

## Final Documents/Your Two Cents—February 2018

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

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

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### **February 1, 2018**

#### *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: Amendment of Class E Airspace; Carrabassett, ME**

Published 02/01/2018

Docket #: FAA-2017-0610

Effective date 03/29/2018

This action amends Class E airspace at Carrabassett, ME, due to the new arrival procedure established for Sugarloaf Regional Airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport.

#### *FAA Proposed Rules*

#### **NPRM AD: Rolls-Royce Corporation Turboshaft Engines\*\*\***

Published 02/01/2018

Docket #: FAA-2017-1118

Comments due 03/19/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Rolls-Royce Corporation (RRC) model 250-C turboshaft engines. This proposed AD was prompted by several reports of engine power loss, one of which resulted in a fatal helicopter accident. This proposed AD would require removal of the bearing assembly, part number (P/N) 2544198, in the power turbine governor (PTG) and its replacement with a bearing assembly eligible for installation. We are proposing this AD to address the unsafe condition on these products.

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

Published 02/01/2018

Docket #: FAA-2017-0049

Comments due 03/19/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Textron Aviation Inc. Models 172N, 172P, 172Q, 172RG, F172N, F172P, FR172K, R172K, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, T182, F182P, F182Q, F182RG, R182, TR182, 206, P206/TP206, U206/TU206, 207/T207, 210-5 (205), 210-5A (205A), 210B, 210C, 210D, 210E, 210F,

and T210F airplanes. This proposed AD was prompted by a report of cracks found in the lower area of the forward cabin doorpost bulkhead. This proposed AD would require repetitively inspecting the lower forward doorpost at the strut attach fitting for cracks and making all necessary repairs. We are proposing this AD to address the unsafe condition on these products.

**NPRM: [Proposed Amendment of Class D and E Airspace; Kansas City, MO; and Revocation of Class E Airspace; Kansas City, MO](#)**

Published 02/01/2018

Docket #: FAA-2017-1083

Comments due 03/19/2018

This action proposes to amend Class D airspace at Charles B. Wheeler Downtown Airport, Kansas City, MO; remove Class E airspace designated as an extension to Class D airspace at Charles B. Wheeler Downtown Airport; and amend Class E airspace extending upward from 700 feet above the surface at Kansas City International Airport, Kansas City, MO, and Charles B. Wheeler Downtown Airport. The FAA is proposing this action due to the decommissioning of the Riverside VHF omnidirectional range (VOR) facility, which provided navigation guidance for the instrument procedures to Charles B. Wheeler Downtown Airport. The VOR has been decommissioned as part of the VOR Minimum Operational Network (MON) Program. This action also would amend the airspace designations of Class D airspace and Class E airspace extending upward from 700 feet above the surface for these airports. Additionally, the geographic coordinates and airport name are being updated to coincide with the FAA's aeronautical database. This action is necessary for the safety and management of instrument flight rules (IFR) operations at these airports.

**NPRM: [Proposed Establishment of Class D and E Airspace, and Amendment of Class E Airspace; Austin, TX](#)**

Published 02/01/2018

Docket #: FAA-2016-9378

Comments due 03/19/2018

This action proposes to establish Class D airspace, Class E surface airspace, and amend Class E airspace extending upward from 700 feet above the surface at Austin Executive Airport, Austin, TX. The FAA conducted an airspace review and determined that airspace redesign is necessary due to the establishment of an air traffic control tower at the airport. This action would enhance the safety and management of instrument flight rules (IFR) operation at the airport. An editorial change also would be made removing the city associated with the airport name in the airspace designation.

*FAA Special Conditions*

**SC: [Gulfstream Aerospace Corporation Model GVII-G500 Airplanes; Operation Without Normal Electrical Power](#)**

Published 02/01/2018

Docket #: FAA-2015-7290

Effective date 02/01/2018

These special conditions are issued for the Gulfstream Aerospace Corporation (Gulfstream) Model GVII-G500 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is an electronic flight-control system, the functions of which are dependent upon the airplane's electrical power generation and distribution systems. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

## Notices

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### **Notice: [Public Notice for a Change in Use of Aeronautical Property at Los Angeles International Airport, Los Angeles, California](#)**

Published 02/01/2018

Document #: 2018-02014

Comments due 03/05/2018

The Federal Aviation Administration (FAA) is requesting public comment on Los Angeles World Airports' (LAWA) request to change approximately 5 acres of airport property from aeronautical use to non-aeronautical use.

### **February 2, 2018**

*FAA Final rules*

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

Published 02/02/2018

Docket #: FAA-2017-0342

Effective date 05/24/2018

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

## *FAA Proposed Rules*

### **NPRM: Proposed Amendment of Class D and E Airspace; Casper, WY**

Published 02/02/2018

Docket #: FAA-2017-0223

Comments due 03/19/2018

This action proposes to amend controlled airspace at Casper/Natrona County International Airport, Casper WY. After a biennial review, the FAA proposes to enlarge Class D airspace; remove Class E airspace designated as an extension, reduce Class E airspace extending upward from 700 feet above the surface, and remove Class E airspace extending upward from 1,200 feet above the surface. Also, this action would update the airport's name and geographic coordinates for the associated Class D and E airspace areas to reflect the FAA's current aeronautical database. These proposed changes would enhance safety and management of instrument flight rules (IFR) operations at the airport.

### **NPRM: Proposed Establishment of Class E Airspace, Amendment of Class D Airspace, and Revocation of Class E Airspace; Tacoma, WA**

Published 02/02/2018

Docket #: FAA-2017-1032

Comments due 03/19/2018

This action proposes to establish Class E surface area airspace, and Class E airspace extending upward from 700 feet above the surface at Tacoma Narrows Airport, Tacoma, WA. This proposal also would remove Class E airspace designated as an extension at Tacoma Narrows Airport. Additionally, this action would update the geographic coordinates of the airport in Class D airspace, and make an editorial change to the Class D description replacing Airport/Facility Directory with the term Chart Supplement. 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; Atwater, CA**

Published 02/02/2018

Docket #: FAA-2017-1091

Comments due 03/19/2018

This action proposes to amend Class D airspace, and Class E airspace extending upward from 700 feet above the surface at Castle Airport, Atwater, CA, to accommodate airspace redesign due to the decommissioning of the El Nido VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) as the FAA transitions from ground-based to satellite-based navigation. Also, this action would update the airport's geographic coordinates to match the FAA's aeronautical database. This action also would make an editorial change to the Class D airspace legal description replacing "Airport/Facility Directory" with the term "Chart Supplement". These actions are necessary for the safety and management of instrument flight rules (IFR) operations at the airport.

## **FAA Guidance Documents and Notices**

### *FAA Draft Policies*

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

Updated 01/04/2018

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.

### *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: Request for Legal Interpretation of 14CFR§117.17(c)(I)**

Issued 02/01/2018

Regulation/Order #: 14 CFR § 117.17(c)(I)

This letter responds a request for an interpretation of 14 CFR § 117.17(c)(I) concerning the two-hour in-flight rest requirement. Section 117.17 Flight duty period: Augmented flightcrew requires that:

(c) No certificate holder may assign and no flightcrew member may accept an assignment under this section unless during the flight duty period:

(1) two consecutive hours in the second half of the flight duty period are available for in-flight rest for the pilot flying the aircraft during landing.

### *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: Common Areas of Confusion in Maintenance**

Issued 01/09/2018

This section discusses frequent areas of confusion or misinterpretation in aircraft maintenance.

#### **FSIMS: The Elements of Maintenance**

Issued 01/09/2018

This section clarifies what constitutes maintenance and the differences between the elements that make up maintenance.

#### **FSIMS: Change 569 to 8900.1**

Issued 01/09/2018

This change creates new Volume 3, Chapter 15, Section 1, The Elements of Maintenance (formerly Reserved); and Volume 3, Chapter 15, Section 2, Common Areas of Confusion in Maintenance. This change clarifies foundational information about the basic elements of aircraft maintenance.

### *Draft Orders*

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Unhighlight.

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

Updated 02/01/2018                      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: Designee Management Policy**

Updated 02/01/2018                      Reference #: 8000.95 CHG 4                      Comments due 02/16/2018  
This order is a comprehensive publication establishing policy and procedures for managing all aspects of certain representatives of the Administrator including selection, appointment, orientation, training, oversight, suspension, and termination.

*Notices*

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**Notice: Notice of Modification to Previously Published Notice of Intent To Prepare an Environmental Assessment**

Published 02/02/2018                      Document #: 2018-02132  
The FAA is publishing this notice to advise the public of a modification to the Notice of Intent to Prepare an Environmental Assessment (EA) and notice of opportunity for public comment published in the Federal Register on April 21, 2014, at 79 FR 22177. Specifically, FAA is withdrawing

Wildlife Fence Project from the scope of the EA, and the project will be subject instead to a discrete environmental review.

**Notice: ICAO Three Letter Designator (3LD) "FNX" And Associated Telephony "CRESCENT"**

Published 01/30/2018

Document #: JO 7340.441

Additions to JO 7340.2, Dontractions, Chapter 3, Sections 1,2, and 3 have been approved for FNX (Crescent).

**Notice: SE Notice Concerning Corrupted Emulation (EMUL) Portable Maintenance Data Terminal (PMDT) REV D Application**

Published 01/18/2018

Document #: JO 6730.18

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

*Draft Technical Standards Orders*

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**TSO: Airborne Windshear Warning And Escape Guidance Systems For Transport Airplanes**

Updated 1/17/2018

Comments due 02/20/2018

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 airborne windshear warning and escape guidance systems for transport category airplanes must first meet for approval and identification with the applicable TSO marking.

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

Updated 1/17/2018

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: Aviation Safety Action Program**

Updated 01/29/2018

Reference #: Title 14 Part 5-49

Comments due 03/26/2018

This AC provides guidance for establishing an Aviation Safety Action Program (ASAP) under Title 14 of the Code of Federal Regulations (14 CFR) and Title 49 of the Code of Federal Regulations (49 CFR). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to

accidents.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**OSR: Visual Advantage Operational Credit for Enhanced Flight Vision Systems (EFVS)**

Updated 01/26/2018

Revision 0 Draft X

Comments due 02/09/2018

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: Textron Aviation Model 300, 300 (including FF Serials), 300LW, B300, B300C, B300C (MC 12W, UC-12W)**

Updated 01/25/2018

Revision 10 Draft X

Comments due 02/05/2018

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

Updated 01/25/2018

Revision 10b Draft X

Comments due 02/07/2018

**MMEL: Tandem Rotor, LLC**

Updated 01/25/2018

Revision 0 Draft X

Comments due 02/08/2018

**MMEL: Textron Aviation, CE-750**

Updated 01/25/2018

Revision 7 Draft X

Comments due 02/26/2018

**February 5, 2018**

**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: 121 EMP Custom DCT**

Issued 02/02/2018

Purpose (Certificate Holder Responsibility): To contract with essential maintenance providers (EMP) that provide: (1) Competent personnel; and (2) Adequate facilities and equipment to perform the Required Inspection Items (RII) of on-wing maintenance and alteration.

**FSIMS: Common Areas of Confusion in Maintenance**

Issued 02/02/2018

OBJECTIVE. This section discusses frequent areas of confusion or misinterpretation in aircraft maintenance.

**FSIMS: The Elements of Maintenance**

Issued 02/02/2018



OBJECTIVE. This section clarifies what constitutes maintenance and the differences between the elements that make up maintenance.

**FSIMS: M ATR-42 R25**

Issued 02/02/2018

Revision 25 of the ATR (GIE Avions de Transport Régional ATR-42) Master Minimum Equipment List.

**FSIMS: Master Minimum Equipment List (MMEL) Templates**

Issued 02/02/2018

These templates are provided in FSIMS for development of MMELs.

**FSIMS: 8900.1,CHG569**

Issued 02/02/2018

This change creates new Volume 3, Chapter 15, Section 1, The Elements of Maintenance (formerly Reserved); and Volume 3, Chapter 15, Section 2, Common Areas of Confusion in Maintenance. This change clarifies foundational information about the basic elements of aircraft maintenance.

**FSIMS: M ATR-72 R19**

Issued 02/02/2018

Revision 19 of the ATR (GIE Avions de Transport Régional ATR-72) Master Minimum Equipment List.

**FSIMS: DCT 135 EMP V1.0**

Issued 02/02/2018

Purpose (Certificate Holder Responsibility): To contract with essential maintenance providers (EMP) that provide: (1) Competent personnel; and (2) Adequate facilities and equipment to perform the Required Inspection Items (RII) of on-wing maintenance and alteration.

**February 6, 2018**

*FAA Final rules*

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**AD: Airbus Airplanes\*\*\***

Published 02/06/2018

Docket #: FAA-2018-0024

Effective date 02/21/2018

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A318, A319, and A320 series airplanes and Model A321-111, -112, -131, -211, -212, -213, -231, -232 airplanes. This AD requires revising the airplane flight manual (AFM) to provide guidance to the flight crew for emergency procedures when erroneous airspeed indications are displayed on the back-up speed scale (BUSS). This AD was prompted by a determination that, when two angle of attack (AoA) sensors are adversely affected by icing conditions at the same time, data displayed on the BUSS could be erroneous. 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: Aircraft Structures – Alodine Coating**

Issued 02/05/2018

SAIB #: HQ-18-09

This Special Airworthiness Information Bulletin is to provide awareness of an approved alternative method of compliance (AMOC) to all FAA airworthiness directives (ADs) and previously approved AMOCs that mandate the application of Alodine for all FAA type certificated aircraft, engines and propellers. The AMOC allows the use of the renamed Henkel Bonderite products as an alternative to the former Henkel Alodine products when complying with FAA ADs and previously approved AMOCs.

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

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#### **FSIMS: Pilatus Aircraft-PC-12/47E**

Issued 02/05/2018

Revision 3 of the Pilatus Aircraft LTD. (PC-12/47E) Master Minimum Equipment List.

### *Notices*

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#### **Notice: Notice of Release From Federal Surplus Property and Grant Assurance Obligations at Charles M. Shulz-Sonoma County Airport (STS), California**

Published 02/06/2018

Document #: 2018-02334

Comments due 03/08/2018

The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a land use change of approximately 14.5 acres of airport property at the Charles M.

Shulz—Sonoma County Airport (STS), Santa Rosa, California from the conditions for aviation use contained in the Surplus Property Deed and Grant Assurances because the parcel of land is needed for other than airport operational purposes. The parcel is located outside the airport's Active Operations Area (AOA) and separated from the AOA by the airport's perimeter fence. The 14.5 acres of airport land is presently being utilized by Sonoma County, the owner of STS, as a mitigation preserve and is identified as a suitable location for the United States Fish and Wildlife Service (USFWS) required 2.0 acres mitigation for the STS Runway Safety Area (RSA) Improvement Project. The County proposed non-aeronautical use will be compatible with the airport and will not interfere with the airport or its operation.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: General Aviation and Air Taxi Activity and Avionics Survey**

Published 02/06/2018 Document #: 2018-02311 Comments due 04/09/2018

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 information will be used by FAA for safety assessment, planning, forecasting, cost/benefit analysis, and to target areas for research.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Advanced Qualification Program (AQP)**

Published 02/06/2018 Document #: 2018-02310 Comments due 04/09/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The Advanced Qualification Program uses data driven quality control processes for validating and maintaining the effectiveness of air carrier training program curriculum content.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Special Flight Rules in the Vicinity of Grand Canyon National Park**

Published 02/06/2018 Document #: 2018-02309 Comments due 04/09/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The FAA will use the information it collects and reviews to monitor compliance with the regulations regarding air tours in the Grand Canyon National Park.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Reporting of Information Using Special Airworthiness Information Bulletin**

Published 02/06/2018 Document #: 2018-02308 Comments due 04/09/2018

In accordance with the Paperwork Reduction Act of 1995, invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The FAA issues Special Airworthiness Information Bulletins (SAIBs) to alert, educate, and make recommendations to the aviation community and individual aircraft owners/operators on ways to improve products. They may include requests for reporting of results from requested actions/inspections.

See instruction for TSO.

**FSB: Gulfstream GIV-X, GV, GV-SP GIV-X (G350/G450), GV, GV-SP (G500/G550)**

Updated 02/05/2018

Revision 12 Draft X

Comments due 03/07/2018

**FSB: Textron Aviation Inc-Beech 1900**

Updated 02/05/2018

Revision 6 Draft X

Comments due 03/08/2018

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: MBB-BK 117 C-2 Rev 3, Airbus Helicopters Deutschland GmbH, MBB-BK 117 C-2, (TCDS H13EU)**

Updated 02/05/2018

Revision 3 Draft X

Comments due 03/08/2018

***January 7, 2018***

*FAA Final rules*

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**AD: Airbus Airplanes\*\*\***

Published 02/07/2018

Docket #: FAA-2018-0069

Effective date 02/22/2018

The FAA is superseding Airworthiness Directive (AD) 2005-19-28, which applied to certain Airbus Model A330-301, -321, -322, -341, and -342 airplanes; and Model A340-200 and A340-300 series airplanes. AD 2005-19-28 required repetitive inspections for cracks in the aft face of the rear spar at the area adjacent to the bolt holes and the end of the build slot, and repair if necessary. AD 2005-19-28 also provided an optional terminating action for the repetitive inspections. This new AD was prompted by the results of a new fatigue and damage tolerance assessment, which determined that several compliance thresholds and intervals needed to be reduced. 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. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes\*\*\***

Published 02/07/2018

Docket #: FAA-2018-0030

Effective date 02/22/2018

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-202, -203, -223, and -243 airplanes; and Model A340-211, -212, -311, and -313 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 a hard contact that was found between the constant speed motor/generator feeder line route 6G/6E and the optional cabin temperature control pipe on the upper shell between certain frames. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes\*\*\***

Published 02/07/2018

Docket #: FAA-2018-0029

Effective date 02/22/2018

The FAA is superseding Airworthiness Directive (AD) 2015-02-18, which applied to all Airbus Model A330-201, -202, -203, -301, -302, and -303 airplanes. AD 2015-02-18 required a one-time ultrasonic inspection for fractures of all aft mount-pylon bolts of each engine. This new AD was prompted by the failure of a bolt on the aft engine mount upper beam, which was found to be caused by inappropriate in-production upper beam installation. 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. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes\*\*\***

Published 02/07/2018

Docket #: FAA-2018-0070

Effective date 02/22/2018

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A321-211 and -231 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 determination that the flat-headed pin at the upper attachment point of the overhead stowage compartments at a certain frame may not sustain the maximum weight load for each flight phase. We are issuing this AD to address the unsafe condition on these products.

**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: [Deviation to FAA Order 8000.95, Designee Management Policy, to authorize appointment of a Manufacturing Designated Airworthiness Representative \(DAR-F\) to issue certifications for an Unmanned Aircraft System \(UAS\), at a UAS manufacturing facility](#)**

Issued 02/06/2018

Policy #: AIR-600-18-6F0-01

This deviation memorandum authorizes appointment of a DAR-F to issue Special Flight Permits (SFPs) for production flight testing and experimental airworthiness certificates for the purpose of operating a UAS for research and development, market survey, showing compliance, and crew training at a manufacturing facility. This memorandum grants a deviation to the procedures and requirements in FAA Order 8000.95, Volume 8, Chapters 2 through 12, to select, train, appoint, and oversee a DAR-F issuing certificates at an UAS manufacturing facility. This program will be managed outside of the FAA's on-line Designee Management System (DMS). These procedures will be incorporated into FAA Order 8000.95 and the Designee Management System (DMS) at a later date.

*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".

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**Meeting: Nineteenth Tactical Operations Committee (TOC) Meeting**

Meeting date 03/01/2018 Meeting time 9:00am – 4:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of the Nineteenth TOC Meeting.

**February 8, 2018**

*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: Modification of Air Traffic Service (ATS) Routes; Western United States**

Published 02/08/2018 Docket #: FAA-2017-0344 Effective date 03/29/2018

This action modifies VOR Federal Airways V-113 and V-244 which caused navigational aid gaps due to the decommissioning of Manteca and Maxwell VORs.

**Final Rule: Amendment of Class E Airspace; Fort Scott, KS; and Phillipsburg, KS**

Published 02/08/2018 Docket #: FAA-2017-0523 Effective date 05/24/2018

This action modifies Class E airspace extending upward from 700 feet above the surface at Fort Scott Municipal Airport, Fort Scott, KS, and Phillipsburg Municipal Airport, Phillipsburg, KS. This action is required due to the decommissioning of the Fort Scott non-directional radio beacon (NDB) and the Phillipsburg NDB, and the cancellation of the associated instrument approach procedures. This action enhances the safety and management of instrument flight rules (IFR) operations at these airports.

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

Published 02/08/2018 Docket #: FAA-2018-0026 Effective date 02/23/2018

The FAA is adopting a new airworthiness directive (AD) for certain 328 Support Services GmbH Model 328-300 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 determination that incomplete inspection instructions exist for the skin under outer and inner doublers left installed after the removal of a certain data link system. We are

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

#### *FAA Proposed Rules*

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

Published 02/08/2018                      Docket #: FAA-2018-02085      Comments due 03/26/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 727 airplanes. This proposed AD was prompted by significant changes made to the airworthiness limitations (AWLs) related to fuel tank ignition prevention. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate the latest revision of the AWLs. We are proposing this AD to address the unsafe condition on these products.

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

Published 02/08/2018                      Docket #: FAA-2018-02088      Comments due 03/26/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601 Variant), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) airplanes. This proposed AD was prompted by a determination that the safe life limits of the horizontal stabilizer trim actuator (HSTA) attachment pins and trunnions were not listed in certain airworthiness limitations (AWLs) and that the HSTA attachment pins and trunnions were not serialized. This proposed AD would require revision of the maintenance or inspection program, as applicable, to include the latest revision of the AWLs, serialization of the HSTA attachment pins and trunnions, and repair or replacement of damaged HSTA attachment pins and trunnions. We are proposing this AD to address the unsafe condition on these products.

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

Published 02/08/2018                      Docket #: FAA-2018-0071      Comments due 03/26/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2016-23-01, which applies to all Airbus Model A310 series airplanes. AD 2016-23-01 requires repetitive detailed inspections for cracking around the fastener holes in certain areas of the wing top skin panels, supplemental repetitive ultrasonic inspections for cracking around the fastener holes in certain other areas of the wing top skin panels, and repair if necessary. Since we issued AD 2016-23-01, an evaluation done by the design approval holder (DAH) indicates that the wing top skin panel attachment holes at a certain area are also subject to widespread fatigue damage (WFD). This proposed AD would add an inspection and modification of the attachment holes of the wing top skin panels at a certain area. This proposed AD also includes terminating action for certain inspections. We are proposing this AD to address the unsafe condition on these products.

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

Published 02/08/2018                      Docket #: FAA-2018-0025      Comments due 03/26/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A310-203, -221, -222, -304, -322, -324, and -325 airplanes. This proposed AD was prompted by a design approval holder (DAH) evaluation indicating that the outer wing lower junction is subject to widespread fatigue damage (WFD). This proposed AD would require modifying the fastener holes at certain locations, which includes related investigative actions and applicable corrective actions. We are proposing this AD to address the unsafe condition on these products.

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

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

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: [Pilatus Aircraft Limited](#)**

Issued 02/07/2018

Revision 0 of the Pilatus Aircraft Limited (Pilatus PC-24) Master Minimum Equipment List.

### **FSIMS: [General Order Information-8900.1 CHG 568](#)**

Issued 02/07/2018

This order directs the activities of aviation safety inspectors (ASI) responsible for the certification, technical administration, and surveillance of air carriers, certain other air operators conducting operations in accordance with the appropriate part of Title 14 of the Code of Federal Regulations (14 CFR), certificated airmen, and other aviation activities. This order also provides direction for tasks related to aircraft accidents and incidents, investigations and compliance, the Aviation Safety Action Program (ASAP), administrative areas, and miscellaneous tasks not related to a specific regulation.

### **FSIMS: [8900.1,Vol.1,Ch1,Sec2-Definitions](#)**

Issued 02/07/2018

The definitions are from Title 14 of the Code of Federal Regulations (14 CFR) part 1, § 1.1 or other appropriate sources.

### **FSIMS: [GIE Avions de Transport Régional](#)**

Issued 02/07/2018

Revision 25 of the ATR – GIE Avions de Transport Régional (ATR-42) Master Minimum Equipment List.

### **FSIMS: [Safety Assurance System: Acronyms and Abbreviations-8900.1 CHG 568](#)**

Issued 02/07/2018

Many acronyms and abbreviations for both old as well as new aviation terms are used throughout this order. Inspectors can refer to the following alphabetical listing of frequently used acronyms and abbreviations and their meanings when using this order.

### **FSIMS: [Personal Ethics and Conduct-8900.1 CHG 568](#)**

Issued 02/07/2018

This section contains direction and guidance for aviation safety inspectors (ASI) pertaining to principles of ethics and conduct as they affect the performance of duties. (In this section, aviation safety technicians (AST), cabin safety inspectors (CSI), and dispatch safety inspectors (DSI) must follow the direction and guidance listed for ASIs.) Although some basic outlines are listed, this section could not possibly cover all circumstances an ASI may encounter. As ASIs are always in the public eye, the Federal Aviation Administration (FAA) expects them to exercise good judgment and professional behavior at all times while on and off duty.

### **FSIMS: [B-737-8 B-737-9 Boeing 737 MAX](#)**

Issued 02/07/2018



Revision 1 of the Boeing 737 MAX (B-737-8/9) Master Minimum Equipment List.

**FSIMS: FAA Computer Databases-8900.1 CHG 568**

Issued 02/07/2018

This section contains guidance for Federal Aviation Administration (FAA) aviation safety inspectors (ASI) concerning the use of computer databases. Most aviation information ASIs use is computer-generated and stored in databases. By accessing these databases, inspectors can stay up to date in the rapidly changing aviation environment.

**FSIMS: ATR – GIE Avions de Transport Régional**

Issued 02/07/2018

Revision 19 of the ATR – GIE Avions de Transport Régional (ATR-72) Master Minimum Equipment List.

**FSIMS: Change 568 to 8900.1**

Issued 02/07/2018

This change incorporates new information into Volume 1 in regards to Flight Standards functions and responsibilities concerning the interdependence, critical thinking, and consistency standards of professionalism. It also includes editorial updates to Volume 1, Chapter 1, updating the title, incorporating new language per the Future of Flight Standards realignment, and updating references.

**FSIMS: Pilatus Aircraft LTD.**

Issued 02/07/2018

Revision 3 of the Pilatus Aircraft LTD. (PC-12/47E) Master Minimum Equipment List.

*Notices*

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**Notice: [Petition for Exemption; Summary of Petition Received; Minnesota Department of Natural Resources](#)**

Published 02/08/2018

Document #: 2018-02540

Comments due 02/28/2018

The Minnesota Department of Natural Resources (MNDNR) petitions for its contracted vendors to have and maintain an FAA-approved Hazmat Will-Carry manual. Its vendors will be required to follow and carry this and other hazmat documents onboard the aircraft at all times, as well as, completing a training course.

**Notice: [Petition for Exemption; Summary of Petition Received; Executive Air Charter of Boca Raton, Inc., dba Fair Wind Air Charter](#)**

Published 02/08/2018                      Document #: 2018-02541                      Comments due 02/28/2018  
Executive Air Charter of Boca Raton, Inc., dba Fair Wind Air Charter, is seeking partial relief from the requirements of § 135.297. This section requires a pilot serving as a pilot in command of an aircraft in a part 135 operation under instrument flight rules to pass an instrument proficiency check every 6 calendar months. The petitioner proposes to permit a Fair Wind Air Charter pilot in command, under specific conditions, to substitute one instrument proficiency check every 24 months with FAA-approved upset prevention and recovery training.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Renewal, Agricultural Aircraft Operator Certificate Application](#)**

Published 02/08/2018                      Document #: 2018-02557                      Comments due 04/09/2018  
In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves the submission of application FAA Form 8710-3 for the certification process. The information to be collected will be used to and/or is necessary to evaluate the operators request to become certified as an Agricultural Aircraft Operator.

**February 9, 2018**

*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 02/09/2018                      Docket #: FAA-2017-0713                      Effective date 03/16/2018  
The FAA is superseding Airworthiness Directive (AD) 2012-12-12 and AD 2013-16-26, which applied to all Airbus Model A330-200, A330-200 Freighter, A330-300, A340-200, and A340-300 series airplanes. AD 2012-12-12 required repetitive inspections of the outer skin rivets of the cargo doors, repair if necessary, and other repetitive inspections. AD 2013-16-26 required repetitive inspections of certain cargo doors, and repair if necessary. This new AD continues to require repetitive inspections, and repair if necessary. This new AD revises the applicability; adds a one-time inspection and adjustment of certain hook gaps; reinforcement of the door frame structure; related investigative and corrective actions if necessary; and a modification, which allows deferring reinforcement of the cargo door structure. This AD was prompted by a determination that a new inspection procedure is necessary to address the unsafe condition. We are issuing this AD to address the unsafe condition on these products.

**AD: Rosemount Aerospace, Inc. Pitot Probes\*\*\***

Published 02/09/2018                      Docket #: FAA-2016-6616                      Effective date 03/16/2018

The FAA is adopting a new airworthiness directive (AD) for Rosemount Aerospace Model 851AK pitot probes that were repaired by CSI Aerospace, Inc. between January 2013 and July 2014 that are installed on airplanes. This AD was prompted by a report that certain pitot probes are indicating the wrong airspeed during flight. This AD requires inspecting the airplane to determine the number of affected pitot probes installed and replacing the affected pitot probes. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: Revocation of Class E Airspace; Pulaski, WI**

Published 02/09/2018                      Docket #: FAA-2017-0818                      Effective date 05/24/2018

This action removes Class E airspace extending upward from 700 feet above the surface at Carter Airport, Pulaski, WI. The FAA is proposing this action due to the cancellation of the instrument procedures into the airport, resulting in the airport no longer qualifying for controlled airspace.

**Final Rule: Amendment of Class D and E Airspace for the Following Missouri Towns; Cape Girardeau, MO; St. Louis, MO; and Macon, MO**

Published 02/09/2018                      Docket #: FAA-2016-9559                      Effective date 05/24/2018

This action modifies Class D airspace at Spirit of St. Louis Airport, St. Louis, MO; Class E airspace designated as a surface area at Cape Girardeau Regional Airport, Cape Girardeau, MO, and Spirit of St. Louis Airport; Class E airspace designated as an extension at Cape Girardeau Regional Airport; and Class E airspace extending upward from 700 feet above the surface at Cape Girardeau Regional Airport, Spirit of St. Louis Airport, and Macon-Fower Memorial Airport, Macon, MO. Cancellation of standard instrument approach procedures at these airports prompted the FAA to conduct a review of the airspace. Additionally, the name of Cape Girardeau Regional Airport (formerly Cape Girardeau Municipal Airport) and the geographic coordinates of St. Louis Regional Airport; Alton/St. Louis, IL; the OBLIO Locator Outer Marker (LOM); and the Macon-Fower Memorial Airport are being adjusted to coincide with the FAA's aeronautical database. The airspace designation for Macon-Fower, MO, in Class E airspace extending upward from 700 feet above the surface is being removed as it is a duplicate entry of the Macon, MO, airspace designation.

*FAA Proposed Rules*

**NPRM AD: The Boeing Company Airplanes**

Published 02/09/2018                      Docket #: FAA-2018-0027                      Comments due 03/26/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 787 series airplanes. This proposed AD was prompted by reports that, under certain conditions, the automatic dependent surveillance—broadcast (ADS-B) out function and air traffic control/traffic alert and collision avoidance system (ATC/TCAS) functions can transmit incorrect data. This proposed AD would require an inspection or records review to determine if certain software is installed, the installation of new software for the integrated surveillance system (ISS) operational program software (OPS) if necessary, a software check, and applicable on-condition actions. For certain airplanes, this proposed AD would also require the installation of new software for the ISS OPS and the displays and crew alerting (DCA) database. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: The Boeing Company Airplanes**

Published 02/09/2018                      Docket #: FAA-2018-0074                      Comments due 03/26/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This proposed AD was prompted by reports of cracks found in the rear spar web and lower chord on the left and right wings. This proposed AD would require repetitive detailed inspections for cracking of the rear spar web and lower chord, and applicable on-condition actions. We are proposing this AD to address the unsafe condition on these products.

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

Published 02/09/2018                      Docket #: FAA-2018-0073                      Comments due 03/26/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 767-300 and -300F series airplanes. This proposed AD was prompted by reports of fatigue cracking in the lower outboard wing skin at the farthest outboard fastener of the inboard segment of a certain stringer. This proposed AD would require repetitive high frequency eddy current (HFEC) inspections for cracking of the lower outboard wing skin at the inboard segment of a certain stringer, and repair if necessary. We are proposing this AD to address the unsafe condition on these products.

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

Published 02/09/2018                      Docket #: FAA-2018-0072                      Comments due 03/26/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2014-05-28, for certain Bombardier, Inc., Model DHC-8-400 series airplanes. AD 2014-05-28 requires revising the maintenance or inspection program, as applicable. Since we issued AD 2014-05-28, we have determined that the interval from maintenance review board (MRB) task number 323100-202 should not be escalated, and that Certification Maintenance Requirements (CMR) task number 323100-102 should be applicable to all Model DHC-8-400 series airplanes, regardless of which main landing gear (MLG) up-lock assembly is installed. This proposed AD would require revising the maintenance or inspection program, as applicable. We are proposing this AD to address the unsafe condition on these products.

**NPRM: [Proposed Amendment of Class D Airspace and Class E Airspace, and Removal of Class E Airspace; Binghamton, NY](#)**

Published 02/09/2018                      Docket #: FAA-2017-1061                      Comments due 03/26/2018

This action proposes to amend Class D airspace, Class E surface airspace, and Class E airspace extending upward from 700 feet above the surface; and remove Class E airspace designated as an extension to a Class D surface area; at Greater Binghamton Airport/Edwin A. Link Field (formerly Binghamton Regional Airport/Edwin A. Link Field), Binghamton, NY. This action would accommodate airspace reconfiguration due to the decommissioning of the Binghamton VHF omnidirectional radio range tactical air navigation aid (VORTAC), and cancellation of the VOR approaches. 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, and correct the airport's name. Additionally, this action would replace the outdated term "Airport/Facility Directory" with the term "Chart Supplement" in Class D and E surface airspace descriptions.

**FAA Guidance Documents and Notices**

*FAA Draft Policies*

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**Final Policy: Remote Test Witnessing**

Updated 02/08/2018

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.

*Draft Orders*

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Unhighlight.

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

Updated 02/01/2018

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: Designee Management Policy**

Updated 02/01/2018

Reference #: 8000.95 CHG 4

Comments due 02/16/2018

This change redefines some of the requirements and adds language to support Designee Management System (DMS) implementation for the following designee types: Designated Pilot Examiner (DPE)/Administrative Pilot Examiner (Admin PE)/Specialty Aircraft Examiner (SAE), Designated Mechanic Examiner (DME)/Designated Parachute Rigger Examiner (DPRE)/Designated Airworthiness Representative Maintenance (DAR-T), Aircrew Program Designee (APD)/Designated Flight Engineer Examiner (DFEE), Training Center Evaluator (TCE), and Designated Manufacturing Inspection Representative (DMIR)/Designated Airworthiness Representative-Manufacturing (DAR-F). As more designee types are required to use DMS, they will also begin using this policy for their designee management responsibilities. Other minor changes have been made to the order.

*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

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**Notice: Interim Standardization of Maintenance Procedures for ICMS**

Published 01/30/2018

Document #: JO 6750.186A

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

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

Meeting date 03/15/2018 Meeting time 1:00pm Time zone (EST/etc.)

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

*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: Airborne Windshear Warning And Escape Guidance Systems For Transport Airplanes**

Updated 02/08/2018

Comments due 02/20/2018

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 airborne windshear warning and escape guidance systems for transport category airplanes must first meet for approval and identification with the applicable TSO marking. This TSO defines performance, functions, and features for systems providing windshear warning and escape guidance commands based upon sensing the airplane’s encounter of such phenomena. It is not applicable to systems that look ahead to sense windshear conditions before the phenomenon is encountered nor to systems that use atmospheric and/or other data to predict the likelihood of a windshear alert.

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

Updated 02/08/2018

Comments due 02/22/2018

This TSO updates TSO C127b, ROTORCRAFT, TRANSPORT AIRPLANE, AND SMALL AIRPLANE SEATING SYSTEMS. This revision incorporates the latest revisions of SAE documents AS8049 Revision C,

ARP5526 Revision D, AS8049/1, Revision B, and AS6316, Revision New. Additional changes include neck injury criteria, threshold pulse requirements, materials and process changes, modeling/analysis, Li battery requirements and other miscellaneous changes.

*Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

**AC: Aviation Safety Action Program**

Updated 01/29/2017      Reference #: Title 14 Part 5      Comments due 03/26/2018  
Advisory Circular (AC) 120-66C provides guidance for establishing an air transportation Aviation Safety Action Program (ASAP). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. Notice N 8900.ASAPERC supplements current policy relating to the ASAP. The changes are applicable to policy contained within FAA Order 8900.1, Volume 11, Chapter 2, Section 1. This notice introduces a provision for optional participation of the FAA on an ASAP event review committee (ERC) and provides some of the conditions that may warrant this option.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

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

Updated 02/05/2018      Revision 1 Draft X      Comments due 03/07/2018

**FSB: Textron Aviation Inc**

Updated 02/05/2018      Revision 6 Draft X      Comments due 03/08/2018

**OSR: Visual Advantage Operational Credit for Enhanced Flight Vision Systems (EFVS)**

Updated 02/05/2018      Revision 0 Draft X      Comments due 02/09/2018

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: Textron Aviation CE-750**

Updated 02/06/2018      Revision 7 Draft X      Comments due 02/26/2018

**MMEL: Airbus Helicopters Deutschland GmbH MBB-BK 117 C-2 (TCDS H13EU)**

Updated 02/06/2018      Revision 3 Draft X      Comments due 03/08/2018

***Janury 12, 2018***

*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 02/12/2018                      Docket #: FAA-2017-0901              Effective date 03/19/2018  
The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 757-300 series airplanes. This AD was prompted by reports of scribe line damage on fuselage skin. This AD requires detailed inspections of fuselage skin for the presence of scribe lines, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 02/12/2018                      Docket #: FAA-2018-0076              Effective date 02/27/2018  
The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-202, -203, -223, and -243 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 design review of the airplane configuration incorporating certain fire extinguisher bottles and an optional galley cooling rack installation, which revealed that the air cooling rack is installed too close to the supply hose of a high rate fire extinguishing bottle. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 02/12/2018                      Docket #: FAA-2017-0707              Effective date 03/19/2018  
The FAA is adopting a new airworthiness directive (AD) for certain 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. This AD was prompted by reports of fatigue damage in the structure for the door stop fittings on certain fuselage frames (FR). This AD requires repetitive rototest inspections for cracking of the fastener holes in certain door stop fittings, and repair if necessary. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes**

Published 02/12/2018                      Docket #: FAA-2018-0075              Effective date 02/27/2018  
The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A330-300 series 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 indicating that a pipe of the fire extinguishing system in the forward cargo compartment was too long, and therefore could be installed only under stress, which applies pressure to the pipe clamp. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: DG Flugzeugbau GmbH Gliders**

Published 02/12/2018                      Docket #: FAA-2018-0093              Comments due 03/29/2018  
The FAA proposes to supersede Airworthiness Directive (AD) 2017-11-03 for DG Flugzeugbau GmbH Model DG-500MB gliders that are equipped with a Solo 2625 O2 engine modified with a fuel injection system following the instructions of Solo Kleinmotoren GmbH Technische Mitteilung (TM)/Service Bulletin (SB) 4600-3 "Fuel Injection System" and identified as Solo 2625 O2i. 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 failure of the connecting rod bearing resulting from too much load on the rod bearings from the engine control unit. This proposed AD adds DG Flugzeugbau GmbH Model DG-1000M gliders equipped with Solo 2625 02i engines to the applicability. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

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

Published 02/12/2018                      Docket #: FAA-2018-0077                      Comments due 03/29/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A319 and A320 series airplanes; and A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. This proposed AD was prompted by reports of battery retaining rod failures due to quality defects of the material used during parts manufacturing. This proposed AD would require a detailed inspection of the battery retaining rods to identify the rod manufacturer, replacement of the battery retaining rods with serviceable rods if necessary, and the addition of the applicable service information label on each rod if necessary. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: [Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines](#)**

Published 02/12/2018                      Docket #: FAA-2017-1050                      Comments due 03/29/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-710A2-20 and BR700-710C4-11 turbofan engines. This proposed AD was prompted by reports of deterioration of the intumescent heat resistant paint system on the electronic engine controller (EEC) firebox assembly that was found to be beyond acceptable limits. This proposed AD would require replacement of affected EEC firebox assembly parts with improved parts, which have a more durable paint system. We are proposing this AD to address the unsafe condition on these products.

**NPRM: [Proposed Revocation of Class E Airspace; Seven Springs, PA, and Somerset, PA](#)**

Published 02/12/2018                      Docket #: FAA-2017-0783                      Comments due 03/29/2018

This action proposes to remove Class E airspace at Seven Springs, PA, as Seven Springs Borough Airport has been abandoned, and controlled airspace is no longer required. This proposal would also remove reference to the Seven Springs, PA, Class E airspace area from the Somerset County Airport, Somerset, PA, description, and update the geographic coordinates of Somerset County Airport to coincide with the FAA's database. This action would enhance the safety and management of controlled airspace within the national airspace system.

**NPRM: [Proposed Amendment of Class D Airspace and Class E Airspace; Greenwood, MS](#)**

Published 02/12/2018                      Docket #: FAA-2017-0994                      Comments due 03/29/2018

This action proposes to amend Class D airspace, and Class E surface area airspace at Greenwood-Leflore Airport, Greenwood, MS, by making an editorial change to the legal descriptions replacing "Airport-Facility Directory" with the term "Chart Supplement." This proposal also would remove the part-time Notice to Airmen (NOTAM) status from Class E airspace designated as an extension. 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 in the Class designations noted in this proposal to coincide with the FAA's aeronautical database.

## 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: Fuel System - Selector Valve Placard**

Issued 02/09/2018

SAIB #: CE-18-10

This Special Airworthiness Information Bulletin (SAIB) advises registered owners and operators of The Boeing Company Models (North American) AT-6, AT-6A, AT-6B, AT-6C, AT-6D, AT-6F, and T-6G airplanes of an airworthiness concern regarding the possibility of installing an unapproved fuel selector valve and/or placard that may result in shutting off fuel flow to the engine during flight.

#### **SAIB: Flight Controls, Elevator Control System**

Issued 02/09/2018

SAIB #: CE-18-11

This Special Airworthiness Information Bulletin (SAIB) informs registered owners/operators of M7 Aerospace LLC Models SA226-AT/-TC/-T(B)/T and SA227-AC(C-26A)/-AT/-BC(C-26A)/-CC/DC(C-26B) /-TT airplanes (under Type Certificate Data Sheets A5SW, A8SW, and A18SW) of an airworthiness concern. Specifically, this SAIB provides inspection procedures and on-condition maintenance actions for the elevator quadrant bearing and bore of the affected airplanes.

### *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: SP 4.7 135E AW Maintenance Tools & Parts Control**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Tools & Parts Control processes within its operation.

#### **FSIMS: SP 4.6 135B AW Maintenance Special Requirements**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Special Requirements processes within its operation.

#### **FSIMS: SP 4.5 135B AW Maintenance Facilities/Providers**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Facilities/Providers processes within its operation.

#### **FSIMS: SP 4.5 135B AW Maintenance Facilities/Providers**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Facilities/Providers processes within its operation.

#### **FSIMS: SP 4.3 135E AW Maintenance Operations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Operations processes within its operation.

**FSIMS: SP 4.3 135B AW Maintenance Operations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Operations processes within its operation.

**FSIMS: SP 4.3 121A AW Maintenance Operations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Operations processes within its operation.

**FSIMS: SP 4.2 135E AW Maintenance Planning and Monitoring**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Planning and Monitoring processes within its operation.

**FSIMS: SP 4.2 135B AW Maintenance Planning and Monitoring**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Planning and Monitoring processes within its operation.

**FSIMS: SP 4.2 121A AW Maintenance Planning and Monitoring**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Maintenance Planning and Monitoring processes within its operation.

**FSIMS: SP 4.0 135D AW Technical Operations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Aircraft Technical Operations processes within its operation.

**FSIMS: SP 4.1 135B AW Training & Qualification**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Training & Qualification processes within its operation.

**FSIMS: EP 4.7.1 135C AW Control of Calibrated Tools and Test Equipment**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To calibrate and control precision tools, measuring devices, and test equipment.

**FSIMS: EP 4.7.2 135C AW Aircraft Parts / Material Control**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To have components, parts, and materials that meet original type design/approved altered condition.

**FSIMS: SP 4.0 135C AW Technical Operations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Aircraft Technical Operations processes within its operation.

**FSIMS: EP 4.7.2 135B AW Aircraft Parts / Material Control**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To have components, parts, and materials that meet original type design/approved altered condition.

**FSIMS: EP 4.7.2 121A AW Aircraft Parts / Material Control**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To have components, parts, and materials that meet original type design/approved altered condition.

**FSIMS: EP 4.7.1 135E AW Control of Calibrated Tools and Test Equipment**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To calibrate and control precision tools, measuring devices, and test equipment.

**FSIMS: EP 4.7.2 135E AW Aircraft Parts / Material Control**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To have components, parts, and materials that meet original type design/approved altered condition.

**FSIMS: EP 4.7.1 135B AW Control of Calibrated Tools and Test Equipment**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To calibrate and control precision tools, measuring devices, and test equipment.

**FSIMS: EP 4.7.1 121A AW Control of Calibrated Tools and Test Equipment**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To calibrate and control precision tools, measuring devices, and test equipment.

**FSIMS: EP 4.6.2 135E AW Maintenance Special Emphasis Programs**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To provide aircraft maintenance program standards for maintenance special emphasis programs.

**FSIMS: EP 4.6.2 135C AW Maintenance Special Emphasis Programs**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to; - Calibrate and control precision tools, measuring devices, and test equipment; - Have components, parts, and materials that meet original type design/approved altered condition; - Provide necessary tools and equipment to perform maintenance; - Provide aircraft components, parts, and materials that meet original type design/approved altered condition.

**FSIMS: EP 4.6.2 135B AW Maintenance Special Emphasis Programs**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To provide aircraft maintenance program standards for maintenance special emphasis programs.

**FSIMS: EP 4.6.1 135D AW Avionics Special Emphasis Programs**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To provide aircraft maintenance program standards for avionics special emphasis programs.

**FSIMS: EP 4.6.1 135C AW Avionics Special Emphasis Programs**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To provide aircraft maintenance program standards for avionics special emphasis programs.

**FSIMS: EP 4.6.1 135B AW Avionics Special Emphasis Programs**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To provide aircraft maintenance program standards for avionics special emphasis programs.

**FSIMS: EP 4.5.3 135E AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: EP 4.5.3 135D AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: EP 4.5.3 135C AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: EP 4.5.3 135B AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: EP 4.6.1 135D AW Avionics Special Emphasis Programs**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To provide aircraft maintenance program standards for avionics special emphasis programs.

**FSIMS: ED 4.5.3 135D AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: ED 4.5.3 135C AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: ED 4.5.3 135B AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: ED 4.5.3 121A AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: ED 4.5.3 135E AW Line Stations**

Issued 01/08/2018

Purpose (Certificate Holder Responsibility): To maintain and service aircraft and associated support equipment.

**FSIMS: SP 4.0 145H AW Technical Operations**

Issued 01/11/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Aircraft Technical Operations processes within its operation.

**FSIMS: SP 4.0 145G AW Technical Operations**

Issued 01/11/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Aircraft Technical Operations processes within its operation.

**FSIMS: SP 4.0 145F AW Technical Operations**

Issued 01/11/2018

Purpose (Certificate Holder Responsibility): The CH is responsible to manage the safety of the Aircraft Technical Operations processes within its operation.

**FSIMS: Part 129 OpSpecs A001, A003, A028, and A570**

Issued 01/08/2018

This notice announces a revision to Operations Specification (OpSpec) A003, Aircraft Authorization, for Title 14 of the Code of Federal Regulations (14 CFR) part 129 only, and decommissions OpSpec A570, One-Year Extension of Compliance Times in Section 129.117(e), for part 129 and § 129.14. This notice announces revised guidance for Federal Aviation Administration (FAA) offices and inspectors with oversight responsibility for operators conducting airplane operations under part 129. Specifically, the guidance updates are for OpSpecs A001, Issuance and Applicability, and Reports; A003; A028, Aircraft Wet Lease Agreements; and A570.

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

Issued 02/09/2018

Revision 60 of the Pilatus Aircraft LTD. (PC-12/47E) 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: Flight Standards Service National Training Program**

Issued 02/05/2018

Document #: 3140.20C

This order establishes procedures and processes for the Flight Standards Service (the Service) National Training Program and defines the roles of organizations and individuals responsible for administering, managing, and supporting the 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: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed**

Published 02/12/2018

Document #: 2018-02692

Comments due 04/13/2018

The Federal Aviation Administration is seeking approval from the Office of Management and Budget (OMB) for a renewal of the existing Information Collection 2120-0768. As required by the Paperwork Reduction Act of 1995 (PRA), the purpose of this notice is to allow 60 days for public comment.

**Notice: Part 129 OpSpecs A001, A003, A028, and A570**

Published 02/01/2018

Document #: N 8900.447

This notice announces a revision to Operations Specification (OpSpec) A003, Aircraft Authorization, for Title 14 of the Code of Federal Regulations (14 CFR) part 129 only, and decommissions OpSpec A570, One-Year Extension of Compliance Times in Section 129.117(e), for part 129 and § 129.14. This notice announces revised guidance for Federal Aviation Administration (FAA) offices and

inspectors with oversight responsibility for operators conducting airplane operations under part 129. Specifically, the guidance updates are for OpSpecs A001, Issuance and Applicability, and Reports; A003; A028, Aircraft Wet Lease Agreements; and A570.

## **February 13, 2018**

### *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: Dassault Aviation Airplanes\*\*\***

Published 02/13/2018                      Docket #: FAA-2017-0694                      Effective date 03/20/2018  
The FAA is adopting a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 7X airplanes. This AD was prompted by a report indicating that fuselage panels were manufactured with defects that could reduce panel fatigue limits. This AD requires a one-time inspection of the affected panels and repair if necessary, and for certain airplanes, installation of a stiffener. We are issuing this AD to address the unsafe condition on these products.

#### **AD: General Electric Company Turboprop Engines\*\*\***

Published 02/13/2018                      Docket #: FAA-2017-0943                      Effective date 02/28/2018  
The FAA is adopting a new airworthiness directive (AD) for certain General Electric Company (GE) CT7-5A2, CT7-5A3, CT7-7A, CT7-7A1, CT7-9B, CT7-9B1, CT7-9B2, CT7-9C and CT7-9C3 model turboprop engines. This AD requires initial and repetitive visual inspection and fluorescent-penetrant inspection (FPI) of the main propeller shaft. This AD was prompted by the failure of a main propeller shaft. We are issuing this AD to address the unsafe condition on these products.

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

Published 02/13/2018                      Docket #: FAA-2018-0066                      Effective date 03/05/2018  
The FAA is adopting a new airworthiness directive (AD) for Pacific Aerospace Limited Model 750XL airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as non-conforming fuel tank caps, which could lead to fuel loss during flight. We are issuing this AD to require actions to address the unsafe condition on these products.

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

Published 02/13/2018                      Docket #: FAA-2018-0067                      Effective date 03/05/2018  
The FAA is adopting a new airworthiness directive (AD) for Pacific Aerospace Limited Model 750XL airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as abrasion damage of components or wiring behind the instrument panel. We are issuing this AD to require actions to address the unsafe condition on these products.



**AD: Aeroclubul Romaniei Gliders\*\*\***

Published 02/13/2018                      Docket #: FAA-2017-1068                      Effective date 03/20/2018  
The FAA is adopting a new airworthiness directive (AD) for Aeroclubul Romaniei Model IS-28B2 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 cracks at stringers in the rear fuselage of several Model IS-28B2 gliders. We are issuing this AD to require actions to address the unsafe condition on these products.

**AD: Airworthiness Directives; Various Aircraft Equipped With BRP-Rotax GmbH & Co KG 912 A Series Engine\*\*\***

Published 02/13/2018                      Docket #: FAA-2017-1078                      Effective date 03/20/2018  
The FAA is adopting a new airworthiness directive (AD) for various aircraft equipped with a BRP-Rotax GmbH & Co. KG (formerly BRP-Powertrain GmbH & Co. KG; Bombardier-Rotax GmbH & Co. KG; Bombardier-Rotax GmbH) 912 A series engine. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as defective valve push-rod assemblies manufactured from June 8, 2016, through October 2, 2017. We are issuing this AD to require actions to address the unsafe condition on these products.

**Final Rule: Amendment of Multiple Air Traffic Service (ATS) Routes; North Central United States**

Published 02/13/2018                      Docket #: FAA-2017-1082                      Effective date 05/24/2018  
The FAA is amending four high altitude Area Navigation (RNAV) Q-routes (Q-140, Q-818, Q-935, and Q-947) that cross the United States (U.S.)/Canada border in the north central U.S. This action updates the latitude/longitude coordinates for three Canadian waypoints listed in the Q-route descriptions contained in the FAA aeronautical database to match the Canadian aeronautical database source information.

*FAA Proposed Rules*

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

Published 02/13/2018                      Docket #: FAA-2018-0049                      Comments due 03/19/2018  
The FAA is correcting a Notice of Proposed Rulemaking (NPRM) that published in the Federal Register. That NPRM applies to certain Textron Aviation Inc. Models 172N, 172P, 172Q, 172RG, F172N, F172P, FR172K, R172K, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, T182, F182P, F182Q, F182RG, R182, TR182, 206, P206/TP206, U206/TU206, 207/T207, 210-5 (205), 210-5A (205A), 210B, 210C, 210D, 210E, 210F, and T210F airplanes. The Docket No. throughout the document is incorrect. This document corrects that error. In all other respects, the original document remains the same.

**February 14, 2018**

*FAA Final rules*

**AD: GE Aviation Czech s.r.o. Turboprop Engines\*\*\***

Published 02/14/2018                      Docket #: FAA-2017-0658                      Comments due 03/21/2018  
We are adopting a new airworthiness directive (AD) for GE Aviation Czech s.r.o. M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F turboprop engines. This AD requires

removal of certain power turbine (PT) disks installed on the affected engines. This AD was prompted by a design review by the manufacturer that determined PT rotors with certain disks have less overspeed margin than originally stated during product certification. We are issuing this AD to address the unsafe condition on these products.

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.

### *FAA Proposed Rules*

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

Published 02/14/2018

Docket #: FAA-2018-0078

Effective date 04/02/2018

We propose to supersede Airworthiness Directive (AD) 2017-01-02, which applies to certain The Boeing Company Model 787-8 and 787-9 airplanes. AD 2017-01-02 requires an inspection for discrepant inboard and outboard trailing edge flap rotary actuators. Since we issued AD 2017-01-02, we have determined that it is necessary to revise the applicability to include additional airplanes, and to reduce the number of affected actuators. This proposed AD would continue to require an inspection of the inboard and outboard trailing edge flap rotary actuator for any discrepant rotary actuator, and corrective actions if necessary. 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: [Notice of Opportunity for Public Comment on a Disposal of 17.6 Acres of Airport Land at Manchester-Boston Regional Airport, Manchester, NH](#)**

Published 02/14/2018

Document #: 2018-02942

Comments due 03/16/2018

Notice is being given that the FAA is considering a request from the Manchester-Boston Regional Authority to dispose of 17.6 acres of airport land. The parcel is located three miles south of the airport and surrounded by residential development. Considering its remote location and no aviation development potential, disposal of the property is approved. The airport will obtain fair market value for the disposal and the proceeds deposited into the airport's account for operation and maintenance of the facility.

### **February 15, 2018**

#### *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 02/15/2018

Docket #: FAA- 2018-0109

Effective date 02/15/2018

We are adopting a new airworthiness directive (AD) for all Airbus Model A320-271N, A321-271N, and A321-272N airplanes. This AD requires de-pairing certain International Aero Engines (IAE) engines in order to continue to operate affected airplanes and discontinuing extended operations (ETOPS) for airplanes with at least one affected engine. This AD was prompted by reports of two engine in-flight shutdowns (IFSDs) and two rejected takeoffs. We are issuing this AD to address the unsafe condition on these products.

### **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: Designees and Organization Designation Authorization (ODA) unit members now authorized to use the Portable Document Format (PDF) fillable forms for issuing FAA form 8100-2, Standard Airworthiness Certificate, and FAA form 8130-7, Special Airworthiness Certificate**

Issued 02/12/2018

Policy #: AIR600-18-6F0-GM01

This memorandum rescinds memorandum AIR600-17-6F0-GM05, dated December 4, 2017, which restricted designees and Organization Designation Authorization (ODA) unit members from using the PDF fillable forms 8100-2 and 8130-7 during airworthiness certification activities. As a result of this new memorandum, designees and ODA unit members are now authorized to issue the PDF fillable form 8100-2 and form 8130-7.

#### *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 572 to 8900.1**

Issued 01/25/2018

This change revises the content in Volume 3, Chapter 42, Section 1, Safety Assurance System: Initial and Continual Oversight and Evaluation of Essential Maintenance and Other Contract Maintenance Provider Programs and Contractual Agreements, and incorporates it into Volume 6, Chapter 2, Section 42 (was Reserved). This change also revises regulations and inspection requirements for the Essential Maintenance Providers (EMP) for 14 CFR parts 121 and 135 certificate holders and reserves Volume 3, Chapter 42, Section 1.

**FSIMS: Safety Assurance System: Surveillance of Parts 121 and 135 (with OpSpec D072) Certificate Holder Contract Maintenance Provider Programs and Maintenance Provider Airworthiness Agreements**

Issued 01/25/2018

This chapter provides aviation safety inspectors (ASI) with guidance for regulatory oversight of certificate holder contract maintenance programs. The objective is to ensure that maintenance, preventive maintenance, and alterations performed by the certificate holder, or by other persons, are performed in accordance with the certificate holder's manual. Refer to Title 14 of the Code of Federal Regulations (14 CFR) part 121, § 121.367(a) and part 135, § 135.425(a).

*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: Submitting Aeronautical Data to Aeronautical Information Services in Support of the National Airspace System (NAS)**

Issued 02/12/2018

Document #: 7900.2D

This order defines requirements and responsibilities for submitting aeronautical data to Aeronautical Information Services (AIS) AN-5 in support of the National Airspace System (NAS).

*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".

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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; Delta Air Lines, Inc.](#)**

Published 02/15/2018

Document #: 2018-03115

Comments due 03/07/2018

Delta is seeking relief from 14 CFR 121.310(b)(2)(ii), which requires passenger emergency exit markings to be manufactured to meet the interior emergency exit marking requirements under which the airplane was type certificated. Specifically, Delta is proposing the use of graphical/symbolic exit signs rather than the conventional, red text-based signs on its Boeing Model 777 series airplanes.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: [SAAB AB, SAAB AERONAUTICS](#)**

Updated 02/14/2018

Revision 1 Draft X

Comments due 03/16/2018

**February 16, 2018**

*FAA Proposed Rules*

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

Published 02/16/2018

Docket #: FAA-2018-0110

Comments due 04/02/2018

We propose to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 757 airplanes. This proposed AD was prompted by reports of bolt rotation in the engine drag fitting joint and fasteners heads; an inspection of the fastener holes revealed that cracks were found in the skin on two airplanes. This proposed AD would require repetitive inspections for skin cracking and shim migration at the upper link drag fittings, diagonal brace cracking, and fastener looseness; and applicable on-condition actions. We are proposing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Final Advisory Circulars*

**AC: [Design and Installation Details for Airport Visual Aids](#)**

Issued 02/12/2018

Document #: AC 150/5340-30J

This advisory circular (AC) provides guidance and recommendations on the installation of airport visual aids.

*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: [Hamilton-Boeing Space Exploration Counsel](#)**

Issued 02/15/2018

This legal interpretation a legal interpretation of the 2015 U.S. Commercial Space Launch Competitiveness Act's (CSLCA) effect on a space flight participant's (SFP) reciprocal waiver of claims requirement.

**Legal Interpretation: [Parachute Requirements](#)**

Issued 02/15/2018

Regulation/Order #: 14 CFR § 91.307

This legal interpretation of the parachute requirements for spin training conducted as part of Spartan College's part 141 operations. Specifically, Mr. McNease requested confirmation that spin training conducted as part of part 141 flight school operations is exempt from § 91.307(c) of Title 14 of the Code of Federal Regulations (14 CFR).

*Flight Standards Service Information for Operators (InFO)*

**InFO: [Use of Reflective Vests by Small Unmanned Aircraft Systems \(sUAS\) Remote Pilots](#)**

Issued 02/14/2018

InFO #: 18001

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

*Orders*

**Order: [Submitting Aeronautical Data to Aeronautical Information Services in Support of the National Airspace System \(NAS\)](#)**

Issued 02/12/2018

Document #: 7900.2D

This order defines requirements and responsibilities for submitting aeronautical data to Aeronautical Information Services (AIS) AN-5 in support of the National Airspace System (NAS).

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: [Special Use Airspace](#)**

Issued 02/16/2018

Document #: JO 7400.10

This Order, published yearly, provides a listing of all regulatory and non-regulatory Special Use Airspace areas, as well as issued but not yet implemented amendments to those areas established by the Federal Aviation Administration.

*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: Designee Management Policy**

Updated 02/01/2018                      Reference #: Order 8000.95 CHG      Comments due 02/16/2018

4

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

*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: Airborne Windshear Warning And Escape Guidance Systems For Transport Airplanes**

Updated 02/08/2018                      Comments due 02/20/2018

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 airborne windshear warning and escape guidance systems for transport category airplanes must first meet for approval and identification with the applicable TSO marking.

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

Updated 02/08/2018                      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: Aviation Safety Action Program**

Updated 02/15/2018      Reference #: Title 14 Part 49                      Comments due 04/26/2018

This AC provides guidance for establishing an Aviation Safety Action Program (ASAP) under Title 14 of the Code of Federal Regulations (14 CFR) and Title 49 of the Code of Federal Regulations (49 CFR). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents. The Federal Aviation Administration (FAA) has determined that identifying these precursors is essential to further reducing the already low accident rate. Under an ASAP, safety

issues are resolved through corrective action rather than through punishment or discipline. The ASAP provides for the collection, analysis, and retention of the safety data obtained through the reporting process. ASAP participants use ASAP safety data, much of which would otherwise be unobtainable, to develop corrective actions for identified safety concerns, and to educate the appropriate parties to prevent a recurrence of the same type of safety event.

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

See instruction for TSO.

**FSB: Gulfstream GIV-X, GV, GV-SP GIV-X (G350/G450), GV, GV-SP (G500/G550)**

Updated 02/14/2018

Revision 12 Draft X

Comments due 03/07/2018

**FSB: Textron Aviation Inc**

Updated 02/14/2018

Revision 6 Draft X

Comments due 03/8/2018

**FSB: SAAB AB, SAAB AERONAUTICS**

Updated 02/14/2018

Revision 1 Draft X

Comments due 03/16/2018

#### *Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: Textron Aviation CE-750**

Updated 02/09/2018

Revision 7 Draft X

Comments due 02/26/2018

**MMEL: Airbus Helicopters Deutschland GmbH MBB-BK 117 C-2 (TCDS H13EU)**

Updated 02/09/2018

Revision 3 Draft X

Comments due 03/08/2018

### **NATIONAL TRANSPORTATION SAFETY BOARD**

#### [Press releases](#)

#### **[Rail Safety Subject of 3 NTSB Urgent Safety Recommendations](#)**

The National Transportation Safety Board issued three urgent safety recommendations Thursday, acting upon the agency's findings in two ongoing railroad accident investigations.

#### **February 20, 2018**

#### *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: [Viking Air Limited Airplanes\\*\\*\\*](#)**



Published 02/20/2018

Docket #: FAA-2017-1038

Effective date 03/27/2018

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

#### *FAA Proposed Rules*

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

Published 02/20/2018

Docket #: FAA-2018-0111

Comments due 04/06/2018

We propose to supersede Airworthiness Directive (AD) 2017-07-07, for certain Airbus Model A330-200, A330-300, A340-200, and A340-300 series airplanes. AD 2017-07-07 requires repetitive inspections of certain fastener holes, and related investigative and corrective actions if necessary. Since we issued AD 2017-07-07, we have determined that certain other airplanes could also be affected by the unsafe condition specified in AD 2017-07-07. This proposed AD would retain the requirements of AD 2017-07-07 and expand the applicability. 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: Airbus A350-900 Series, A350-1000 Series All Models**

Issued 02/16/2018

Revision 3 of the Airbu A350-900 Series, A350-1000 Series All Models) Master Minimum Equipment List.

##### *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".

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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). Unhighlight.

**Notice: Office of Commercial Space Transportation: Millennium Engineering and Integration Company Safety Approval Performance Criteria**

Published 02/20/2018 Document #: 2018-03399

This is notification of criteria used to evaluate the Millennium Engineering and Integration Company (MEI) safety approval application. This Notice publishes the criteria that the FAA used to evaluate the safety approval application pursuant to FAA regulations.

**Notice: Public Notice for Waiver of Aeronautical Land-Use Assurance; Stevens Point Municipal Airport Stevens Point, WI**

Published 02/20/2018 Document #: 2018-03423 Comments due 03/22/2018

The FAA is considering a proposal to change 47.634 acres known as Parcels 55 and 57 of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at Stevens Point Municipal Airport, Stevens Point, WI. The aforementioned land is not needed for aeronautical use.

**Notice: FAA Approval of Noise Compatibility Program for Hawthorne Municipal Airport, Hawthorne, California**

Published 02/20/2018 Document #: 2018-03425

The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the City of Hawthorne, California. On April 11, 2014, the FAA determined that the noise exposure maps submitted by the City of Hawthorne were in compliance with applicable requirements. On December 18, 2017, the FAA approved the Hawthorne Municipal Airport Noise Compatibility Program. All 11 of the recommendations of the program were approved. No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.

**February 21, 2018**

*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: Amendment of Class E Airspace; Hanford, CA**

Published 02/21/2018 Docket #: FAA-2017-0856 Effective date 05/24/2018

This action amends Class E airspace extending upward from 700 feet above the surface at Hanford Municipal Airport, Hanford, CA, by enlarging the airspace to accommodate area navigation (RNAV) procedures at the airport, removing the Visalia VHF omnidirectional range/distance measuring equipment (VOR/DME) from the airspace description, and amending the geographic coordinates of the airport. This action also removes Blair Airport from the airport description as the airport no longer exists. This action is necessary for the safety and management of instrument flight rules (IFR)

operations at the airport.

**Final Rule: Establishment of Class E Airspace, Rangely, CO**

Published 02/21/2018

Docket #: FAA-2017-0972

Effective date 05/24/2018

This action establishes 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 ensures the safety and management of instrument flight rules (IFR) operations within the National Airspace System.

*FAA Proposed Rules*

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

Published 02/21/2018

Docket #: FAA-2018-0112

Comments due 04/09/2018

We propose to adopt a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, -500 series airplanes. This proposed AD was prompted by reports of cracking in certain flanges, and the adjacent web, of the wing outboard flap track at certain positions. This proposed AD would require an inspection to determine the part number of the wing outboard flap track assembly; repetitive inspections of each affected wing outboard flap track for discrepancies, and applicable on-condition actions; and repetitive overhaul of each wing outboard flap track. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: AgustaWestland S.p.A. Helicopters\*\*\***

Published 02/21/2018

Docket #: FAA-2017-0619

Comments due 04/23/2018

We propose to adopt a new airworthiness directive (AD) for AgustaWestland S.p.A. (AgustaWestland) Model AW189 helicopters. This proposed AD would require inspecting the tail gearbox (TGB) fitting for a crack. This proposed AD is prompted by a report of a crack on a TGB fitting that was found during a scheduled inspection. The actions of this proposed AD are intended to prevent an unsafe condition on these products.

**NPRM: Proposed Amendment of Class E Airspace; Kamuela, HI**

Published 02/21/2018

Docket #: FAA-2017-1145

Comments due 04/09/2018

This action proposes to amend Class E surface area airspace and Class E airspace extending upward from 700 feet above the surface at Waimea-Kohala Airport, Kamuela, HI. The part-time Notice to Airmen (NOTAM) status would be removed from Class E surface area airspace, references to the Kamuela VOR/DME would be removed from all associated Class E airspace areas, and airspace boundaries would be modified to only that area necessary to contain instrument flight rules (IFR) operations at the airport. Airspace redesign is necessary as the FAA transitions from ground-based to satellite-based navigation for the safety and management of the national airspace system. Also, an editorial change would be made removing the airport name and replacing it with the city in the airspace designators for the above airspace areas.

**NPRM: Proposed Revocation of Class E Airspace; Sunol, CA**

Published 02/21/2018

Docket #: FAA-2017-1147

Comments due 04/09/2018

This action proposes to remove Class E airspace extending upward from 1,200 feet above the surface at Sunol, CA. This airspace is wholly contained within the Sacramento en route airspace area and duplication is not necessary.

**NPRM: Proposed Removal of Class E Airspace; Mercury, NV**

Published 02/21/2018

Docket #: FAA-2017-1148

Comments due 04/09/2018

This action proposes to remove Class E airspace extending upward from 700 feet above the surface at Desert Rock Airport, Mercury, NV. This airspace is not required, as there are no instrument flight rules (IFR) operations at the airport.

**NPRM: [Proposed Amendment of Class D and Class E Airspace, and Removal of Class E Airspace; Lompoc, CA](#)**

Published 02/21/2018

Docket #: FAA-2017-1146

Comments due 04/09/2018

This action proposes to amend Class D airspace, Class E airspace extending upward from 700 feet above the surface, and remove Class E airspace designated as an extension at Vandenberg Air Force Base (AFB), Lompoc, CA. This action also proposes to modify Class E airspace extending upward from 700 feet above the surface at Lompoc Airport, Lompoc, CA, by enlarging the airspace and removing the part-time Notice to Airmen (NOTAM) status. This action would also amend the geographic coordinates of the airports to match the FAA's aeronautical database. This action is necessary for the safety and management of instrument flight rules (IFR) operations at these airports. An editorial change would be made removing the city associated with the airport name in the airspace designator for Vandenberg AFB, as well as removing exclusionary language from the description. Additionally, this action would replace the outdated term "Airport/Facility Directory" with the term "Chart Supplement".

**NPRM: [Proposed Amendment of Class D and Class E Airspace; Aurora, OR](#)**

Published 02/21/2018

Docket #: FAA-2017-1034

Comments due 04/09/2018

This action proposes to amend Class D airspace, Class E surface area airspace, and Class E airspace extending upward from 700 feet above the surface, at Aurora State Airport, Aurora, OR. After a biennial review the FAA found modification necessary to accommodate airspace redesign for the safety and management of instrument flight rules (IFR) operations at the airport. Additionally, an editorial change would be made removing the city associated with the airport name in the airspace designations. Also, this proposal would make an editorial change to the Class D airspace legal description replacing Airport/Facility Directory with the term Chart Supplement.

**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: [Guidance on 14 CFR Part 21 "No Acoustical Change" Determinations by Organization Designation Authorization \(ODA\) Holders](#)**

Issued 02/20/2018

Policy #: AIR600-17-6FO-PM04

This memorandum permits ODA organization management teams (OMTs) to allow ODA holders to make "no acoustical change" (NAC) determinations without further FAA review of that determination. NAC determinations establish that a design change is not an acoustical change as defined in 14 CFR section 21.93(b) and addressed in AC 36-4, Noise Standards: Aircraft Type and Airworthiness Certification.

**Final Policy: [Occupant Injury Considerations for Dual Pilot Head Up Display \(HUD\) Installations](#)**

Issued 02/20/2018

Policy #: PS-AIR-25-33

This policy statement provides Federal Aviation Administration (FAA) certification policy on title 14, Code of Federal Regulations (14 CFR) 21.21(b)(2), 25.1309, and 25.785 with regard to dual HUD installations. This policy also addresses occupant injury assessment criteria and the implementation of those criteria.

### *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: Special Use Airspace**

Issued 02/16/2018

Document #: JO 7400.10

This Order, published yearly, provides a listing of all regulatory and non-regulatory Special Use Airspace areas, as well as issued but not yet implemented amendments to those areas established by the Federal Aviation Administration.

### *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”.

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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: ICAO Three Letter Designator (3LD) “YEL” And Associated Telephony “YELLOWSTONE”**

Published 02/14/2018

Document #: JO 7340.442

Additions to JO 7340.2, contractions, Chapter 3, Sections 1,2, and 3 have been approved for YEL (Yellowstone).

### ***February 22, 2018***

*FAA Proposed Special Conditions*

#### **SC: SWS Certification Services, Ltd., Boeing Model 747-8 Airplanes; Installation of an Overhead Passenger-Sleeping Compartment in the Main Deck**

Published 02/22/2018

Docket #: FAA-2018-0011

Comments due 03/14/2018

This action proposes special conditions for the Boeing Model 747-8 airplane. This airplane, as modified by SWS Certification Services, Ltd. (SWS), will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is the installation of an overhead passenger-sleeping compartment in the main deck. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

## **FAA Guidance Documents and Notices**

### *FAA Legal Interpretations*

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: [Applicability of part 36 to new supersonic aircraft](#)**

Issued 02/21/2018

Regulation/Order #: 14 CFR part 36

This legal interpretation responds to a question asking whether 14 CFR part 36, Noise Standards: Aircraft Type and Airworthiness Certification, would apply to an application for type certification of a new supersonic aircraft.

### *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: [Aviation Safety Action Program \(ASAP\), Voluntary Disclosure Reporting Program \(VDRP\), and Compliance Philosophy](#)**

Issued 02/16/2018

This notice supplements current policy relating to the Aviation Safety Action Program (ASAP) and the Voluntary Disclosure Reporting Program (VDRP). The changes are to policy contained within Federal Aviation Administration (FAA) Order 8900.1, Volume 11, Chapter 1, Section 1, Voluntary Disclosure Reporting Program for Air Carriers and Regulated Entities; and Volume 11, Chapter 2, Section 1, Safety Assurance System: Aviation Safety Action Program.

#### **FSIMS: [Policy Change for Applicants/Certificate Holders Submitting Information Using the SAS External Portal and Data Collection Tools](#)**

Issued 02/20/2018

This notice supplements current policy and removes requirements for applicants and certificate holders to use the Safety Assurance System (SAS) external portal and Data Collection Tools (DCT). The changes impact the following policy contained within Federal Aviation Administration (FAA)

Order 8900.1:

### Notices

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**Notice: [Petition for Exemption; Summary of Petition Received; Corvus Airlines, Inc.](#)**

Published 02/22/2018

Document #: 2018-03619

Comments due 03/14/2018

Corvus Airlines seeks an exemption from § 121.119(a) for supplemental operations to destinations not afforded approved weather reports or where airports are experiencing a failure of the Automated Weather Observation System (AWOS) in its entirety or missing required element(s) of such a report.

**Notice: [Public Notice for Waiver of Aeronautical Land Use Assurance; Great Falls International Airport, Great Falls, MT](#)**

Published 02/22/2018

Document #: 2018-03656

Comments due 03/26/2018

Notice is being given that the FAA is considering a proposal from the Great Falls International Airport Authority to change certain portions of the airport from aeronautical use to non-aeronautical use at the Great Falls International Airport, Great Falls, MT. The proposal consists of 2.99 acres acquired with an Airport Improvement Program grant shown on the Airport's Exhibit "A" as Parcel 15.

**Notice: [Public Notice for Waiver of Aeronautical Land Use Assurance; Great Falls International Airport, Great Falls, MT](#)**

Published 02/22/2018

Document #: 2018-03658

Comments due 03/26/2018

Notice is being given that the FAA is considering a proposal from the Great Falls International Airport Authority to change certain portions of the airport from aeronautical use to non-aeronautical use at the Great Falls International Airport, Great Falls, MT. The proposal consists of 5 acres of surplus property shown on the Airport's Exhibit "A" as the portion of Parcel 4 east of the airport's access road.

**Notice: [Notice of Intent of Waiver With Respect to Land; Akron-Canton Airport, North Canton, OH](#)**

Published 02/22/2018

Document #: 2018-03654

Comments due 03/26/2018

The FAA is considering a proposal to change 31.581 acres of airport land from aeronautical use to non-aeronautical use and to authorize the lease of airport property located at Akron-Canton Airport, North Canton, OH. The aforementioned land consists of a partial release of Parcel ID 00 (4.53 acres) and Parcel ID 38 (27.051 acres) which is not needed for aeronautical use. The parcels are located in the Northwest quadrant of the airport, south of Greensburg Road, North Canton, OH. The property is currently designated as aeronautical use for compatible land use in support of the airfield approach. The proposed non-aeronautical use is for commercial/general industrial development.

**Notice: [Petition for Exemption; Summary of Petition Received; Donaldson Aerospace & Defense](#)**

Published 02/22/2018                      Document #: 2018-03620                      Comments due 03/14/2018  
Donaldson Aerospace & Defense (Donaldson) petitioned the Federal Aviation Administration for an exemption from § 21.303(b)(3) of Title 14, Code of Federal Regulations (CFR). The proposed exemption, if granted, would allow Donaldson to add articles from a Transport Canada Civil Aviation approved supplemental type certificate to its existing parts manufacture approval issued by the Federal Aviation Administration under 14 CFR Subpart K.

**February 23, 2018**

*FAA Final rules*

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

Published 02/23/2018                      Docket #: FAA-2017-0774                      Effective date 03/30/2018  
The FAA is superseding Airworthiness Directive (AD) 2012-12-05, which applied to all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. AD 2012-12-05 required repetitive inspections for cracking under the stop fittings and intercostal flanges and for cracking of the intercostal web, attachment clips, stringer splice channels, frame, reinforcement angle, shear web, frame outer chord and inner chord; a one-time inspection to detect missing fasteners; repetitive inspections of the cargo barrier net fitting for cracking; repetitive inspections for cracking of the stringer S-15L aft intercostal; and repair or corrective action if necessary. For certain airplanes, this AD adds new repetitive inspections of certain areas of the frame inner chord, and applicable on-condition actions. This AD was prompted by reports of additional cracking in locations not covered by the inspections in AD 2012-12-05. We are issuing this AD to address the unsafe condition on these products.

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

Published 02/23/2018                      Docket #: FAA-2016-9067                      Effective date 03/30/2018  
The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes. This AD was prompted by a report of incidents involving fatigue cracking in transport category airplanes that are approaching or have exceeded their design service objective and a structural reevaluation by the manufacturer that identified additional structural elements that qualify as structural significant items (SSIs). This AD requires revising the



maintenance or inspection program, as applicable, to include inspections that will give no less than the required damage tolerance rating (DTR) for certain SSI, performing repetitive inspections to detect cracks of all SSIs, and repairing cracked structures if necessary. Additionally, this AD requires all cracks involving an SSI or related structure in close vicinity to the SSI to be reported to Boeing. We are issuing this AD to address the unsafe condition on these products.

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

Published 02/23/2018                      Docket #: FAA-2017-1025                      Effective date 03/30/2018  
The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000) airplanes. This AD was prompted by several incidents of electrical shorting and sparks caused by de-icing fluid leaks between flight deck windshields and side windows. This AD requires water spray tests and general visual inspections for water in the flight deck compartment, and water removal and sealant application if necessary. We are issuing this AD to address the unsafe condition on these products.

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

Published 02/23/2018                      Docket #: FAA-2017-1021                      Effective date 03/30/2018  
The FAA is adopting a new airworthiness directive (AD) for certain Fokker Services B.V. Model F28 Mark 0100 airplanes. This AD was prompted by a report that a jammed control cable prevented the full extension of the nose landing gear (LG). This AD requires a general visual inspection of the LG handle teleflex cable conduit connector for the presence of a grease nipple, a maintenance records check of affected airplanes, a detailed inspection for corrosion and damage of the LG handle teleflex cable, and corrective actions if necessary. This AD also requires revising the maintenance or inspection program, as applicable. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*

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

Published 02/23/2018                      Docket #: FAA-2018-0114                      Comments due 04/09/2018  
The FAA proposes to adopt a new airworthiness directive (AD) for The Boeing Company Model 787 series airplanes powered by Rolls Royce Trent 1000 engines. This proposed AD was prompted by a report of failures of the inner fixed structure (IFS) forward upper fire seal and damage to thermal insulation blankets in the forward upper area of the thrust reverser (TR). This proposed AD would require an inspection to determine the part number of the IFS forward upper fire seal, and applicable on-condition actions. We are proposing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*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.

**Draft Policy: Remote Test Witnessing**

Updated M/D/YYYY

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.

*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.

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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: Request for Legal Interpretation of 14 CFR § 117.25(b)**

Issued 02/21/2018

Regulation/Order #: 14 CFR § 117.25(b)

This legal interpretation responds to a request for interpretation of 14 CFR § 117.25(b) concerning the rest period requirement, and clarification on whether being assigned seven consecutive days of work with no rest period<sup>1</sup> during those seven days is a violation of § 117.25(b).

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

Issued 02/20/2018

Document #: 8260.3D

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

*Notices*

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”.

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**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Safety Assurance System External Portal**

Published 02/23/2018                      Document #: 2018-03763                      Comments due 04/24/2018  
In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for a new information collection. The collection involves an internet based tool, the Safety Assurance System (SAS) External Portal. The SAS External Portal is used by the FAA's Office of Flight Standards to conduct initial certification, routine surveillance, and certificate management for applicants and certificate holders. The information to be collected will be used to better facilitate efficient certification, surveillance and certificate management activities.

**Notice: Policy Change for Applicants/Certificate Holders Submitting Information Using the SAS External Portal and Data Collection Tools**

Published 02/20/2018                      Document #: N 8900.451  
This notice supplements current policy and removes requirements for applicants and certificate holders to use the Safety Assurance System (SAS) external portal and Data Collection Tools (DCT). The changes impact the following policy contained within Federal Aviation Administration (FAA) Order 8900.1.

**Meeting: Seventy Second RTCA SC-135 Environmental Testing Plenary Meeting**

Meeting date 04/26/2018      Meeting time 9:00am – 5:00pm Time zone (EST/etc.)  
The FAA is issuing this notice to advise the public of a meeting of Seventy Second RTCA SC-135 Environmental Testing Plenary Meeting.

*Flight Standards Service Draft Advisory Circular*

See instruction for TSO.

**AC: Aviation Safety Action Program**

Updated 04/26/2018      Reference #: Title 14 Part 5                      Comments due 04/26/2018  
This AC provides guidance for establishing an Aviation Safety Action Program (ASAP) under Title 14 of the Code of Federal Regulations (14 CFR) and Title 49 of the Code of Federal Regulations (49 CFR). The objective of an ASAP is to encourage employees of certificate holders or other operators to voluntarily report safety information that may be critical to identifying potential precursors to accidents.

*Draft Flight Standardization Board/Operational Suitability Report*

See instruction for TSO.

**FSB: Gulfstream GIV-X, GV, GV-SP GIV-X (G350/G450), GV, GV-SP (G500/G550)**

Updated 02/22/2018                      Revision 12 Draft X                      Comments due 03/07/2018

**FSB: Textron Aviation Inc**

Updated 02/22/2018                      Revision 6 Draft X                      Comments due 03/08/2018

**FSB: SAAB AB, SAAB AERONAUTICS**

Updated 02/22/2018                      Revision 1 Draft X                      Comments due 03/16/2018

**FSB: Bombardier Global Express**

Updated 02/22/2018                      Revision 5 Draft X                      Comments due 03/26/2018

*Draft Master Minimum Equipment List*

See instruction for TSO.

**MMEL: Textron Aviation CE-750**

Updated 02/09/2018                      Revision 7 Draft X                      Comments due 02/26/2018

**MMEL: Airbus Helicopters Deutschland GmbH MBB-BK 117 C-2 (TCDS H13EU)**

Updated 02/09/2018                      Revision 3 Draft X                      Comments due 03/08/2018

**February 26, 2018**

*FAA Final rules*

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**Final Rule: Amendment of Class E Airspace; Greenville, NC**

Published 02/26/2018                      Docket #: FAA-2017-0801                      Effective date 05/24/2018

This action amends Class E surface airspace at Greenville, NC, by removing Pitt County Memorial Hospital Heliport from the Class E surface area airspace associated with Pitt-Greenville Airport. Helicopters departing from the heliport must now receive clearance. Consequently, the cut out from Class E surface airspace is no longer required. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at the airport. This action also updates the geographic coordinates of the airport under Class E surface airspace and Class E airspace extending upward from 700 feet or more above the surface of the earth, to coincide with the FAA's aeronautical database.

*FAA Proposed Rules*

**NPRM AD: Airbus Airplanes\*\*\***

Published 02/26/2018                      Docket #: FAA-2018-0113                      Comments due 04/12/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2016-12-09, for certain Airbus Model

A330-200, -200 Freighter, and -300 series airplanes; and Model A340-200 and -300 series airplanes. AD 2016-12-09 requires removing fasteners, doing a rototest inspection of fastener holes, installing new fasteners, oversizing the holes and doing rototest inspections for cracks if necessary, and repairing any cracking that was found. Since we issued AD 2016-12-09, an evaluation by the design approval holder (DAH) indicates that certain fastener holes are subject to widespread fatigue damage (WFD). This proposed AD would add airplanes to the effectivity, add repetitive inspections of the fastener holes at frame (FR) 40, and, for certain airplanes, require a modification, which terminates the inspections. We are proposing this AD to address the unsafe condition on these products.

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

Published 02/26/2018                      Docket #: FAA-2018-0115                      Comments due 04/12/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes. This proposed AD was prompted by reports that additional areas of Boeing Material Specification (BMS) 8-39 flexible urethane foam were found during a routine inspection. This proposed AD would require an inspection for foam insulation on the dripshield above the overhead panel support structure and replacement if necessary. For certain airplanes, this proposed AD would also require replacement of foam insulation on the overhead panel support structure. We are proposing this AD to address the unsafe condition on these products.

**NPRM: Proposed Amendment of Class D Airspace and Class E Airspace; Erie, PA**

Published 02/26/2018                      Docket #: FAA-2017-1195                      Comments due 04/12/2018

This action proposes to amend Class D airspace, Class E surface airspace, and Class E airspace designated as an extension to a Class D surface area, by updating the name to Erie International Airport/Tom Ridge Field, Erie, PA. This action also proposes to amend Class E airspace extending upward from 700 feet above the surface in Erie, PA, by updating the name to St. Vincent Health Center Heliport. This action also would update the geographic coordinates of the airport and heliport, and would replace the outdated term "Airport/Facility Directory" with the term "Chart Supplement" in the legal descriptions of associated Class D and E airspace to match the FAA's aeronautical database.

**NPRM: Proposed Revocation of Class E Airspace; Crows Landing, CA**

Published 02/26/2018                      Docket #: FAA-2017-1088                      Comments due 04/12/2018

This action proposes to remove Class E airspace extending upward from 1,200 feet above the surface at Crows Landing Airport, Crows Landing, CA. This airspace is wholly contained within the Sacramento en route airspace area and duplication is not necessary.

**NPRM: Proposed Amendment of Class D Airspace and Class E Airspace; Biloxi, MS, and Gulfport, MS**

Published 02/26/2018                      Docket #: FAA-2017-0865                      Comments due 04/12/2018

This action proposes to amend Class D airspace, Class E surface airspace, Class E airspace designated as an extension (by removing NOTAM part-time status), and Class E airspace extending upward from 700 feet above the surface at Keesler Air Force Base (AFB), Biloxi, MS, and Gulfport-Biloxi International Airport, (formerly Gulfport-Biloxi Regional Airport), Gulfport, MS. The geographic coordinates for these airports and the Keesler TACAN navigation aid would be adjusted in the associated Class D and E airspace to match the FAA's aeronautical database. Also, an editorial change would be made to the Class E extension airspace legal descriptions replacing

“Airport/Facility Directory” with the term “Chart Supplement” for these airports. This action would enhance the safety and management of instrument flight rules (IFR) operations at these airports.

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

Issued 02/20/2018

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

Issued 02/20/2018

### *Notices*

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#### **Notice: Policy Change for Applicants/Certificate Holders Submitting Information Using the SAS External Portal and Data Collection Tools**

Published 02/20/2018 Document #: N 8900.451

This notice supplements current policy and removes requirements for applicants and certificate holders to use the Safety Assurance System (SAS) external portal and Data Collection Tools (DCT).

### **February 27, 2018**

*FAA Final rules*

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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 02/27/2018                      Docket #: FAA-2017-0766                      Effective date 04/03/2018  
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 an evaluation by the design approval holder (DAH) indicating that the gore web lap splices of the aft pressure bulkhead are subject to widespread fatigue damage (WFD). This AD requires repetitive inspections of the gore webs, gore web lap splices, and repair webs, as applicable, of the aft pressure bulkhead, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

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

Published 02/27/2018                      Docket #: FAA-2016-9435                      Effective date 04/03/2018  
The FAA is superseding Airworthiness Directive (AD) 2012-22-15, which applied to all Fokker Services B.V. Model F28 Mark 0070 and Mark 0100 airplanes. AD 2012-22-15 required revising the maintenance program to incorporate the limitations, tasks, thresholds, and intervals specified in certain revised Fokker maintenance review board (MRB) documents. This new AD requires revising the maintenance or inspection program, as applicable, to incorporate new maintenance requirements and airworthiness limitations. This AD was prompted by new and more restrictive airworthiness limitations. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Airplanes\*\*\***

Published 02/27/2018                      Docket #: FAA-2016-9519                      Effective date 04/03/2018  
The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A319-112, A319-115, A320-214, A320-232, and A321-211 airplanes. This AD was prompted by in-service experience and further analysis, which showed that the galley 5 without kick-load retainers, was unable to withstand the expected loading during several flight phases or in case of emergency landing. This AD requires modification of galley 5 trolley compartments by adding kick-load retainers. We are issuing this AD to address the unsafe condition on these products.

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

Published 02/27/2018                      Docket #: 31180                      Effective date 02/27/2018  
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 02/27/2018                      Docket #: 31179                      Effective date 02/27/2018  
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 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: [Notice of Intent To Release Certain Properties From All Terms, Conditions, Reservations and Restrictions of a Quitclaim Deed Agreement Between City of Leesburg and the Federal Aviation Administration for the Leesburg International Airport, Leesburg, FL](#)**

Published 02/27/2018

Document #: 2018-03953

Comments due 03/29/2018

The FAA hereby provides notice of intent to release certain airport properties 7.28 acres at the Leesburg International Airport, Leesburg, FL from the conditions, reservations, and restrictions as contained in a Quitclaim Deed agreement between the FAA and the City of Leesburg, dated March 23, 1948. The release of property will allow the City of Leesburg to dispose of the property for other than aeronautical purposes. The property is located north of the airport, across U.S. Highway 441. The parcel is currently designated Non Aeronautical Use. The property will be released of its federal obligations for Commercial Use. The fair market value of this parcel has been determined to be \$2,200,000.

### **Notice: [Notice of Intent To Rule on Request To Release Airport Property at the Northeast Philadelphia Airport \(PNE\), Philadelphia, Pennsylvania](#)**

Published 02/27/2018

Document #: 2018-03954

Comments due 02/27/2018

The FAA proposes to rule and invite public comment on the release of land for non-aeronautical purposes at the Northeast Philadelphia Airport (PNE), Philadelphia, Pennsylvania.



**Notice: Noise Exposure Map Notice for Fresno Yosemite International Airport, Fresno, California**

Published 02/27/2018 Document #: 2018-03955 Comments due 02/16/2018

The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Fresno for Fresno Yosemite International Airport under the provisions of 49 U.S.C. 47501 et seq. (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

**Notice: Notice of Intent of Waiver With Respect to Land; Indianapolis International Airport, Indianapolis, Indiana**

Published 02/27/2018 Document #: 2018-03957 Comments due 03/29/2018

The FAA is considering a proposal to change 1.451 acres of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at Indianapolis International Airport, Indianapolis, IN. The aforementioned land is not needed for aeronautical use. The future use of the property is for commercial and industrial development.

**February 28, 2018**

*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: AgustaWestland S.p.A. Helicopters\*\*\***

Published 02/28/2018 Docket #: FAA-2017-0111 Effective date 04/04/2018

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

**AD: The Boeing Company Airplanes\*\*\***

Published 02/28/2018 Docket #: FAA-2017-0766 Effective date 04/03/2018

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 an evaluation by the design approval holder (DAH) indicating that the gore web lap splices of the aft pressure bulkhead are subject to widespread fatigue damage (WFD). This AD requires repetitive inspections of the gore webs, gore web lap splices, and repair webs, as applicable, of the aft pressure bulkhead, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

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

Published 02/28/2018 Docket #: 31183 Effective date 03/29/2018

This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is

needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

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

Published 02/28/2018

Docket #: FAA-31180

Effective date 02/27/2018

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

*FAA Proposed Rules*

**NPRM: Proposed Amendment of Class E Airspace; Flint, MI, and Proposed Establishment of Class E Airspace; Owosso, MI**

Published 02/28/2018

Docket #: FAA-2018-0020

Comments due 04/16/2018

This action proposes to amend Class E airspace extending upward from 700 feet above the surface at Bishop International Airport, Flint, MI, and establish separate Class E airspace extending upward from 700 feet above the surface at Owosso Community Airport, Owosso, MI. The FAA is proposing this action due to the closure of the Athelone Williams Memorial Airport, Davison, MI, which is included in the Flint, MI, airspace description, and the cancellation of the instrument approach procedures at the Genesys Regional Medical Center, Grand Blanc, MI, also included in the Flint, MI, airspace description, and to update the Bishop International Airport airspace and the Owosso Community Airport airspace to comply with FAA Order 7400.2L, Procedures for Handling Airspace Matters. The geographic coordinates of the Bishop International Airport and Prices Airport, Linden, MI, would also be updated to coincide with the FAA's aeronautical database.

**FAA Guidance Documents and Notices**

*Notices*

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**Notice: [Petition for Exemption; Summary of Petition Received; British Embassy Defense Staff](#)**

Published 02/28/2018

Document #: 2018-04054

Comments due 03/12/2018

The Petitioner requests an exemption to fly a mixed formation of 13 aircraft on a predetermined route along the Potomac River and over the Air Force Memorial to commence the celebrations of the British Royal Air Force's 100th anniversary. Seven of the thirteen aircraft in the formation are in the experimental aircraft category.

**Notice: [Notice of Intent To Release Certain Properties From All Terms, Conditions, Reservations and Restrictions of a Quitclaim Deed Agreement Between City of Leesburg and the Federal Aviation Administration for the Leesburg International Airport, Leesburg, FL](#)**

Published 02/28/2018

Document #: 2018-03953

Comments due 03/29/2018

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**Notice: [Notice of Relocation; Change of Physical Address for the Federal Aviation Administration Northwest Mountain Regional Office](#)**

Published 02/28/2018

Document #: 2018-04022

The FAA announces the relocation of the FAA Northwest Mountain Regional Office, which issues airworthiness directives (ADs) for transport category airplanes.

**Notice: [Noise Exposure Map Notice for Fresno Yosemite International Airport, Fresno, California](#)**

Published 02/28/2018

Document #: 2018-03955

Comments due 02/16/2018

The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Fresno for Fresno Yosemite International Airport under the provisions of 49 U.S.C. 47501 et seq. (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

**Notice: [Notice of Intent of Waiver With Respect to Land; Indianapolis International Airport, Indianapolis, Indiana](#)**

Published 02/28/2018

Document #: 2018-03957

Comments due 03/29/2018

The FAA is considering a proposal to change 1.451 acres of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at Indianapolis International Airport, Indianapolis, IN. The aforementioned land is not needed for aeronautical use. The future use of the property is for commercial and industrial development.