slide rafts. This AD retains the requirements of AD 2012-23-

10. This AD also requires replacing each escape slide pack assembly having a certain part number with a new escape slide pack assembly. This AD was prompted by reports of the escape raft inflation system not deploying when activated due to the rotation of the cable guide in a direction that resulted in jamming of the inflation control cable. We are issuing this AD to address the unsafe condition on these products.

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

Published 12/11/2017

Docket #: FAA-2017-1117

Effective date 01/16/2018

We are superseding airworthiness directive (AD) 2014-24-08 for all Rolls-Royce plc (RR) RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 turbofan engines with certain low-pressure (LP) fuel filter-to-high-pressure (HP) fuel pump tube assemblies, or HP fuel pump-to-fuel flow governor (FFG) or FFG-to-HP pump inlet overspill return tube assemblies and flanged adaptor, installed. AD 2014-24-08 required replacing certain LP fuel filter-to-HP fuel pump tube assemblies. This AD retains the requirement in AD 2014-24-08 to remove the LP fuel filter-to-HP fuel pump tube, adds new compliance thresholds, and requires installation of new HP fuel pump-to-FFG and FFG-to-HP pump inlet overspill return tube assemblies and flanged adaptor. This AD was prompted by fuel leaks that have occurred at the flanged joints of the HP fuel pump-to-FFG tube assembly and FFG-to-HP pump inlet overspill return tube assembly. We are issuing this AD to correct the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 11/12/2017

Docket #: FAA-2017-0622

Effective date 01/16/2018

We are adopting a new airworthiness directive (AD) for certain Airbus Model A318 and A319 series airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. This AD was prompted by reports of a vertical strut penetrating through the cabin floor during an emergency water landing and on airframe ground contact at certain speeds/accelerations. This AD requires modification of the fuselage structure at a certain frame. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: Textron Aviation Inc. Airplanes**

Published 12/11/2017

Docket #: FAA-2017-1120

Comments due 01/25/2018

We propose to adopt a new airworthiness directive (AD) for certain Textron Aviation Inc. Models 510, 680, and 680A airplanes equipped with certain part number brake assemblies. This proposed AD was prompted by a report that brake pad wear indicator pins were set incorrectly, which could lead to brake pad wear beyond the acceptable limits without indication. This proposed AD would require inspection of the brake pad wear indicator pins and replacement of the brake assembly if any pin is set incorrectly. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Zodiac Seats France, Cabin Attendant**

Published 12/11/2017

Docket #: FAA-2017-0688

Comments due 01/25/2018

Zodiac Seats France, 537 series cabin attendant seats. This proposed AD was prompted by operator reports that safety belt wear was found at the attachment to the cabin attendant seat. This proposed AD would require inspecting the safety belt webbing, and modifying and re-marking each affected cabin attendant seat. We are proposing this AD to correct the unsafe condition on these products.

**NPRM: Proposed Establishment of Class E Airspace; Yuma, CO**

Published 12/11/2017

Docket #: FAA-2017-1064

Comments due 01/25/2018

This action proposes to establish Class E airspace extending upward from 700 feet above the surface at Yuma Municipal Airport, Yuma, CO, to accommodate the development of area navigation (RNAV) instrument flight rules (IFR) operations under standard instrument approach and departure procedures at the airport, and for the safety and management of IFR operations within the National Airspace System.

**NPRM: Proposed Establishment of Class E Airspace; Manley Hot Springs, AK**

Published 12/11/2017

Docket #: FAA-2017-0970

Comments due 01/25/2018

This action proposes to establish Class E airspace extending upward from 700 feet above the surface at Manley Hot Springs Airport, Manley Hot Springs, AK to accommodate the development of area navigation (RNAV) instrument flight rules (IFR) operations under standard instrument approach and departure procedures at the airport, and for the safety and management of IFR operations within the National Airspace System.

**FAA Guidance Documents and Notices**

*FAA Final Policies*

**Final Policy: Use of Portable Document Format (PDF) fillable forms for Issuing Federal Aviation Administration (FAA) Form 8100-2, Standard Airworthiness Certificate, and FAA Form 8130-7, Special Airworthiness Certificate**

Issued 12/08/2017

Policy #: AIR600-17-6F0-GM05

This memorandum provides clarification to FAA Order 8130.2J, Airworthiness Certification of Aircraft, Appendix A, paragraphs A-3 and A-4, concerning the use of the PDF fillable form for issuing Standard and Special Airworthiness Certificates by FAA Aviation Safety Inspectors (ASI), Designees, and Organization Designation Authorization (ODA) Unit Members.

Click on "By RGL Publish Date" in left-hand menu to get list of final policies. Only include final policies with a recent issue date. Sometimes, the FAA posts old policies.

**Final Policy: AC 20-140C General Memo**

Issued 12/08/2017

Policy #: AIR-6B0-17-6B0-DM281

Recent questions from manufacturers of data link communication systems prompted clarification of AC 20-140C, *Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)*. The Following bullets address these questions referencing Table 4, FANS 1/A+, Viable sub-networks associated with FANS 1/A+:

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Pilatus Aircraft PC-24**

Updated 12/08/2017

Revision 0 Draft X

Comments due 01/10/2018

## **December 12, 2017**

### *FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

#### **AD: [Company Aircraft/Engine Model Airplanes/Helicopters/Engines/Etc.](#)**

Published 12/12/2017

Docket #: FAA-2017-0143

Effective date 02/01/2018

This action corrects a final rule published in the Federal Register of November 1, 2017 that modifies Class E airspace extending upward from 700 feet above the surface at Stevens Point Municipal Airport, Stevens Point, WI, to accommodate new standard instrument approach procedures for instrument flight rules operations at the airport. The FAA identified that the latitude coordinate was incorrect.

### *FAA Proposed Rules*

#### **NPRM AD: [Gulfstream Aerospace Corporation Airplanes](#)**

Published 12/12/2017

Docket #: FAA-2017-1163

Comments due 01/26/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Gulfstream Aerospace Corporation Models G-IV and GIV-X airplanes. This proposed AD was prompted by the potential for fatigue cracks developing in the main landing gear actuator attachment fitting that had a certain repair incorporated. This proposed AD would require incorporating new revisions into the Instructions for Continued Airworthiness of the Limitations section of the FAA-approved maintenance program (e.g., maintenance manual) that establish an inspection cycle for the repaired MLG side brace actuator fittings. We are proposing this AD to address the unsafe condition on these products.

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

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

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

#### **FSIMS: [OpSpec C054, Special Limitations and Provisions for Instrument Approach Procedures and Instrument Flight Rules Landing Minimums](#)**

Issued 11/28/2017

This notice announces a nonmandatory revision to operations specification (OpSpec) C054 applicable to Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135.

#### **FSIMS: [Part C Operations Specifications–Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations](#)**

Issued 11/28/2017

Part C is issued to operators who conduct Title 14 of the Code of Federal Regulations (14 CFR) part

91, 91 subpart K (part 91K), 121, 125 (including 125 Letter of Deviation Authority (LODA) holders), or 135 operations with fixed-wing airplanes. It is not issued to part 135 operators who only conduct helicopter operations. Instrument flight rules (IFR) helicopter operators are issued Part H. Part C is not usually issued to part 135 on-demand operators who are restricted to visual flight rules (VFR)-only operations. In rare situations, operations specification (OpSpec) C070 is issued to part 135 VFR-only operators who are authorized to conduct commuter operations. However, for those who operate outside the United States, a letter of authorization (LOA) may be issued to eligible part 91 operators if requested.

**FSIMS: Change 561 to 8900.1**

Issued 11/28/2017

This change incorporates new information into Volume 3, Chapter 18, Section 5, Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations. It revises Operations Specification (OpSpec)/Letter of Authorization (LOA) C054 to amend a restriction to exempt certificate holders authorized to conduct enhanced flight vision system (EFVS) operations and use EFVS operational minimums from certain requirements for destination airports.

**FSIMS: Gulfstream Aerospace, GV, GV-SP, GV-SP (G550), GV-SP (G500) GIV-X, GIV-X (G450), GIV-X (G350) (FOR 14 CFR PART 91 and 135 OPERATIONS ONLY)**

Issued 12/18/2017

Revision 9 of the Gulfstream Aerospace (GV, GV-SP, GV-SP (G550), GV-SP (G500 5000 Series) GIV-X, GIV-X (G450), GIV-X (G350)) Master Minimum Equipment List.

**FSIMS: B-787**

Issued 12/25/2017

Revision 15 of the Boeing 787 All Models Master Minimum Equipment List.

*Orders*

Click on the order, and link to that page. For the description, sometimes you will see “This document's content can only be accessed from within the FAA network.”. It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

**Order: Facility Service and Equipment Profile (FSEP)**

Issued 12/11/2017

Document #: FAA 6000.5E

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

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Petitions for Exemptions; Summary of Petition Received; Extension of Comments](#)**

Published 12/12/2017

Document #: 2017-26682

Comments due 01/05/2018

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. The exemption, if granted, would not prohibit aircraft with interior doors from being operated for hire pursuant to 14 CFR part 135.

**Notice: [Notice of Opportunity for Public Comment on a Land Use Change From Aeronautical to Non-Aeronautical Use for 419 Acres of Airport Land for Solar Farm Use at Sanford Seacoast Regional Airport, Sanford, ME](#)**

Published 12/12/2017

Document #: 2017-26772

Comments due 01/11/2018

Notice is being given that the FAA is considering a request from the Sanford Seacoast Regional Airport, to change the current land use from aeronautical use to non-aeronautical use of 419 acres of land. The parcels are located along the southwesterly side of Runway 07/25, the northerly end of Runway 25 and in a portion of the infield area between Runway 07/25 and Runway 14/32. There is adequate developable area on the airport to meet the future twenty year need for projected activity and the Airport Layout Plan was updated with a Pen and Ink change to designate the parcels for non-aeronautical use. The airport will obtain fair market value for the lease of the land and the income derived from this lease will be placed in the airport's operation and maintenance funds for the facility.

**Notice: [Notice of Opportunity for Public Comment on a Land Use Change From Aeronautical to Non-Aeronautical Use for 22.1 Acres of Airport Land for Solar Farm Use at Brunswick Executive Airport, Brunswick, ME](#)**

Published 12/12/2017

Document #: 2017-26774

Comments due 01/11/2018

Notice is being given that the FAA is considering a request from the Midcoast Regional Redevelopment Authority (MRRA), to change the current land use from aeronautical use to non-aeronautical use of a 22.1-acre parcel of land. The parcel is located in the northern quadrant of the airport adjacent, but separate from the airside area. The Airport Layout Plan was updated with a Pen and Ink Change to designate the parcel for non-aeronautical use. The airport will obtain fair market value for the lease of the land. The income derived from this lease will be placed in the airport's operation and maintenance funds for the facility.

**Notice: [Notice of Opportunity for Public Comment on a Land Swap Between the Northern Maine Regional Airport and the Presque Isle Industrial Council, Presque Isle, ME](#)**

Published 12/12/2017

Document #: 2017-26771

Comments due 01/11/2018

Notice is being given that the FAA is considering a request from the Northern Maine Regional Airport, for a land swap with the Presque Isle Industrial Council. The on-airport land, currently in use as non-aeronautical development, is to be swapped with four parcels of land along the

northern ramp area of airport and land within the northern approach. The land swap will further enhance the protection of the northern approach area while also providing developable land for aeronautical uses.

### **December 13, 2017**

#### *FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 12/13/2017

Docket #: FAA-2017-1101

Effective date 12/28/2017

The FAA is adopting a new airworthiness directive (AD) for certain ATR-GIE Avions de Transport Régional Model ATR42-500 and ATR72-212A airplanes. This AD requires revising the airplane flight manual to provide procedures to the flightcrew for operational restrictions affecting in-flight use of the autopilot (AP) or yaw damper (YD) during single source operation. This AD was prompted by flight test evaluations that revealed discrepancies with the YD and AP when in single source operation on certain airplanes. We are issuing this AD to address the unsafe condition on these products.

#### **Final Rule: Extension of the Prohibition Against Certain Flights in the Territory and Airspace of Somalia**

Published 12/13/2017

Docket #: FAA-2007-27602

Effective date 12/13/2017

This action extends the expiration date for the Special Federal Aviation Regulation (SFAR) that prohibits certain flights in the territory and airspace of Somalia at altitudes below flight level (FL) 260 by all: United States (U.S.) air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator of such aircraft is a foreign air carrier. The FAA is taking this action because it has determined that there continues to be an unacceptable risk to U.S. civil aviation operating in the territory and airspace of Somalia at altitudes below FL260 resulting from terrorist and militant activity. The FAA also republishes, with minor revisions, the approval process and exemption information for this SFAR.

#### *FAA Proposed Rules*

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

Published 12/13/2017

Docket #: FAA-2017-1102

Comments due 01/29/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2016-01-11, which applies to certain Airbus Model A320-211, -212, and -231 airplanes. AD 2016-01-11 requires repetitive inspections for cracking of the radius of the front spar vertical stringers and the horizontal floor beam on frame 36, repetitive inspections for cracking of the fastener holes of the front spar vertical stringers on frame 36, and repair if necessary. Since we issued AD 2016-01-11, we received a report that, during a center fuselage certification full scale fatigue test, cracks were found on the front vertical stringer at a certain frame. This proposed AD would add new thresholds and intervals for the repetitive



inspections; would require, for certain airplanes, a modification of the center wing box area; and would expand the applicability. We are proposing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

### *Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

### **Notice: [Petition for Exemption; Summary of Petition Received; Mr. James Giancola](#)**

Published 12/13/2017

Document #: 2017-87

Comments due 01/02/2018

The petitioner seeks an exemption from the requirement of § 61.155(d) to allow him to complete the practical test for the airline transport pilot certificate beyond 24 months from the month in which the knowledge test was successfully completed.

The petitioner also seeks an exemption from the requirement of § 61.155(d) that an applicant who passes the knowledge test prior to August 1, 2014, but fails to successfully complete the airplane category with a multiengine class rating practical test within 24 months must complete the airline transport pilot certification training program specified in § 61.156 and retake the knowledge test prior to applying for the airplane category with a multiengine class rating practical test.

The petitioner seeks an exemption from the requirement of SFAR 100-2, Para 2(c) authorizing Flight Standards District Offices to accept an expired written test report to show eligibility under 14 CFR part 61 to take a practical test if the eligible person completes the appropriate practical test within 6 calendar months after returning to the United States.

### **Notice: [Noise Exposure Map Notice Louisville International Airport, Louisville, KY](#)**

Published 12/13/2017

Document #: 2017-26773

The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Louisville Regional Airport Authority for the Louisville International Airport are in compliance with applicable requirements.

**Notice: Random Drug and Alcohol Testing Percentage Rates of Covered Aviation Employees for the Period of January 1, 2018, Through December 31, 2018**

Published 12/13/2017

Document #: 2017-26844

The FAA has determined that the minimum random drug and alcohol testing percentage rates for the period January 1, 2018, through December 31, 2018, will remain at 25 percent of safety-sensitive employees for random drug testing and 10 percent of safety-sensitive employees for random alcohol testing.

**December 14, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 12/14/2017

Docket #: FAA-2017-1103

Effective date 12/29/2017

The FAA is adopting a new airworthiness directive (AD) for Fokker Services B.V. Model F28 Mark 0070 and 0100 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 a report of an engine multiple fan blade-off (MFBO) event, caused by engine fan flutter. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 12/14/2017

Docket #: FAA-2017-1104

Effective date 12/29/2017

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A330-200, A330-200 Freighter, and A330-300 series airplanes; and Airbus Model A340-200, A340-300, A340-500, and A340-600 series airplanes. This AD requires repetitive inspections of certain fuel pumps for cavitation erosion, corrective action if necessary, and revision of the minimum equipment list (MEL). This AD was prompted by a report indicating that a fuel pump showing cavitation erosion breached the fuel pump housing and exposed the fuel pump power supply wires. We are issuing this AD to address the unsafe condition on these products.

**AD: Alexander Schleicher GmbH & Co. Segelflugzeugbau Gliders**

Published 12/14/2017

Docket #: FAA-2017-0911

Effective date 01/18/2018

The FAA is adopting a new airworthiness directive (AD) for all Alexander Schleicher GmbH & Co. Segelflugzeugbau Models ASH 25M and ASH 26E gliders. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as fatigue cracks found on the exhaust silencer. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 12/14/2017

Docket #: FAA-2017-0473

Effective date 01/18/2018

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 a report indicating that wear of the bearing plate slider bushings could cause disconnection of certain elevator hinges, which could excite the horizontal stabilizer under certain in-flight speed/altitude conditions and lead to degradation of the structure. This AD requires repetitive inspections and checks of certain elevator hinges and related components, repetitive replacements and tests of the bearing plate, and related investigative and corrective actions, if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 12/14/2017

Docket #: FAA-2017-0714

Effective date 01/18/2018

The FAA is superseding Airworthiness Directive (AD) 2012-21-04, which applied to all Airbus Model A300 series airplanes; Model A310 series airplanes; and Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes).

AD 2012-21-04 required repetitive inspections for, and replacement of, any cracked hood halves of fuel pump canisters. Since we issued AD 2012-21-04, we allowed inspections of the wing-outer tank and trim tank fuel pump canister hood halves to be terminated.

This new AD retains the requirements of AD 2012-21-04, reinstates the terminated inspections, and adds optional terminating actions. This AD was prompted by reports of cracked fuel pump canister hoods located in fuel tanks and new in-service events of wing-outer tank fuel pump canister hood cracking. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: Amendment of the Prohibition Against Certain Flights in Specified Areas of the Sanaa (OYSC) Flight Information Region**

Published 12/14/2017

Docket #: FAA-2015-8672

Effective date 12/14/2017

This action amends the Special Federal Aviation Regulation (SFAR) that prohibits certain flights in specified areas of the Sanaa (OYSC) Flight Information Region (FIR) by all: United States (U.S.) air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator of such aircraft is a foreign air carrier. There has been a reduction in the level of risk to U.S. civil aviation operations in limited portions of the specified areas of the Sanaa (OYSC) Flight Information region (FIR) where the FAA had prohibited flight operations under the SFAR. As a result, the FAA is reducing the amount of airspace in the Sanaa (OYSC) FIR in which U.S. civil aviation operations are prohibited. However, there continues to be an unacceptable level of risk to U.S. civil aviation operations in the remainder of the specified areas of the Sanaa (OYSC) FIR, as described in this rule, resulting from terrorist and militant activity. Consequently, the FAA is also amending this SFAR to extend its expiration date. The FAA is also republishing, with minor revisions, the approval process and exemption information for this SFAR.

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes**

Published 12/14/2017

Docket #: FAA-2017-1100

Comments due 01/29/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2015-15-13, which applies to 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. AD 2015-15-13 requires modification of the potable water service panel and waste water service panel, including doing applicable related investigative and corrective actions. Since we issued AD 2015-15-13, further investigations linked to widespread fatigue damage (WFD) analysis highlighted that, to meet the WFD requirements, it is necessary that the affected modification not be accomplished before reaching a certain threshold. This proposed AD would require modification of the waste water and potable water service panels with new compliance times. This proposed AD would also remove certain airplanes from the applicability and add Model A320-216 airplanes to the applicability. We are proposing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: 121-40 - 14 CFR Part 121 and Part 135 Dangerous Goods Transportation Operations**

Issued 12/13/2017

Document #: AC 121-40

This Advisory Circular (AC) provides certificate holders with recommended contents for a dangerous goods training program and manual designed to guide and manage dangerous goods operations. Developing and using the comprehensive guidance in this document will promote the establishment of a safe and efficient dangerous goods operation. This AC establishes guidance for all part 119 certificate holders operating in accordance with part 121 or part 135 under operations specifications (OpSpec) to carry dangerous goods (Will Carry), prohibiting the transport of dangerous goods (Will Not Carry) and/or authorized to transport passengers and their baggage. Specifically, this AC sets forth suggestions for establishing a comprehensive dangerous goods training program and manual, regardless of the certificate holder's OpSpec.

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

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

#### **FSIMS: Part A Operations Specifications**

Issued 11/30/2017

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

#### **FSIMS: Part C Operations Specifications—Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations**

Issued 11/30/2017

Part C is issued to operators who conduct Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (part 91K), 121, 125 (including part 125 Letter of Deviation Authority (LODA) holders), and 135 operations with fixed-wing airplanes. It is not issued to part 135 operators who only conduct helicopter operations. Instrument flight rules (IFR) helicopter operators are issued Part

H. Part C is not usually issued to part 135 on-demand operators who are restricted to visual flight rules (VFR)-only operations. In rare situations, operations specification (OpSpec) C070 is issued to part 135 VFR-only operators who are authorized to conduct commuter operations. However, for those who operate outside the United States, a letter of authorization (LOA) may be issued to eligible part 91 operators if requested.

### **December 15, 2017**

#### *FAA Proposed Rules*

#### **NPRM AD: Pacific Aerospace Limited Airplanes**

Published 12/15/2017                      Docket #: FAA-2017-1184                      Comments due 01/29/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Pacific Aerospace Limited Model 750XL 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 incorrectly marked and annunciated low oil pressure indication warnings. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

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

Published 12/15/2017                      Docket #: FAA-2017-1107                      Comments due 01/29/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2017-12-03, which applies to certain Pratt & Whitney Division (PW) PW2037, PW2037M, and PW2040 turbofan engines. AD 2017-12-03 requires installing a software standard eligible for installation and precludes the use of electronic engine control (EEC) software standards earlier than SCN 5B/I. Since we issued AD 2017-12-03, software became available for additional PW engines models. This proposed AD would require installing a software standard eligible for installation and preclude the use of EEC software standards earlier than SCN 5B/I or SCN 27A. We are proposing this AD to address the unsafe condition on these products.

#### **NPRM AD: Rolls-Royce plc Turbojet Engines**

Published 12/15/2017                      Docket #: FAA-2017-1108                      Comments due 01/29/2018

The FAA proposes to supersede airworthiness directive (AD) 2016-03-03 that applies to all Rolls-Royce plc (RR) Viper Mk. 521, Viper Mk. 522, and Viper Mk. 601-22 turbojet engines. AD 2016-03-03 requires reducing the life of certain critical parts. Since we issued AD 2016-03-03, RR determined that additional parts for these RR Viper engine models are affected. This proposed AD would add additional engine parts to the applicability. We are proposing this AD to address the unsafe condition on these products.

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

#### *FAA Draft Advisory Circulars*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs.

**AC: Aircraft Electromagnetic Compatibility Certification**

Updated 12/12/2017

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):

**AC: Material for Public Comment**

Updated 12/12/2017

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

Comment date 01/30/2018

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*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

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

Updated 12/12/2017

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. Software and AEH development assurance are not in the scope of this policy; therefore, this policy is only applicable when system level verification can detect development/design errors that contribute to or result in failure conditions at the airplane or system level. This guidance is applicable to approval of equipment intended for part 23 class I and II as defined in AC 23.1309-1 (certification levels 1 and 2) airplanes to include type certificates (TC), supplemental type certificates (STC), amended type certificates (ATC), and amended supplemental type certificates (ASTC).

**Final Policy: Electromagnetic Compatibility Demonstration for Airplane Wireless Radio Frequency Networks**

Updated 12/12/2017

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 12/12/2017

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)*

Make sure to link to the SAIB's page. To complete the description, open the PDF document located at the bottom of the page and copy/paste the first paragraph. Keep the SAIB abbreviation. Unhighlight.

#### **SAIB: Exhaust Turbocharger; V-band Couplings Use**

Issued 12/14/2017

SAIB #: CE-18-07

This Special Airworthiness Information Bulletin alerts owners, operators, maintenance technicians, and inspectors of an airworthiness concern, specifically failure of v-band couplings used in exhaust systems on turbocharged aircraft. Cracks originating out of a spot weld, on multi-segment, spot welded, v-band couplings have led to separation of the outer band and failure of the v-band coupling to retain the tailpipe or exhaust inlet pipe on all turbocharged, reciprocating engine powered aircraft, including rotorcraft.

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

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

#### **FSIMS: Change 563 to 8900.1**

Issued 11/29/2017

This change revises Volume 4, Chapter 14, Section 2. This change provides clarity concerning avionics equipment approval requirements, including what approval is required and when. Additionally, it identifies the scope of applicability and the regulatory basis for it.

#### **FSIMS: Safety Assurance System: Evaluate Avionics Equipment Approval**

Issued 11/29/2017

This section provides guidance for evaluating the approval status of avionics equipment and instruments relative to the applicable operational rule.

#### *Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

#### **Order: MEL Requirements for 14 CFR Parts 9**

Updated 11/30/2017

Reference #: 14 CFR part 91-135

Comments due 02/15/2018



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.

**Order: 8900.1 CHG MRO2, Maintenance Repair Organization**

Updated 11/30/2017                      Reference #: 14 CFR part 43-145                      Comments due 01/02/2017

This section only (Volume 6, Chapter 2, Section 40) for public comment is part of a 3-section change, 8900.1 CHG MRO2, that will go into formal coordination simultaneously. This change incorporates information that will require ASIs assigned to responsible Flight Standards offices to conduct coordinated planning meetings and perform coordinated surveillance of contract maintenance providers.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The petitioner requests relief from" in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery**

Published 12/15/2017                      Document #: 2017-26976                      Comments due 02/13/2018

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 a generic information collection. As part of a Federal Government-wide effort to streamline the process to seek feedback from the public on service delivery, FAA has an approved Generic Information Collection Request (Generic ICR): "Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery".

**Notice: ICAO Three Letter Designator (3LD) "SFY" And Associated Telephony "FLITE SAFETY"**

Issued 12/11/2017                      Document #: JO 7340.436

This notice modifies the company name of icao 3ld/telephony "sfy/flite safety" in jo 7340.2, contractions, chapter 3, sections 1, 2, & 3.

### *Draft Technical Standards Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). Check the “Last updated” date at the bottom of the page, then just copy/paste the documents from last week that are relevant into the document for this week. The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section. Unhighlight.

### **TSO: Minimum Operational Performance Standards for Non-Rechargeable Lithium Batteries and Battery Systems**

Updated 11/28/2017

Comments due 01/31/2018

This TSO updates TSO C142a , NON-RECHARGEABLE LITHIUM CELLS and BATTERIES to include RTCA DO 227A as the Minimum Operating Performance Standard for these types of battery design. The update replaces RTCA DO 227 with RTCA DO 227A Minimum Operational Performance Standards for Non-Rechargeable Lithium batteries.

### *Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

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

Updated 12/07/2017

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. 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.

### **AC: Criteria for Approval/Authorization of All Weather Operations (AWO) for Takeoff, Landing, and Rollout**

Updated 12/07/2017

Reference #: Title 14 Part 23-135

Comments due 01/27/2018

This advisory circular (AC) provides an acceptable means, but not the only means, for obtaining and maintaining authorization of operations in Category I, Category II and Category III Landing Weather Minima and IFR Lower than Standard Takeoff Minima. Terms used in this AC such as "shall", "should", or "must" are used only in the sense of ensuring applicability of these particular methods of compliance when the acceptable means of compliance described herein is used. This AC does not change, add or delete regulatory requirements or authorize deviations from regulatory requirements.

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

See instruction for TSO.

**FSB: Boeing 787**

Updated 12/11/2017

Revision 5 Draft X

Comments due 12/26/2017

**FSB: Pilatus Aircraft PC-24**

Updated 12/11/2017

Revision 0 Draft X

Comments due 01/10/2018

*Draft Master Minimum Equipment List*See instruction for TSO.**MMEL: ATR-42 GIE Avions de Transport Régional**

Updated 12/14/2017

Revision 25 Draft X

Comments due 12/17/2017

**MMEL: B-737 Boeing 737-100/200/300/400/500/600/700/800/900/900ER**

Updated 12/14/2017

Revision 60 Draft X

Comments due 12/20/2017

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

Updated 12/14/2017

Revision 7 Draft X

Comments due 12/21/2017

**MMEL: ATR-72 ATR – GIE Avions de Transport Régional**

Updated 12/14/2017

Revision 19 Draft X

Comments due 12/22/2017

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

Updated 12/14/2017

Revision 1 Draft X

Comments due 12/28/2017

**MMEL: A350 Airbus**

Updated 12/14/2017

Revision 3 Draft X

Comments due 01/02/2018

**MMEL: EMB-505 Embraer S.A.**

Updated 12/14/2017

Revision 2 Draft X

Comments due 01/15/2018

**December 18, 2017***FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: Airbus Airplanes**

Published 12/08/2017

Docket #: FAA-2017-0627

Effective date 01/22/2018

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A330-200 Freighter, -200, and -300 series airplanes; and Airbus Model A340-200, -300, -500, and -600 series airplanes. This AD was prompted by a report that the trimmable horizontal stabilizer actuator (THSA) might not function as intended after failure of the primary load path. This AD requires repetitive detailed visual inspections for discrepancies of the THSA upper attachments and no-back housing. We are

issuing this AD to address the unsafe condition on these products.

**AD: The Boeing Company Airplanes**

Published 12/18/2017                      Docket #: FAA-2017-0807                      Effective date 01/22/2018  
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 cracking in the webs of the stub beams at certain fuselage stations. These cracks are the result of fatigue caused by cyclical loading from pressurization, wing loads, and landing loads. This AD requires repetitive inspections for cracking of the webs of the stub beams at certain fuselage stations, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

**AD: Dassault Aviation Airplanes**

Published 12/18/2017                      Docket #: FAA-2017-0513                      Effective date 01/22/2018  
We are adopting a new airworthiness directive (AD) for all Dassault Aviation Model FALCON 2000EX airplanes. This AD was prompted by a quality review of delivered airplanes, which identified a manufacturing deficiency of some engine air inlet anti-ice “piccolo” tubes. This AD requires inspecting each anti-ice “piccolo” tube assembly of certain engine air inlets for discrepancies, and doing corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

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

Published 12/18/2017                      Docket #: FAA-2017-1170                      Effective date 01/02/2018  
We are adopting a new airworthiness directive (AD) for certain ATR-GIE Avions de Transport Régional Model ATR42-300 and -500 airplanes and Model ATR72-202 and -212A airplanes. This AD requires identifying the serial number of the dual distributor valve (DDV), and replacement of affected DDVs. This AD was prompted by an investigation performed on a failed DDV that revealed a nonconformity of crimping on an internal valve. We are issuing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: Bombardier BD100-1A10 (CL-30) Flight Operations Evaluation Board**

Issued 12/13/2017  
The Bombardier BD100-1A10 (CL-30) Flight Operations Evaluation Board (FOEB) will convene a formal FOEB meeting on Thursday, February 15, 2018 at 0800 PDT at the Long Beach Aircraft Evaluation Group (LGB AEG) in Lakewood, CA. The purpose of the meeting is to review proposed changes to the BD100-1A10 Master Minimum Equipment List (MMEL).

**FSIMS: Passenger Seats Relief**

Issued 12/05/2017  
The purpose of this Policy Letter is to provide guidance to FOEB Chairmen for relief associated with

aircraft passenger seats and their components.

**FSIMS: Crewmember Portable Protective Breathing Equipment (PBE)**

Issued 12/04/2017

The purpose of this Policy Letter is to establish standard MMEL relief for Portable Protective Breathing Equipment (PBE).

**FSIMS: ATC Transponders and Automatic Altitude Reporting Systems**

Issued 12/04/2017

The purpose of this Policy Letter is to provide standardized Master Minimum Equipment List (MMEL) requirements for Air Traffic Control (ATC) transponders and automatic altitude reporting systems.

**FSIMS: Automatic Dependent Surveillance-Broadcast (ADS-B) System**

Issued 12/04/2017

The purpose of this Policy Letter is to provide standardized Master Minimum Equipment List (MMEL) requirements for Automatic Dependent Surveillance-Broadcast (ADS-B) systems.

**FSIMS: Two-Section MMELs (Parts 91, 125, and 135)**

Issued 12/04/2017

The purpose of this Policy Letter is to establish a standard Master Minimum Equipment List (MMEL) policy regarding the use of two-section MMELs. These MMELs are for aircraft equipped with self-diagnostic technology which provide Crew Alerting System (CAS) messages for determining aircraft airworthiness status. This Policy Letter applies to Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 125, and 135 operations only.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The petitioner requests relief from" in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

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

Published 12/18/2017

Document #: 2017-27154

Comments due 01/08/2018

The Boeing Company requests an extension of the compliance date for the currently published

exemption 10767 to allow an exemption expiration date of December 31, 2027.

A time-limited extension would allow Boeing to produce, to their predicted end of production, Boeing Model 767-300F airplanes with fuel-quantity indication systems that do not meet the requirements of § 25.981.

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

Published 12/18/2017

Document #: 2017-27126

Comments due 01/08/2018

Petitioner seeks an exemption from § 1.1 to allow the McClish Funk B to be eligible for the issuance of a special airworthiness certificate in the light-sport category though the aircraft exceeds a maximum takeoff weight of 1,320 pounds (600 kilograms) for aircraft not intended for operation on water.

**Notice: [ICAO Three Letter Designator \(3LD\) "SFY" And Associated Telephony "SKY FLITE](#)**

Published 12/15/2017

Document #: JO 7340.437

This GENOT cancels and replaces BENOT 7340.436 which inadvertently posted "Flite Safety" as the telephony. "Sky Flight" with replace "Flite Safety" as the telephony.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: [Embraer 135-145](#)**

Updated 12/15/2017

Revision 9 Draft X

Comments due 01/16/2018

**FSB: [Boeing 777](#)**

Updated 12/15/2017

Revision 9 Draft X

Comments due 01/17/2018

**FSB: [ATR à GIE Avions de Transport RÃ©gional 42-72](#)**

Updated 12/15/2017

Revision 7 Draft X

Comments due 01/17/2018

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: [GVII-G500 Gulfstream Aerospace, GVII-G500](#)**

Updated 12/15/2017

Revision 0 Draft X

Comments due 01/16/2018

**December 19, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: [General Electric Company Turbofan Engines](#)**

Published 12/19/2017

Docket #: FAA-2017-0660

Effective date 01/23/2018

We are adopting a new airworthiness directive (AD) for certain General Electric Company (GE) GEnx-1B64/P2, -1B67/P2, -1B70/P2, -1B70/75/P2, -1B70C/P2, and -1B74/75/P2 turbofan engines. This AD was prompted by a report of the failure of the high-pressure turbine (HPT) stage 1 blade retainer and subsequent in-flight shutdown of the engine. This AD requires inspection of the HPT stage 1 blade retainer. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: Amendment of Class E Airspace; Greenwood/Wonder Lake, IL**

Published 12/19/2017                      Docket #: FAA-2017-0459                      Effective date 03/29/2018

This action modifies Class E airspace extending upward from 700 feet above the surface at Galt Field Airport, Greenwood/Wonder Lake, IL. This action is required due to the decommissioning of the Kenosha VHF omnidirectional range (VOR), which provided navigation guidance for the standard instrument approach procedures to this airport. The Kenosha VOR is being decommissioned as part of the VOR Minimum Operational Network (MON) Program. This action enhances the safety and management of instrument flight rules (IFR) operations at the airport. Additionally, the geographic coordinates of the airport are adjusted to coincide with the FAA's aeronautical database.

**Final Rule: Revocation of Class E Airspace; Eaton Rapids, MI**

Published 12/19/2017                      Docket #: FAA-2017-0209                      Effective date 03/29/2018

This action removes Class E airspace extending upward from 700 feet above the surface at Skyway Estates Airport, Eaton Rapids, MI. The cancellation of the standard instrument approach procedures at the airport has resulted in the airspace no longer being required.

**Final Rule: Amendment of Class D and Class E Airspace; Truckee, CA**

Published 12/19/2017                      Docket #: FAA-2017-0565                      Effective date 03/29/2018

This action establishes Class D airspace and Class E airspace designated as an extension, and modifies Class E airspace extending upward from 700 feet above the surface at Truckee-Tahoe Airport, Truckee, CA. This airspace redesign is necessary to support standard instrument approach and departure procedures under instrument flight rules (IFR) operations at the airport due to the commissioning of the Truckee-Tahoe Airport Non-Federal Contract Tower and enhances the safety and management of IFR operations at the airport. The Class E surface area airspace was inadvertently referenced as Class E extension airspace when referring to NOTAM information in the preamble, and was inadvertently omitted from the regulatory text.

*FAA Proposed Rules*

**NPRM AD: GA 8 Airvan (Pty) Ltd Airplanes**

Published 12/19/2017                      Docket #: FAA-2017-1166                      Comments due 02/02/2018

We propose to supersede Airworthiness Directive (AD) 2013-19-12 for GA 8 Airvan (Pty) Ltd Models GA8 and GA8-TC320 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 fuel system integral sump tank does not meet FAA regulations. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

**NPRM: Proposed Establishment of Class E Airspace; Paris, ID**

Published 12/19/2017                      Docket #: FAA-2017-0973                      Comments due 02/02/2018

This action proposes to establish Class E airspace extending upward from 700 feet above the



surface at Bear Lake County Airport, Paris, ID, 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 D and E Airspace and Revocation of Class E Airspace; Pocatello, ID](#)**

Published 12/19/2017

Docket #: FAA-2017-0855

Comments due 02/02/2018

This action proposes to amend controlled airspace at Pocatello Regional Airport, Pocatello, ID, by amending Class D airspace and Class E airspace designated as a surface area; removing Class E airspace designated as an extension to a Class D or E surface area; and amending Class E airspace extending upward from 700 feet above the surface. Also, this action would update the airport's geographic coordinates for the associated Class D and E airspace areas to reflect the FAA's current aeronautical database. Additionally, reference to the Pocatello VHF Omnidirectional Range/Tactical Air Navigation (VORTAC) would be removed from the Class E airspace extending upward from 700 feet above the surface description. This proposal would enhance the safety and management of instrument flight rules (IFR) operations at the airport.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

**FSIMS: [SAS External Portal Automation User Guide](#)**

Issued 12/18/2017

The SAS External Portal User Guide presents conceptual, procedural, and reference information for SAS External Portal users. The SAS External Portal enables certificate holders and applicants (CH/A) to interact with their FAA Field Support District Office (FSDO) or Certificate Management Office (CMO). The External Portal supports CH/As for CFR Parts 121, 135, and 145 certificates.

**FSIMS: [SAS Release Notes for the External Portal](#)**

Issued 12/18/2017

The Safety Assurance System (SAS) is a tool used by the Federal Aviation Administration (FAA) Office of Flight Standards (AFS) to conduct initial certification and surveillance for 14 CFR parts 121, 135, and 145. AFS developed SAS to enhance and standardize certification and oversight of certificates by incorporating system safety principles, safety attributes, and risk management.

**December 20, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: The Boeing Company Airplanes**

Published 12/20/2017                      Docket #: FAA-2017-0251                      Effective date 01/24/2018

We are adopting a new airworthiness directive (AD) for certain The Boeing Company Model 757-200 series airplanes. This AD was prompted by a report indicating that the main cargo door (MCD) forward-most cam latch on the forward center cam latch pair broke during flight. This AD requires repetitive inspections for discrepancies of cam latches, latch pins, and latch pin cross bolts of the MCD; replacement of all alloy steel latch pin cross bolts with corrosion-resistant steel (CRES) latch pin cross bolts of the MCD; and related investigative and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: The Enstrom Helicopter Corporation Helicopters**

Published 12/20/2017                      Docket #: FAA-2017-1191                      Effective date 01/04/2018

We are adopting a new airworthiness directive (AD) for the Enstrom Helicopter Corporation (Enstrom) Model F-28, F-28A, F-28C, F-28C-2, F-28C-2R, F-28F, F-28F-R, TH-28, 280, 280C, 280F, 280FX, 480, and 480B helicopters. This AD requires inspecting certain rod end bearing assemblies. This AD is prompted by an accident. The actions of this AD are intended to prevent an unsafe condition on these helicopters.

**AD: Agusta S.p.A. Helicopters**

Published 12/20/2017                      Docket #: FAA-2017-1173                      Effective date 01/04/2018

We are superseding airworthiness directive (AD) 2011-27-08 for Agusta S.p.A. (Agusta) Model A109S and AW109SP helicopters. AD 2011-27-08 required repetitively inspecting each elevator assembly for a crack. This new AD retains the initial inspection interval and adds a repetitive borescope inspection. This AD is prompted by the discovery of another crack on an elevator assembly since AD 2011-27-08 was issued. The actions of this AD are intended to prevent an unsafe condition on these helicopters.

**AD: Airbus Helicopters (Previously Eurocopter France)**

Published 12/20/2017                      Docket #: FAA-2017-0671                      Effective date 01/24/2018

We are superseding Airworthiness Directive (AD) 2009-25-07 for Airbus Helicopters Model EC120B helicopters. AD 2009-25-07 required amending the rotorcraft flight manual supplement (RFMS) and pre-flight checking the emergency flotation gear before each flight over water. Since we issued AD 2009-25-07, Airbus Helicopters developed a terminating action and identified an additional part-numbered emergency floatation gear part with the unsafe condition. This new AD retains the requirements of AD 2009-25-07, expands the applicability, and adds a terminating action for the repetitive inspections. The actions of this AD are intended to correct an unsafe condition on these helicopters.

**Final Rule: Change to Automatic Dependent Surveillance Broadcast Services**

Published 12/20/2017                      Docket #: FAA-2017-1194                      Effective date 01/02/2018

This action announces changes in ADS-B services, including Traffic Information Service—Broadcast (TIS-B), for a small number of aircraft. The FAA is implementing a filter for certain ADS-B equipped aircraft broadcasting erroneous or improper information when the broadcast information could affect the safe provision of air traffic services. Any aircraft subject to the filter will not have its ADS-B information sent to an air traffic control (ATC) facility nor will the aircraft be a client for TIS-B services. Affected aircraft will continue to receive ATC services within radar coverage using secondary radar information.

## FAA Guidance Documents and Notices

### *FAA Legal Interpretations*

Click on the Legal Interpretation to open the pdf document, copy the title and adapt if necessary (for example: “*What Tasks Must be Recorded in an Aircraft’s Maintenance Record, and Whose Names Must Appear in those Maintenance Records Under 14 C.F.R. § 43.9(a)*” becomes “*Aircraft’s Maintenance Record Recorded Tasks, and Names 14 C.F.R. § 43.9(a)*”) and hyperlink it to the pdf link.

In order to fill the highlighted part, read the first paragraph and identify the question asked. Then copy/paste the short description and adapt. Unhighlight.

In the Regulation/Order #, include the relevant parts of the 14 C.F.R. for example “14 C.F.R. § 43.9(a)”.

#### **Legal Interpretation: [Legal Interpretation on FAA Acceptance of BASA-Approved Repair Design Data](#)**

Issued 12/19/2017

Regulation/Order #: S 3.3.2.1 in TIP Revision 5

This legal interpretation responds to a request for a legal opinion on whether the FAA may accept, without further review, repair design data approved by the European Aviation Safety Agency of the European Union (EASA) for parts to be installed on a U.S.-Registered aircraft.

#### **Legal Interpretation: [Operation of an Aircraft Equipped with an Inoperative Rotating Beacon](#)**

Issued 12/19/2017

Regulation/Order #: 14 CFR §91.205(b)(11)

This legal interpretation responds to a request for a legal interpretation of the provisions of § 91.205(b)(11) of Title 14, Code of Federal Regulations (14 CFR) as to whether a Cessna 172, equipped with a red rotating beacon and white strobe lights, may be operated using only the white strobe lights if the red rotating beacon is inoperative, placarded as “INOP”, and the appropriate entry has been made in the aircraft logbook.

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

#### **InFO: [Portable In-Flight Entertainment \(IFE\) Systems](#)**

Issued 12/18/2017

InFO #: 17020

This InFO provides Title 14 of the Code of Federal Regulations (14 CFR) Parts 91 Subpart K, 121, 125 and 135 aircraft operators with clarifications on existing Federal Aviation Administration (FAA) regulations, policy and guidance covering portable IFE systems.

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

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

#### **FSIMS: [Procedures for Fighting In-Flight Fires Associated With Portable Electronic Devices and Lithium Batteries When Using Commercially Marketed Containment Products](#)**

Issued 12/19/2017

This notice provides guidance to Flight Standards District Office (FSDO) and certificate management office (CMO) aviation safety inspectors (ASI) on air carrier procedures that include the use of fire containment products.

**FSIMS: OpSpec/MSpec/LOA A056, Data Link Communications**

Issued 12/19/2017

This notice announces new guidance for data link communication operations and a mandatory revision to operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA) A056. This notice provides guidance for Federal Aviation Administration (FAA) Flight Standards offices and principal inspectors (PI) assigned to operators conducting operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (part 91K), 121, 125 (including Letter of Deviation Authority (LODA) part 125 holders), and 135.

**FSIMS: Change 565 to 8900.1**

Issued 12/12/2017

This change revises Volume 3, Chapter 18, Section 3, operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA) A056, to reflect new and expanded policy on data link communications and to explain the requirements for authorization approval.

**FSIMS: Part A Operations Specifications**

Issued 12/12/2017

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

*Orders*

Click on the order, and link to that page. For the description, sometimes you will see “This document's content can only be accessed from within the FAA network.”. It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

**Order: Facility Service and Equipment Profile (FSEP)**

Issued 12/11/2017

Document #: FAA 6000.5E

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

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number

and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: Notice of Opportunity for Public Comment on the Release of Deed Restrictions at the Yellowstone Airport, West Yellowstone, MT**

Published 12/20/2017

Document #: 2017-27420

Comments due 01/19/2018

The FAA is considering a request from the State of Montana to release certain deed restrictions at the Yellowstone Airport, MT.

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: A330 Airbus**

Updated 12/19/2017

Revision 8 Draft X

Comments due 01/19/2018

**December 21, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on “Emergency AD (Last 30 days)” in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: The Boeing Company Airplanes**

Published 12/21/2017

Docket #: FAA-2017-0526

Correction

In rule document 2017-25379 beginning on page 56156 in the issue of Tuesday, November 28, 2017, make the following correction:

On page 56157, in the third column, in § 39.13, under the heading (c) Applicability, the second and third lines should read as follows: “Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes,”.

**AD: Gulfstream Aerospace Corporation Airplanes**

Published 12/21/2017

Docket #: FAA-2017-0910

Effective date 01/25/2018

The FAA is adopting a new airworthiness directive (AD) for certain Gulfstream Aerospace Corporation Models G-1159A (GIII), G-IV, and GIV-X airplanes. This AD was prompted by a report that certain flap tracks were manufactured with the upper flange thickness less than design minimum. This AD requires replacing any defective flap track. We are issuing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

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

Make sure to link to the SAIB's page. To complete the description, open the PDF document located at the bottom of the page and copy/paste the first paragraph. Keep the SAIB abbreviation. Unhighlight.

#### **SAIB: Engine Fuel and Control – Operation with Contaminated Jet Fuel**

Issued M/D/YYYY

SAIB #: ##-##-##

This Special Airworthiness Information Bulletin (SAIB) advises airplane operators, Fixed Base Operators (FBOs), FAA repair stations and Flight Standard District Offices (FSDOs), and foreign civil aviation authorities of certain airplanes that operated with jet fuel contaminated with diesel exhaust fluid (DEF). This SAIB also requests feedback regarding any service difficulties or operational anomalies of the identified airplanes and recommends that the owners of those airplanes consult with the original equipment manufacturers (OEMs) of their airplane, engine, and auxiliary power unit (APU) to determine the appropriate inspection and corrective maintenance actions on their airplane.

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

Click on the most recent FSIMs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

#### **FSIMS: Textron Aviation, CE-500, Series Citations CE-500, CE-501, CE-550, CE-551, CE-S550, CE-560**

Issued 01/03/2018

Revision 10 of the Textron Aviation (500 Series Citation 500/501, 550/S550/551, 560) Master Minimum Equipment List.

### *Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

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

Updated 12/20/2017

Reference #: 14 CFR part 91-135

Comments due 05/15/2018

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.

### *Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

**Meetings:** Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

**For Petition for Exemption:** use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The petitioner requests relief from" in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

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

Published 12/21/2017                      Document #: 2017-27446                      Comments due 01/10/2018  
Allow the carriage of up to five non-crewmembers (commonly known as supernumeraries), to support humanitarian relief efforts on Boeing 737-700C airplanes.

**Notice: [ASR-8/TDX-2000/Common Terminal Digitizer Radar Systems Weather Display](#)**

Effective date 01/22/2018                      Document #: N JO 7210.905                      Cancellation date 09/13/2018  
The current recommended radar configuration in ASR-8 terminal facilities that utilize the TDX-2000 weather product is for Linear Polarization (LP) to be used during light or no weather/precipitation in the area and for Circular Polarization (CP) to be used when moderate or greater weather/precipitation is in the area. LP is the preferred configuration. However, due to the limitations of the weather product, it will not display moderate or greater weather/precipitation and can result in the dissemination of inaccurate weather information. This change adds a requirement for terminal facilities using the ASR-8/TDX2000 combination to periodically switch between the two systems in order to monitor all precipitation levels.

**December 21, 2017**

*FAA Proposed Rules*

**NPRM AD: [Zodiac Seats France, Cabin Attendant Seats](#)**

Published 12/22/2017                      Docket #: FAA-2017-0632                      Comments due 02/05/2018  
We propose to adopt a new airworthiness directive (AD) for certain Zodiac Seats France, 536 Series Cabin Attendant Seats. This proposed AD was prompted by cracks found in a highly concentrated stress area of the seat pan hinges. This proposed AD would require repetitive inspections and replacement of the seat pan. We are proposing this AD to correct the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*



Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**AC: Aircraft Electromagnetic Compatibility Certification**

Updated 12/12/2017 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):

**AC: Material for Public Comment**

Updated 12/12/2017 Document #: AC 27-1B and 29-2C Comment date 01/30/2018

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*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

**Final Policy: Remote Test Witnessing**

Updated 12/21/2017 Policy #: PS-AIR600-XX-XX

This policy statement describes the policy and procedures to enable an FAA-authorized witness to remotely witness engineering tests using video. This policy includes, but is not limited to, tests associated with 14 CFR parts 21, 23, 25, 27, 29, 31, 33, 34, 35, or 36.

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

Updated 12/21/2017 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).

*Orders*

Click on the order, and link to that page. For the description, sometimes you will see “This document's content can only be accessed from within the FAA network.”. It's ok – just copy this into the

description's section. If there is no date provided for comments, just erase this section. Unhighlight.

**Order: New England Regional Administrator's Awards Program**

Issued 12/11/2017

Document #: NE 3450.1A

This order prescribes the policy and guidance for the New England Regional Administrator's Annual Awards Program. This honorary awards program is designed to provide a high level of honorary recognition for the accomplishments and successes of New England Region employees, regardless of line of business (LOB) assignment and independent of any LOB specific awards program.

*Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

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

Updated 12/20/2017

Reference #: 14 CFR part 91

Comments due 02/15/2018

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.

**Order: 8900.1 CHG MRO2, Maintenance Repair Organization**

Updated 12/20/2017

Reference #: 14 CFR part 43-145

Comments due 01/02/2018

This section only (Volume 6, Chapter 2, Section 40) for public comment is part of a 3-section change, 8900.1 CHG MRO2, that will go into formal coordination simultaneously. This change incorporates information that will require ASIs assigned to responsible Flight Standards offices to conduct coordinated planning meetings and perform coordinated surveillance of contract maintenance providers.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number

and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: Simultaneous Independent Approaches – Dual & Triple**

Published 12/21/2017

Document #: N JO 7110.745

The purpose of this notice is to remove the prohibition of the use of Fused Display Mode (FUSION) on Final Monitor Aid (FMA) displays when conducting final monitor activities.

**Notice: Simultaneous Independent Approaches – Dual & Triple**

Published 12/21/2017

Document #: N JO 7210.906

The purpose of this notice is to remove the prohibition to the use of Fused Display Mode (FUSION) on Final Monitor Aid (FMA) displays when conducting final monitor activities.

*Draft Technical Standards Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). Check the “Last updated” date at the bottom of the page, then just copy/paste the documents from last week that are relevant into the document for this week. The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section. Unhighlight.

**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.

*Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

**AC: Criteria for Approval/Authorization of All Weather Operations (AWO) for Takeoff, Landing, and Rollout**

Updated 12/21/2017

Reference #: Title 14 Part 23-135

Comments due 01/27/2018

This advisory circular (AC) provides an acceptable means, but not the only means, for obtaining and maintaining authorization of operations in Category I, Category II and Category III Landing Weather Minima and IFR Lower than Standard Takeoff Minima. Terms used in this AC such as "shall", "should", or "must" are used only in the sense of ensuring applicability of these particular methods of compliance when the acceptable means of compliance described herein is used. This AC does not change, add or delete regulatory requirements or authorize deviations from regulatory requirements. This AC addresses the operational authorizations formerly published in AC 120-29A

and AC 120-28D and any subsequent developments.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Boeing 787**

Updated 12/18/2017                      Revision 5 Draft X                      Comments due 12/26/2017

**FSB: Pilatus Aircraft PC-24**

Updated 12/18/2017                      Revision 0 Draft X                      Comments due 01/10/2018

**FSB: Embraer 135-145**

Updated 12/18/2017                      Revision 9 Draft X                      Comments due 01/16/2018

**FSB: Boeing 777**

Updated 12/18/2017                      Revision 9 Draft X                      Comments due 01/17/2018

**FSB: ATR – GIE Avions de Transport Régional 42-72**

Updated 12/18/2017                      Revision 7 Draft X                      Comments due 01/17/2018

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: ATR-72 ATR – GIE Avions de Transport Régional**

Updated 12/21/2017                      Revision 19 Draft X                      Comments due 12/22/2017

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

Updated 12/21/2017                      Revision 1 Draft X                      Comments due 12/28/2017

**MMEL: A350 Airbus**

Updated 12/21/2017                      Revision 3 Draft X                      Comments due 01/02/2018

**MMEL: EMB-505 Embraer S.A.**

Updated 12/21/2017                      Revision 2 Draft X                      Comments due 01/15/2018

**MMEL: GVII-G500 Gulfstream Aerospace, GVII-G500**

Updated 12/21/2017                      Revision 0 Draft X                      Comments due 01/16/2018

**MMEL: A330 Airbus**

Updated 12/21/2017                      Revision 18 Draft X                      Comments due 01/19/2018

**December 26, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include

the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 12/26/2017

Docket #: FAA-####-####

Effective date M/D/YYYY

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

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

Published 12/26/2017

Docket #: 31169

Effective date 12/26/2017

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

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

Published 12/26/2017

Docket #: 31171

Effective date 12/26/2017

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

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

Published 12/26/2017

Docket #: 31170

Effective date M/D/YYYY

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

## FAA Special Conditions

### **SC: Light Helicopter Turbine Engine Company (LHTEC), CTS800-4AT; 30-Minute All Engines Operating Power Rating**

Published 12/26/2017

Docket #: FAA-2017-1110

Effective date 01/10/2018

These special conditions are issued for the Light Helicopter Turbine Engine Company (LHTEC), CTS800-4AT turboshaft engine model. This engine model will have a novel or unusual design feature associated with a 30-minute all engines operating (AEO) power rating. 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**

### *Orders*

Click on the order, and link to that page. For the description, sometimes you will see “This document's content can only be accessed from within the FAA network.”. It's ok – just copy this into the description's section. If there is no date provided for comments, just erase this section. Unhighlight.

### **Order: New England Regional Administrator's Awards Program**

Issued 12/26/2017

Document #: NE 3450.1A

This order prescribes the policy and guidance for the New England Regional Administrator's Annual Awards Program. This honorary awards program is designed to provide a high level of honorary recognition for the accomplishments and successes of New England Region employees, regardless of line of business (LOB) assignment and independent of any LOB specific awards program.

### *Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Notice of Intent To Rule on a Land Release Request at North Central West Virginia Airport \(CKB\), Clarksburg, WV](#)**

Published 12/26/2017

Document #: 2017-27675

Comments due 01/25/2018

The FAA is requesting public comment for a land release and sale of 5.5 acres of federally obligated airport property at North Central West Virginia Airport (CKB), Clarksburg, WV, to accommodate the construction of two (2) storage buildings and an 80 space parking lot. This acreage was originally purchased with federal financial assistance through the AIP program under Grant Agreements 3-54-0005-16-1996, and 3-54-0005-10-1993. In accordance with federal regulations, this notice is required to be published in the Federal Register 30 days before releasing the grant assurances that require the property to be used for an aeronautical purpose.

**December 27, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

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

Published 12/27/2017

Docket #: FAA-2017-0750

Effective date 01/31/2018

We are adopting a new airworthiness directive (AD) for certain Rolls-Royce Corporation (RRC) AE 3007A and AE 3007C model turbofan engines. This AD was prompted by an updated analysis that lowered the life limit of fan wheels installed on the affected engines. This AD requires removal of the affected fan wheel at new, lower life limits. We are issuing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*Special Airworthiness Information Bulletins (SAIB)*

Make sure to link to the SAIB's page. To complete the description, open the PDF document located at the bottom of the page and copy/paste the first paragraph. Keep the SAIB abbreviation. Unhighlight.

**SAIB: [Engine Fuel and Control – Operation with Contaminated Jet Fuel](#)**

Issued 12/26/2017

SAIB #: HQ-18-08R1

This Revised Special Airworthiness Information Bulletin (SAIB) advises airplane operators, Fixed Base Operators (FBOs), FAA repair stations and Flight Standard District Offices (FSDOs), and foreign civil aviation authorities of certain airplanes that uplifted jet fuel contaminated with diesel exhaust fluid (DEF), or uplifted jet fuel using refueling equipment that was exposed to DEF. This SAIB also requests feedback regarding any service difficulties or operational anomalies of the identified airplanes and recommends that the owners of those airplanes consult with the original equipment manufacturers (OEMs) of their airplane, engine, and auxiliary power unit (APU)

*Notices*



In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Meeting: Fifty Fourth RTCA SC-224 Standards for Airport Security Access Control Systems Plenary**

Meeting date 12/27/2017 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 Fourth RTCA SC-224 Standards for Airport Security Access Control Systems Plenary.

**December 28, 2017**

*FAA Final Advisory Circulars*

**AC: Approval of Offshore Standard Approach Procedures, Airborne Radar Approaches, and Helicopter En Route Descent Areas**

Issued 12/21/2017

Document #: AC 90-80C

This advisory circular (AC) provides guidance for instrument operations to offshore landing facilities. This AC includes application and procedures to show an alternate means authorized by the Federal Aviation Administration (FAA) for compliance with the regulations contained in Title 14 of the Code of Federal Regulations (14 CFR) part 91, which address instrument approach requirements. Specifically, this AC provides guidance for obtaining approval for Offshore Standard Approach Procedures (OSAP), Airborne Radar Approaches (ARA), and Helicopter En Route Descent Areas (HEDA).

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section “Content”.

Meetings: Make sure to note when a notice is announcing a meeting, and include it under “Meeting”, not “Notice”. Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the “Document Number” not the “Docket Number”. Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says “*Description of Relief Sought*”, copy and paste that part (adapt if necessary) after “The petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Notice of Availability of Categorical Exclusion and Record of Decision \(CATEX/ROD\) for LGA RNAV \(GPS\) Runway 13 Procedure](#)**

Published 12/28/2017 Document #: 2017-27965

The FAA, Eastern Service Area is issuing this notice to advise the public of the availability of the Categorical Exclusion/Record of Decision (CATEX/ROD) for the LaGuardia Airport (LGA) RNAV (GPS) Runway 13 (RWY 13) procedure. The FAA reviewed the action and determined it to be categorically excluded from further environmental documentation.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Approval of New Information Collection: Generic Clearance for Customer Interactions](#)**

Published 12/28/2017 Document #: 2017-28049 Comments due 02/26/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments concerning our intention to request the Office of Management and Budget (OMB) approval of a new generic information collection. As part of a Federal Government-wide effort to streamline the process to seek feedback from the public, FAA is requesting approval of a New Generic Information Collection Request: “Generic Clearance for Customer Interactions”.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certification: Air Carriers and Commercial Operators](#)**

Published 12/28/2017 Document #: 2017-28052 Comments due 02/26/2018

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 collection involves air carrier and commercial operator certificate holders. The information collected will be used to ensure regulatory compliance.

*Draft Technical Standards Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). Check the “Last updated” date at the bottom of the page, then just copy/paste the documents from last week that are relevant into the document for this week. The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section. Unhighlight.

**TSO: [Unmanned Aircraft Systems Control and Non-Payload Communications Terrestrial Link System Radios](#)**

Updated 12/27/2017 Comments due 01/22/2018

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 your Unmanned Aircraft Systems (UAS) Control and Non-Payload Communications (CNPC) terrestrial Link System radios must meet for approval and identification with the applicable TSO marking.

**TSO: Rechargeable Lithium Batteries and Battery Systems.**

Updated 12/27/2017

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 rechargeable lithium cells, lithium batteries and battery systems must meet for approval and identification with the applicable TSO marking.

**TSO: ROTORCRAFT, TRANSPORT AIRPLANE, AND SMALL AIRPLANE SEATING SYSTEMS**

Updated 12/27/2017

Comments due 02/22/2018

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 rotorcraft, transport airplane, and small airplane seating systems must meet for approval and identification with the applicable TSO marking.

**December 28, 2017**

*FAA Final Advisory Circulars*

**AC: Approval of Offshore Standard Approach Procedures, Airborne Radar Approaches, and Helicopter En Route Descent Areas**

Issued 12/21/2017

Document #: AC 90-80C

This advisory circular (AC) provides guidance for instrument operations to offshore landing facilities. This AC includes application and procedures to show an alternate means authorized by the Federal Aviation Administration (FAA) for compliance with the regulations contained in Title 14 of the Code of Federal Regulations (14 CFR) part 91, which address instrument approach requirements. Specifically, this AC provides guidance for obtaining approval for Offshore Standard Approach Procedures (OSAP), Airborne Radar Approaches (ARA), and Helicopter En Route Descent Areas (HEDA).

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home> . Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The

petitioner requests relief from” in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: [Notice of Availability of Categorical Exclusion and Record of Decision \(CATEX/ROD\) for LGA RNAV \(GPS\) Runway 13 Procedure](#)**

Published 12/28/2017 Document #: 2017-27965

The FAA, Eastern Service Area is issuing this notice to advise the public of the availability of the Categorical Exclusion/Record of Decision (CATEX/ROD) for the LaGuardia Airport (LGA) RNAV (GPS) Runway 13 (RWY 13) procedure. The FAA reviewed the action and determined it to be categorically excluded from further environmental documentation.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Approval of New Information Collection: Generic Clearance for Customer Interactions](#)**

Published 12/28/2017 Document #: 2017-28049 Comments due 02/26/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments concerning our intention to request the Office of Management and Budget (OMB) approval of a new generic information collection. As part of a Federal Government-wide effort to streamline the process to seek feedback from the public, FAA is requesting approval of a New Generic Information Collection Request: “Generic Clearance for Customer Interactions”.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certification: Air Carriers and Commercial Operators](#)**

Published 12/28/2017 Document #: 2017-28052 Comments due 02/26/2018

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 collection involves air carrier and commercial operator certificate holders. The information collected will be used to ensure regulatory compliance.

*Draft Technical Standards Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). Check the “Last updated” date at the bottom of the page, then just copy/paste the documents from last week that are relevant into the document for this week. The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents.

Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section. Unhighlight.

**TSO: [Unmanned Aircraft Systems Control and Non-Payload Communications Terrestrial Link System Radios](#)**

Updated 12/27/2017 Comments due 01/22/2018

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 your Unmanned Aircraft Systems (UAS) Control and Non-Payload Communications (CNPC) terrestrial Link System radios must meet for approval and identification with the applicable TSO marking.

**TSO: Rechargeable Lithium Batteries and Battery Systems.**

Updated 12/27/2017

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 rechargeable lithium cells, lithium batteries and battery systems must meet for approval and identification with the applicable TSO marking.

**TSO: ROTORCRAFT, TRANSPORT AIRPLANE, AND SMALL AIRPLANE SEATING SYSTEMS**

Updated 12/27/2017

Comments due 02/22/2018

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 rotorcraft, transport airplane, and small airplane seating systems must meet for approval and identification with the applicable TSO marking.

**December 29, 2017**

*FAA Final rules*

Emergency ADs are generally not included in the Federal Register. The link is therefore different. Click on "Emergency AD (Last 30 days)" in the menu on the right. Make sure to change the hyperlink and include the hyperlink that links to the actual page of the Emergency AD not the general page with the latest Emergency ADs. Erase any irrelevant text (i.e. if the Effective date is not stated, erase the text. If there are no new Emergency ADs, erase the box.

**AD: The Boeing Company Airplanes**

Published 12/29/2017

Docket #: FAA-2017-1179

Effective date 01/03/2018

We are superseding Airworthiness Directive (AD) 2015-08-01, which applied to certain The Boeing Company Model 757 airplanes. AD 2015-08-01 required, depending on airplane configuration, installing new relays and bracket assemblies, inspecting to ensure that the new relays do not contact adjacent wire bundles, torqueing the bracket assembly installation nuts and ground stud nuts, retesting the bond resistance between the bracket assemblies and the terminal lugs on the ground studs, and doing related investigative and corrective actions if necessary. This AD does not retain any requirements, and instead requires deactivating the spoiler control module relays and capping and stowing the associated wiring on airplanes on which the actions required by AD 2015-08-01 have been done. This AD was prompted by a report of an uncommanded spoiler movement during flap configuration just before landing, on an airplane on which the actions required by AD 2015-08-01 had been done. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM: Proposed Amendment of Class E Airspace: Muscatine, IA**

Published 12/29/2017

Docket #: FAA-2017-1002

Comments due 02/12/2018

This action proposes to amend Class E airspace designated as a surface area and amend Class E airspace extending upward from 700 feet above the surface at Muscatine Municipal Airport, Muscatine, IA. The FAA is proposing this action due to the decommissioning of the Port City VHF omnidirectional range (VOR) facility, which provided navigation guidance for the instrument procedures to this airport. The VOR has been decommissioned as part of the VOR Minimum Operational Network (MON) Program.

## **FAA Guidance Documents and Notices**

### *FAA Final Advisory Circulars*

#### **AC: Approval of Offshore Standard Approach Procedures, Airborne Radar Approaches, and Helicopter En Route Descent Areas**

Issued 12/21/2017

Document #: AC 90-80C

This advisory circular (AC) provides guidance for instrument operations to offshore landing facilities. This AC includes application and procedures to show an alternate means authorized by the Federal Aviation Administration (FAA) for compliance with the regulations contained in Title 14 of the Code of Federal Regulations (14 CFR) part 91, which address instrument approach requirements. Specifically, this AC provides guidance for obtaining approval for Offshore Standard Approach Procedures (OSAP), Airborne Radar Approaches (ARA), and Helicopter En Route Descent Areas (HEDA).

### *FAA Draft Advisory Circulars*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

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

Updated 12/12/2017

Document #: AC 27-1B and Comment date 01/30/2018  
29-2C

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*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs.

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

Updated 12/26/2017

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).

#### **Final Policy: Remote Test Witnessing**

Updated 12/26/2017

Policy #: PS-AIR600-XX-XX

This policy statement describes the policy and procedures to enable an FAA-authorized witness to remotely witness engineering tests using video. This policy includes, but is not limited to, tests associated with 14 CFR parts 21, 23, 25, 27, 29, 31, 33, 34, 35, or 36.

Production-related activities, flight tests, conformity inspections and engineering compliance by inspection are not addressed by this policy.

### *FAA Legal Interpretations*

Click on the Legal Interpretation to open the pdf document, copy the title and adapt if necessary (for example: “*What Tasks Must be Recorded in an Aircraft's Maintenance Record, and Whose Names Must Appear in those Maintenance Records Under 14 C.F.R. § 43.9(a)*”) becomes “*Aircraft's Maintenance Record Recorded Tasks, and Names 14 C.F.R. § 43.9(a)*”) and hyperlink it to the pdf link.

In order to fill the highlighted part, read the first paragraph and identify the question asked. Then copy/paste the short description and adapt. Unhighlight.

In the Regulation/Order #, include the relevant parts of the 14 C.F.R. for example “14 C.F.R. § 43.9(a)”.

#### **Legal Interpretation: Assessment of proposed dry lease arrangement**

Issued 12/28/2017

Regulation/Order #: 14 CFR § 91.501(b)(5)

This legal interpretation responds to a question asking, “does the proposed arrangement constitute (1) a dry lease, which enables the aircraft to be operated under § 91.501(b)(5), or (2) a wet lease, which requires an air carrier certificate and economic authority?”.

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

Click on the most recent FSIMSs, and make sure to link to the actual FSIMS. Revision is generally abbreviated as Rev and included in the title, remove it when copying and pasting the title. Unhighlight.

#### **FSIMS: Determine If an Applicant/Certificated Airman Meets the English Language Eligibility Requirement for an FAA Certificate**

Issued 12/19/2017

The Federal Aviation Administration (FAA) has determined that the Aviation English Language Standard (AELS) is similar to other skills and proficiencies an FAA-certificated airman or applicant must possess. The airman must continue to possess the required skills and proficiencies stated in the Airman Certification Standards (ACS) and airman practical test standards (PTS). This is especially critical regarding the AELS, since the FAA identified that lack of AELS skills is a serious hazard to the National Airspace System (NAS) and flight operations. The FAA has coordinated with the International Civil Aviation Organization (ICAO) and its Member States affirming that the English language will be used for all standard aviation communications. The FAA has accepted the ICAO Language Proficiency Ratings Scale Operational Level 4 as the minimum English proficiency level required for all persons who currently hold a temporary or permanent FAA certificate and/or rating.

### *Draft Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double



check that every Friday you do not forget to include any new draft documents.  
Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section.

Unhighlight.

**Order: Maintenance Repair Organization**

Updated 12/20/2017                      Reference #: 14 CFR part 43-145      Comments due 01/02/2018  
This section only (Volume 6, Chapter 2, Section 40) for public comment is part of a 3-section change, 8900.1 CHG MRO2, that will go into formal coordination simultaneously. This change incorporates information that will require ASIs assigned to responsible Flight Standards offices to conduct coordinated planning meetings and perform coordinated surveillance of contract maintenance providers.

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

Updated 12/20/2017                      Reference #: 14 CFR part 91-135      Comments due 02/15/2018  
This change incorporates new information into FAA Order 8900.1, 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.

*Notices*

In addition to the Notices found on the Federal Register, make sure to visit [http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.list/documentType/notice/display/current](http://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.list/documentType/notice/display/current) and include any recent notices in the same format. For the description, click on the link provided under the section "Content".

Meetings: Make sure to note when a notice is announcing a meeting, and include it under "Meeting", not "Notice". Be sure to include the correct meeting date and the meeting time, as provided by the template below.

For Petition for Exemption: use the "Document Number" not the "Docket Number". Copy that number and go to <https://www.regulations.gov/#!home>. Paste the Document Number in the search box and click enter. The title of the Petition for Exemption will appear. Click on the link. Scroll down to the part where it says "*Description of Relief Sought*", copy and paste that part (adapt if necessary) after "The petitioner requests relief from" in the description section. Keep the link to the page of the Notice Petition for Exemption provided by the Federal Register website (as opposed to the page on [www.regulations.gov](http://www.regulations.gov)). Unhighlight.

**Notice: Virgin America Transition to Alaska Airlines ICAO 3LD "ASA" and Associated Telephony "ALASKA"**

Published 12/26/2017                      Document #: JO 7340.439  
Effective January 11, 2018, Virgin America will transition to and operate as Alaska Airlines under a single operating certificate. After 1801111000 (UTC), Virgin America will begin filing flight plans using ICAO 3LD "ASA" and will operate as Alaska Airlines using associated telephony "Alaska".

*Draft Technical Standards Orders*

Before including draft documents review the draft documents included in the DI from last Friday to determine which items to include (need not include items previously included unless the comments period is still ongoing – meaning the Comments due date is not past). Check the “Last updated” date at the bottom of the page, then just copy/paste the documents from last week that are relevant into the document for this week. The complete list of draft documents is available at [http://www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/). This page allows you to double check that every Friday you do not forget to include any new draft documents. Only include on Fridays. Erase Mon-Thurs. If there is nothing new, erase the section. Unhighlight.

**TSO: Unmanned Aircraft Systems Control and Non-Payload Communications Terrestrial Link System Radios**

Updated 12/27/2017                      Comments due 01/22/2018

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 your Unmanned Aircraft Systems (UAS) Control and Non-Payload Communications (CNPC) terrestrial Link System radios must meet for approval and identification with the applicable TSO marking.

**TSO: Rechargeable Lithium Batteries and Battery Systems.**

Updated 12/27/2017                      Comments due 01/31/2017

This technical standard order (TSO) is for manufacturers applying for a TSO authorization (TSOA) or letter of design approval (LODA). In it, we (the Federal Aviation Administration, (FAA)) tell you what minimum performance standards (MPS) your rechargeable lithium cells, lithium batteries and battery systems must meet for approval and identification with the applicable TSO marking.

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

Updated 12/27/2017                      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.

**TSO: ROTORCRAFT, TRANSPORT AIRPLANE, AND SMALL AIRPLANE SEATING SYSTEMS**

Updated 12/27/2017                      Comments due 02/22/2018

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 rotorcraft, transport airplane, and small airplane seating systems must meet for approval and identification with the applicable TSO marking.

*Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

**AC: Criteria for Approval/Authorization of All Weather Operations (AWO) for Takeoff, Landing, and Rollout**

Updated 12/21/2017      Reference #: Title 14 Part 23-135                      Comments due 01/27/2018

This advisory circular (AC) provides an acceptable means, but not the only means, for obtaining and maintaining authorization of operations in Category I, Category II and Category III Landing Weather

Minima and IFR Lower than Standard Takeoff Minima. Terms used in this AC such as "shall", "should", or "must" are used only in the sense of ensuring applicability of these particular methods of compliance when the acceptable means of compliance described herein is used. This AC does not change, add or delete regulatory requirements or authorize deviations from regulatory requirements. This AC addresses the operational authorizations formerly published in AC 120-29A and AC 120-28D and any subsequent developments.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Pilatus Aircraft PC-24**

Updated 12/18/2017                      Revision 0 Draft X                      Comments due 01/10/2018

**FSB: Embraer 135-145**

Updated 12/18/2017                      Revision 9 Draft X                      Comments due 01/16/2017

**FSB: Boeing 777**

Updated 12/18/2017                      Revision 9 Draft X                      Comments due 01/17/2018

**FSB: ATR – GIE Avions de Transport Régional 42-72**

Updated 12/18/2017                      Revision 7 Draft X                      Comments due 01/17/2018

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: A350 Airbus**

Updated 12/28/2017                      Revision 3 Draft X                      Comments due 01/02/2018

**MMEL: EMB-505 Embraer S.A.**

Updated 12/28/2017                      Revision 2 Draft X                      Comments due 01/15/2018

**MMEL: Gulfstream Aerospace, GVII-G500**

Updated 12/28/2017                      Revision 0 Draft X                      Comments due 01/16/2018

**MMEL: Airbus A330**

Updated 12/28/2017                      Revision 18 Draft X                      Comments due 01/19/2018