

## Final Documents/Your Two Cents—May 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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### May 1, 2018

#### *FAA Final rules*

**Final Rule: [Amendment for Restricted Area R-4403A; Stennis Space Center, MS](#)**

Published 05/01/2018                      Docket #: FAA- 2017-1109      Effective date 07/19/2018

This action amends the time of designation for restricted area R-4403A, Stennis Space Center, MS, from “Intermittent, 1000 to 0300 local time, as activated by NOTAM at least 24 hours in advance,” to “Intermittent by NOTAM at least 24 hours in advance.” The National Aeronautics and Space Administration (NASA) requested the change to meet requirements of the Space Launch System (SLS) Core Stage test program.

#### *FAA Proposed Rules*

**NPRM: [Special Class Airworthiness Criteria for the Yamaha Fazer R](#)**

Published 05/01/2018                      Docket #: FAA- 2018-0379      Comments due 05/31/2018

The FAA announces the availability of and requests comments on proposed airworthiness criteria for an unmanned aircraft system, Yamaha Motor Corporation, U.S.A., model Fazer R. This document proposes policy for a special class of aircraft, to designate airworthiness criteria found by the FAA to provide an equivalent level of safety, for this proposed design, to existing standards.

#### *FAA Special Conditions*

**SC: [Bombardier Inc., Model BD-700-2A12 and BD-700-2A13 Series Airplanes; Flight Envelope Protection: High Incidence Protection System](#)**

Published 05/01/2018                      Docket #: FAA- 2018-0335      Effective date 05/01/2018

These special conditions are issued for the Bombardier Inc. (Bombardier), Model BD-700-2A12 and BD-700-2A13 series airplanes. These airplanes will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. This design feature is a high incidence protection system that replaces the stall warning system during normal operating conditions, prohibits the airplane from stalling, limits the angle of attack at which the airplane can be flown during normal low speed operation, and cannot be overridden by the flight crew. The applicable airworthiness regulations do not contain adequate

or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

## **FAA Guidance Documents and Notices**

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

#### **SAIB: Main Transmission Plate Fitting**

Issued 04/30/2018

SAIB #: SW-18-13

This Special Airworthiness Information Bulletin (SAIB) informs owners/operators of Agusta S.p.A. (Agusta) Model A119, AW119 MKII, A109E, A109S, and AW109SP helicopters of an airworthiness concern for those helicopters that have a left or right main transmission fitting plate (fitting) part number (P/N) 109-0330-17 installed. The FAA is in the process of updating Agusta's name change to Leonardo Helicopters on its type certificate. Because this name change is not yet effective, this SAIB specifies Agusta.

### *Notices*

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

Published 05/01/2018

Document #: 2018-09099

Comments due 05/31/2018

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 Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 6, 2018. The collection involves requests for reporting of results from requested actions/inspections. The information to be collected will be used to alert, educate, and make recommendations to the aviation community and individual aircraft owners/operators on ways to improve products.

#### **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 05/01/2018

Document #: 2018-09088

Comments due 05/31/2018

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 Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published February 6, 2018. This information will be used by FAA for safety assessment, planning, forecasting, cost/benefit analysis, and to target areas for research.

#### **Notice: Petition for Exemption; Summary of Petition Received; Rolls-Royce plc**

Published 05/01/2018

Document #: 2018-09194

Comments due 05/11/2018

Rolls-Royce requests an exemption from 14 CFR 33.27(c)(2)(v) at amendment 33-10 for the Rolls-Royce Trent 1000-A, 1000-C, 1000-D, 1000-E, 1000-G, and 1000-H engine models. Rolls-Royce seeks to exclude a failure of the HP shaft system from consideration in determining 105 percent of the highest overspeed that would result from a complete loss of load on the HP turbine.

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

Published 05/01/2018 Document #: 2018-09087 Comments due 05/31/2018

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 Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 6, 2018. 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 a Renewed Approval of Information Collection: Special Flight Rules in the Vicinity of Grand Canyon National Park](#)**

Published 05/01/2018 Document #: 2018-09100 Comments due 05/31/2018

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 Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 6, 2018. 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 a Renewed Approval of Information Collection: Agricultural Aircraft Operator Certificate Application](#)**

Published 05/01/2018 Document #: 2018-09086 Comments due 05/31/2018

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 Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 8, 2018. The collection involves the submission of application FAA Form 8710-3 for the certification process. The information to be collected will be used to evaluate the operators' request to become certificated as an Agricultural Aircraft Operator.

**May 2, 2018**

*FAA Final rules*

**AD: [CFM International S.A. Turbofan Engines](#)\*\*\***

Published 05/02/2018 Docket #: FAA-2018-0380 Effective date 05/14/2018

The FAA is adopting a new airworthiness directive (AD) for all CFM International S.A. (CFM) Model CFM56-7B engines. This AD requires initial and repetitive inspections of the concave and convex sides of the fan blade dovetail to detect cracking and replacement of any blades found cracked. This AD was prompted by a recent engine failure due to a fractured fan blade, that resulted in the engine inlet cowl disintegrating and debris penetrating the fuselage, causing a loss of pressurization, and prompting an emergency descent. We are issuing this AD to address the unsafe condition on these products.

*FAA Special Conditions*

**SC: VT DRB Aviation Consultants, Boeing Model 777-200 Airplanes; Installation of an Airbag System in Shoulder Belts**

Published 05/02/2018

Docket #: FAA-2017-0190

Effective date 05/02/2018

This document corrects an error that appeared in docket no. FAA-2017-0126, Special Conditions No. 25-654-SC, which was published in the Federal Register on April 7, 2017. The error occurs in the docket number of the final special conditions document.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: ED 4.4.1 135B AW Special Flight Permits**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To issue special flight permits per OpSpec D084.

**FSIMS: ED 4.4.2 135B AW Mechanical Interruption Summary (MIS) / Service Difficulty Reports (SDR)**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To detect failures, malfunctions, defects, and prepare mechanical interruptions summary (MIS) and service difficulty reports (SDR).

**FSIMS: ED 4.4.3 135E AW Short-term Escalations**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To perform short-term escalations per the regulations with a high degree of safety.

**FSIMS: ED 4.4.1 135D AW Special Flight Permits**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To issue special flight permits per OpSpec D084.

**FSIMS: ED 4.4.1 135E AW Special Flight Permits**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To issue special flight permits per OpSpec D084.

**FSIMS: ED 4.4.2 121A AW Mechanical Interruption Summary (MIS) / Service Difficulty Reports (SDR)**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To detect failures, malfunctions, defects, and prepare mechanical interruptions summary (MIS) and service difficulty reports (SDR).

**FSIMS: ED 4.4.2 135E AW Mechanical Interruption Summary (MIS) / Service Difficulty Reports (SDR)**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To detect failures, malfunctions, defects, and prepare mechanical interruptions summary (MIS) and service difficulty reports (SDR).

**FSIMS: ED 4.4.1 135C AW Special Flight Permits**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To issue special flight permits per OpSpec D084.

**FSIMS: ED 4.4.2 135C AW Mechanical Interruption Summary (MIS) / Service Difficulty Reports (SDR)**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To detect failures, malfunctions, defects, and prepare mechanical interruptions summary (MIS) and service difficulty reports (SDR).

**FSIMS: ED 4.4.1 121A AW Special Flight Permits**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To issue special flight permits per OpSpec D084.

**FSIMS: ED 4.4.3 121A AW Short-term Escalations**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To perform short-term escalations per the regulations with a high degree of safety.

**FSIMS: ED 4.4.3 135B AW Short-term Escalations**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To perform short-term escalations per the regulations with a high degree of safety.

**FSIMS: ED 4.4.3 135C AW Short-term Escalations**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To perform short-term escalations per the regulations with a high degree of safety.

**FSIMS: ED 4.4.2 135D AW Mechanical Interruption Summary (MIS) / Service Difficulty Reports (SDR)**

Issued 05/01/2018

Purpose (Certificate Holder Responsibility): To detect failures, malfunctions, defects, and prepare mechanical interruptions summary (MIS) and service difficulty reports (SDR).

*Notices*

**Notice: Air Traffic Control System Command Center (ATCSCC) Space Operations Responsibilities**

Effective date 05/31/2018 Document #: N JO 7210.910 Cancellation Date 09/13/2018

This notice adds new subparagraph e to FAA Order JO 7210.3, paragraph 17-2-3 ATCSCC, to include Command Center responsibilities during space launch and reentry operations.

**May 3, 2018**

*FAA Proposed Rules*

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

Published 05/03/2018

Docket #: FAA-2018-0361

Comments due 06/18/2018

The FAA proposes to adopt 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, -251N, -253N, and -271N airplanes. This proposed AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate the specified maintenance requirements and airworthiness limitations. We are proposing this AD to address the unsafe condition on these products.

**NPRM: Proposed Amendment of Class D Airspace, Removal of Class E Airspace, and Establishment of Class E Airspace; Olive Branch, MS**

Published 05/03/2018                      Docket #: FAA-2017-0866                      Comments due 06/18/2018

This action proposes to amend Class D airspace, remove Class E airspace designated as an extension, and establish Class E airspace extending upward from 700 feet or more above the surface at Olive Branch Airport, Olive Branch, MS. The Olive Branch non-directional radio beacon (NDB) has been decommissioned, requiring the redesign of the airspace. This proposal would replace the outdated term Airport/Facility Directory with the term Chart Supplement in the Class D legal description.

**NPRM: Proposed Amendment of Class E Airspace, Knoxville, TN**

Published 05/03/2018                      Docket #: FAA-2017-1214                      Comments due 06/18/2018

This action proposes to amend Class E surface airspace at Knoxville Downtown Island Airport, Knoxville, TN, by adding to the airspace description the exclusion of a 1-mile radius around University of Tennessee Medical Center Heliport, to allow helicopters departing from the heliport to no longer require a clearance. Also, the BENFI non-directional beacon (NDB) has been decommissioned, requiring redesign of Class E airspace extending upward from 700 feet above the surface at McGhee-Tyson Airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at these airports. This action also would update the geographic coordinates of Knoxville Downtown Island Airport, McGhee Tyson Airport, and Gatlinburg-Pigeon Forge Airport in the associated Class E airspace areas to coincide with the FAA's aeronautical database.

**NPRM: Proposed Amendment of Class E Airspace; Gustavus, AK**

Published 05/03/2018                      Docket #: FAA-2018-0127                      Comments due 06/18/2018

This action proposes to amend Class E airspace extending upward from 700 feet above the surface at Gustavus Airport, Gustavus, AK. Airspace redesign is necessary as the FAA transitions from ground-based to satellite-based navigation for the safety and management of instrument flight rules (IFR) operations at this airport.

**NPRM: Proposed Amendment of Class E Airspace, Memphis, TN**

Published 05/03/2018                      Docket #: FAA-2017-0754                      Comments due 06/18/2018

This action proposes to amend Class E airspace extending upward from 700 feet above the surface at Memphis International Airport, Memphis, TN. Airspace reconfiguration is necessary due to the decommissioning of the Elvis non-directional radio beacon (NDB), and for the safety and management of instrument flight rules (IFR) operations at this airport. Olive Branch Airport, Olive Branch, MS, would be removed from the airspace description to be reestablished in a separate rulemaking.

**SC: St. Louis Helicopter, LLC; Textron Aviation B300, B300C, B300C (MC-12W), and B300C (UC-12W) Airplanes; Installation of Rechargeable Lithium Batteries**

Published 05/03/2018

Docket #: FAA-2018-0374

Effective date 05/03/2018

These special conditions are issued for the Textron Aviation models B300, B300C, B300C (MC-12W), and B300C (UC-12W) series airplanes. The airplane, as modified by St. Louis Helicopter LLC, will have a novel or unusual design feature associated with the installation of a rechargeable lithium battery. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

*FAA Final Policies*

**Final Policy: Flight Data Monitoring System Software and Airborne Electronic Hardware Development Assurance Level**

Issued 02/17/2017

Policy #: PS-ASW-27,29-14

This policy statement changes the certification guidance for Flight Data Monitoring Systems (FDMS) contained in Miscellaneous Guidance (MG) 6 of Advisory Circular (AC) 27-1B and AC 29-2C.

*Notices*

**Notice: Weather Display Products**

Effective date 05/02/2018

Document #: N JO 7110.75

Cancel date 09/13/2018

This notice includes weather display products that were inadvertently deleted in FAA Order JO 7110.10Y Change 1. This also includes weather display products that were changed from supplemental to mandatory.

**NATIONAL TRANSPORTATION SAFETY BOARD**

[Press releases](#)

**NTSB Opens Docket for San Francisco International Airport Incident**

The National Transportation Safety Board opened the public docket Wednesday as part of its ongoing investigation of the July 7, 2017, Air Canada overflight of a taxiway at San Francisco International Airport.

**May 4, 2018**

*FAA Final rules*

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

Published 05/04/2018

Docket #: FAA-2017-0776

Effective date 06/08/2018

The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-200, -300, -400, and -500 series airplanes. This AD was prompted by reports of cracks in the frame web common to the stringer ties adjacent to the air-conditioning support brackets. This AD requires

an inspection of the frame for any air-conditioning bracket assembly or intercostal, and, depending on the results, repetitive inspections of the frame web for cracking of certain locations, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

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

Published 05/04/2018

Docket #: FAA-2017-0855

Effective date 07/19/2018

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

*FAA Proposed Rules*

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

Published 05/04/2018

Docket #: FAA-2018-0358

Comments due 06/18/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A319-131, A319-132, A319-133, A320-231, A320-232, A320-233, A321-131, A321-231, and A321-232 airplanes. This proposed AD was prompted by reports of fan cowl door (FCD) losses during take-off. This proposed AD would require modification and re-identification, or replacement, of certain FCDs, and installation of a placard in the flight deck. We are proposing this AD to address the unsafe condition on these products.

**NPRM: Proposed Establishment of Class E Airspace; Hoonah, AK**

Published 05/04/2018

Docket #: FAA-2018-0126

Comments due 06/18/2018

This action proposes to establish Class E airspace extending upward from 700 feet above the surface, at Hoonah Airport, Hoonah, AK, to accommodate area navigation (RNAV) procedures at the airport. This action would ensure the safety and management of instrument flight rules (IFR) operations within the National Airspace System.

**NPRM: Proposed Amendment of Class D and Class E Airspace, and Revocation of Class E Airspace; Juneau, AK**

Published 05/04/2018

Docket #: FAA-2018-0125

Comments due 06/18/2018

This action proposes to amend Class D airspace, Class E surface area airspace, Class E airspace extending upward from 700 feet above the surface, and remove Class E airspace designated as an extension at Juneau International Airport, Juneau, AK. Airspace redesign is necessary as the FAA transitions from ground-based to satellite-based navigation for the safety and management of instrument flight rules (IFR) operations at the airport. This proposal would also update the airport's geographic coordinates to match the FAA's aeronautical database for the associated Class D and E airspace areas, and would make an editorial change to the Class D airspace legal description replacing Airport/Facility Directory with the term Chart Supplement.

**NPRM: Proposed Amendment of Class D and Class E Airspace; Moses Lake, WA**



Published 05/04/2018

Docket #: FAA-2017-1033

Comments due 06/18/2018

This action proposes to modify Class D airspace, Class E surface area airspace, Class E airspace designated as an extension, and Class E airspace extending upward from 700 and 1,200 feet above the surface at Grant County International Airport (formerly Grant County Airport), Moses Lake, WA. This action also proposes to remove the Notice to Airmen (NOTAM) part-time status of Class E airspace designated as an extension, and update the airport name and geographic coordinates for the airport in the associated Class D and E airspace areas to match the FAA's aeronautical database. These changes are necessary to accommodate airspace redesign for the safety and management of instrument flight rules (IFR) operations at the airport. Also, an editorial change would be made to the Class D and Class E airspace legal descriptions replacing "Airport/Facility Directory" with the term "Chart Supplement".

## **FAA Guidance Documents and Notices**

### *FAA Draft Advisory Circulars*

#### **AC: [Damage Tolerance for Material Anomalies in Titanium Life-Limited Turbine Engine Rotors](#)**

Issued 05/03/2018

Document #: AC 33.70-3

Comment date 05/08/2018

This advisory circular (AC) describes an acceptable means for demonstrating compliance with the requirements of Title 14, Code of Federal Regulations (14 CFR) 33.70, Engine Life-Limited Parts.

#### **AC: [Airworthiness Approval of Installed Radio Frequency Identification \(RFID\) Tags and Sensors](#) [Date](#)**

Issued 05/03/2018

Document #: AC 20-162B

Comment date 06/04/2018

This advisory circular (AC) provides certification applicants with airworthiness guidance for installing passive, battery-assisted passive (BAP), and active radio frequency identification (RFID) tags and sensors on aviation products and equipment. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means of accomplishing airworthiness approval for the installation of these RFID tags and sensors on aircraft. However, if you use the means described in this AC, you should follow it in all important respects unless alternate means are proposed and accepted by the Federal Aviation Administration (FAA). The term "must" is used to indicate mandatory requirements driven by regulation when following the guidance in this AC. The term "should" is used to indicate that the guidance is recommended, but not required, to comply with this AC.

### *Draft Orders*

#### **Order: [Organization Designation Authorization Procedures](#)**

Updated 04/10/2018

Reference #: 14 CFR part 21-183

Comments due 05/08/2018

This change transmits revised pages to Federal Aviation Administration (FAA) Order 8100.15B, Organization Designation Authorization Procedures. Organization Designation Authorization (ODA) is the FAA program for authorizing an organization to act as a representative of the Administrator. This change provides allowances for delegation of noise and emissions functions, standardizes the reasons for FAA project participation, and incorporates various changes outlined in paragraph 3 below.

#### **Order: [Departure Procedure \(DP\) Program](#)**

Updated 04/10/2018

Reference #: 14 CFR part 71-135

Comments due 05/11/2018

This order provides the policy, guidance, and standardization for initiating, developing, processing, and managing the Departure Procedure (DP) Program. The original order combined into a single product textual instrument flight rules (IFR) departure procedures and graphical standard instrument departures (SIDs). It made no distinction between area navigation (RNAV) DPs: those developed solely for obstruction clearance and those developed for system enhancement. This document defines two separate types of DPs: SIDs developed for system enhancement and obstacle departure procedure (ODPs) developed solely for obstruction clearance.

#### *Notices*

##### **Meeting: Twenty Seventh RTCA SC-223 IPS and AeroMACS Joint Plenary With WG-108**

Meeting date 06/04/2018 Meeting time 9:00am – 5:00pm Time zone (EST/etc.)

The FAA is issuing this notice to advise the public of a meeting of Twenty Seventh RTCA SC-223 IPS and AeroMACS Joint Plenary with WG-108.

#### *Flight Standards Service Draft Advisory Circular*

##### **AC: Public Aircraft Operations—Manned and Unmanned**

Updated 04/27/2018 Reference #: Title 14 Part 91-137 Comments due 05/24/2018

This AC provides information to assist in determining whether government-owned or government-contracted manned and unmanned aircraft operations conducted within the territory of the United States are public or civil aircraft operations under the statutory definition of “public aircraft” in Title 49 of the United States Code (49 U.S.C.) §§ 40102(a)(41) and 40125 (the statute). Additionally, this AC contains Federal Aviation Administration (FAA) policy pertaining to civil aircraft operators that provide contract support to government entities. The intent of this material is to better define the responsibilities of the parties to these contracts. This AC is not mandatory and does not constitute a regulation. Nothing in this AC changes the legal requirement for public aircraft operators to comply with the statute.

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

##### **FSB: Saab AB, Saab Aeronautics**

Updated 04/27/2018

Revision 3 Draft X

Comments due 05/29/2018

#### *Draft Master Minimum Equipment List*

##### **MMEL: Bell Helicopter Textron Canada Limited 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407 (H2SW)**

Updated 04/26/2018

Revision 6 Draft X

Comments due 05/25/2018

##### **MMEL: Bombardier Challenger BD-100-1A10 (Models CL-300 & CL-350)**

Updated 04/26/2018

Revision 6 Draft X

Comments due 05/23/2018

##### **MMEL: Gulfstream Aerospace GV, GV-SP, GV-SP (G550), GV-SP (G500 5000 Series) GIV-X, GIV-X (G450), GIV-X (G350)**

Updated 04/26/2018

Revision 10 Draft X

Comments due 05/14/2018

**May 7, 2018**

## FAA Final rules

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

Published 05/07/2018                      Docket #: FAA-2017-1245                      Effective date 06/11/2018

The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A318 series airplanes and Model A319 series airplanes; all Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes; and all Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the holes of the upper cleat to upper stringer attachments at certain areas of the left- and right-hand wings are subject to widespread fatigue damage (WFD). This AD requires modifying the holes of the upper cleat to upper stringer attachments at certain areas of the left- and right-hand wings. We are issuing this AD to address the unsafe condition on these products.

### **AD: Gulfstream Aerospace Corporation Airplanes\*\*\***

Published 05/07/2018                      Docket #: FAA-2017-1163                      Effective date 06/11/2018

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

### **AD: Safran Helicopter Engines, S.A., Turboshift Engines\*\*\***

Published 05/07/2018                      Docket #: FAA-#####-#####                      Effective date M/D/YYYY

The FAA is adopting a new airworthiness directive (AD) for all Safran Helicopter Engines, S.A., Arriel 2E turboshaft engines. This AD was prompted by reports of ruptured front support pins on the accessory gearbox front support. This AD requires replacement of the accessory gearbox front support. We are issuing this AD to address the unsafe condition on these products.

### **Final Rule: Amendment of Class E Airspace; Charlotte, MI**

Published 05/07/2018                      Docket #: FAA-2017-0721                      Effective date 07/19/2018

This action modifies Class E airspace extending upward from 700 feet above the surface at Fitch H. Beach Airport, Charlotte, MI, due to the decommissioning of the Lansing VHF omnidirectional range (VOR) and collocated tactical air navigation (TACAN) which provided navigation guidance for the instrument procedures to this airport. The Lansing VOR/TACAN is being decommissioned as part of the VOR Minimum Operational Network (MON) Program. This action enhances safety and management of instrument flight rules (IFR) operations at this airport. Additionally, the geographic coordinates of the airport are being adjusted to coincide with the FAA's aeronautical database. An editorial change is also being made removing the city associated with the airport name in the airspace legal designation.

### **Final Rule: Amendment of Class E Airspace; Milwaukee, WI**

Published 05/07/2018                      Docket #: FAA-2017-0740                      Effective date 07/19/2018

This action modifies Class E airspace extending upward from 700 feet above the surface at Batten International Airport, Racine, WI, contained within the Milwaukee, WI, airspace description. This action is required due to the decommissioning of the Horlick VHF omnidirectional range (VOR) which provided navigation guidance for the standard instrument approach procedures to this

airport. The Horlick VOR is being decommissioned as part of the VOR Minimum Operational Network (MON) Program. This action enhances the safety and management of instrument flight rules (IFR) operations at the airport.

**Final Rule: Amendment of Class E Airspace; Muscatine, IA**

Published 05/07/2018

Docket #: FAA-2017-1002

Effective date 07/19/2018

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

*FAA Proposed Rules*

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

Published 05/07/2018

Docket #: FAA-2017-0867

Comments due 06/21/2018

The FAA is revising an earlier proposal for all Viking Air Limited Models DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III airplanes. This proposed airworthiness directive (AD) results from mandatory continuing airworthiness information (MCAI) originated 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 cracking found in the wing rear spar web at the wing station where the flap outboard hinge is attached. This action revises the proposal by issuing an SNPRM that changes the compliance times to more closely match the compliance times in the MCAI. We are proposing this AD to address the unsafe condition on these products. Since these actions may impose an additional burden over those in the notice of proposed rulemaking (NPRM), we are reopening the comment period to allow the public the opportunity to comment on these changes.

**NPRM: Proposed Revocation of Class E Airspace; Springfield, OH**

Published 05/07/2018

Docket #: FAA-2017-1051

Comments due 06/21/2018

This action proposes to remove Class E airspace areas designated as an extension to a Class D surface area at Springfield-Beckley Municipal Airport, Springfield, OH. The FAA is proposing this action as a result of an airspace review, which inadvertently overlooked the removal of the associated Class E airspace extensions when the Class D airspace was removed.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: Emergency Order of Prohibition Pertaining to “Doors Off” Flight Operations for Compensation or Hire**

Issued 04/10/2018

This notice informs inspectors of the issuance of “Operators and Pilots of “Doors Off” Flights for Compensation or Hire” Emergency Order of Prohibition, Docket No. FAA-2018-0243, 83 FR 12856 (March 26, 2018) (“the Order”), which prohibits the use of supplemental passenger restraint systems (SPRS) that cannot be released quickly in an emergency during flight operations for compensation or hire with the doors open or removed (“doors-off flights” or “doors-off flight operations”).

**FSIMS: SP 4.6 121A AW Maintenance Special Requirements**

Issued 03/23/2018

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

**FSIMS: SP 4.7 121A AW Maintenance Tools & Parts Control**

Issued 03/23/2018

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

*Notices*

**Notice: Commercial Space Transportation Advisory Committee-Open Meeting**

Published 05/07/2018

Document #: 2018-09675

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act, notice is hereby given of a meeting of the Commercial Space Transportation Advisory Committee (COMSTAC).

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

Published 05/07/2018

Document #: 2018-09608

Comments due 05/29/2018

Ameriflight, LLC seeks relief to allow an incremental reduction of the current 14 CFR 135.243(c)(2) 1,200 hour minimum flight time requirement for pilots in command of aircraft under instrument flight rules (IFR), to 1,000 flight hours provided specific operational restrictions, training using a "cockpit procedures trainer". Additional checking, operating experience under the supervision of an instructor, and monitoring requirements are complied with as necessary to ensure an equivalent level of safety. The relief would apply exclusively to pilots in command engaged in Ameriflight, LLC cargo-only operations conducted under 14 CFR part 135 in propeller-powered airplanes that do not require a type rating.

*Draft Master Minimum Equipment List*

**MMEL: Eclipse EA-500**

Updated 05/04/2018

Revision 3 Draft X

Comments due 06/04/2018

**May 8, 2018**

*FAA Final rules*

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

Published 05/08/2018

Docket #: FAA-2018-0068

Effective date 05/23/2018

The FAA is revising Airworthiness Directive (AD) 2018-03-03 for certain Textron Aviation Inc. Models 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, and 425 airplanes. AD 2018-03-03 required repetitively inspecting the left and the right forward lower carry through spar cap for cracks and replacing the carry through spar cap if cracks were found. This AD addresses the same unsafe condition and requires the same actions as AD 2018-03-03, but clarifies the compliance times for the initial inspection of the carry through spar cap. This AD was prompted by several reports of confusion in interpreting the compliance times for the initial inspection of the carry through spar cap. We are issuing this AD to eliminate confusion in interpreting the compliance times for this inspection.

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

Published 05/08/2018

Docket #: 31191

Effective date 05/08/2018

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 05/08/2018

Docket #: 31190

Effective date 05/08/2018

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 Proposed Rules*

**NPRM AD: Learjet, Inc. Airplanes\*\*\***

Published 05/08/2018

Docket #: FAA-2018-0327

Comments due 06/22/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Learjet, Inc. Models 28, 29, 31, 31A, 35, 35A, 36, 36A, 55, 55B, 55C, and 60 airplanes. This proposed AD was prompted by fatigue cracks initiating in the flap support structure due to repetitive flap loads, which has caused flap nose roller support bracket failure. This proposed AD would require replacement of the flap nose roller fitting, nose roller support bracket, and adjacent rib support structure with more robust components. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/08/2018

Docket #: FAA-2018-0396

Comments due 06/22/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes), and Model A310 series airplanes. This proposed AD was prompted by a determination that new or more restrictive maintenance requirements and airworthiness limitations are necessary. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate new or more restrictive maintenance requirements and airworthiness limitations. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/08/2018

Docket #: FAA-2018-0397

Comments due 06/22/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes. This proposed AD was prompted by a report of cracking at the fastener holes of the left-hand-side support bracket of the elevator bell crank for the control linkage in the vertical stabilizer. This proposed AD would require an eddy current inspection on certain support brackets of the elevator bell crank for any cracking at the fastener holes, a measurement to confirm that the fastener hole diameters are within tolerance, and replacement with a new support bracket of the elevator bell crank if necessary. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Helicopters\*\*\***

Published 05/08/2018                      Docket #: FAA-2017-1124                      Comments due 07/09/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters. This proposed AD would require inspecting the jettisoning mechanism of the left-hand (LH) and right-hand (RH) cabin sliding plug doors. This proposed AD is prompted by a report that during a scheduled inspection a cabin door failed to jettison. The actions of this proposed AD are intended to correct an unsafe condition on these products.

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

Published 05/08/2018                      Docket #: FAA-2018-0366                      Comments due 06/22/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all ATR-GIE Avions de Transport Régional Model ATR42-500 airplanes. This proposed AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate new and/or more restrictive maintenance requirements and airworthiness limitations. We are proposing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Legal Interpretations*

**Legal Interpretation: Clarification of 14 CFR § 91.409(b)**

Issued 05/07/2018                      Regulation/Order #: 14 C.F.R. § 91.409(b)(2)

This legal interpretation responds to a question whether a 100-hour inspection is required if the flight instruction is not for hire

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*Flight Standards Information Management System (FSIMS)*

**FSIMS: CE-750**

Issued M/D/YYYY

Revision 7 of the Textron Aviation (CE-750) Master Minimum Equipment List.

*Notices*

**Notice: SAFETY NOTICE - Runway End Identifier Lights (REIL) Dual Power Source Electrical Shock Hazard**

Published 05/02/2018                      Document #: JO 6850.82

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

**May 9, 2018**

*FAA Final rules*

**AD: Rolls-Royce plc Turbojet Engines\*\*\***

Published 05/09/2018                      Docket #: FAA-2018-0287                      Effective date 05/24/2018  
The FAA is adopting a new airworthiness directive (AD) for Rolls-Royce plc (RR) Viper Mk. 601-22 turbojet engines. This AD requires removing the oil pump assembly, part number (P/N) V112027, and oil pressure filter, P/N V21264, from service and replacing them with parts eligible for installation. This AD was prompted by a report of an engine failure caused by installation of an incorrect oil filter. We are issuing this AD to correct the unsafe condition on these products.

*FAA Proposed Rules*

**NPRM AD: SOCATA Airplanes\*\*\***

Published 05/09/2018                      Docket #: FAA-2018-0326                      Comments due 06/25/2018  
The FAA proposes to supersede Airworthiness Directive (AD) 98-16-03 for SOCATA Models TB 9 and TB 10 airplanes. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as fatigue cracking of the wing front attachments on the wing and fuselage sides. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

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

Published 05/09/2018                      Docket #: FAA-2018-0391                      Comments due 06/25/2018  
The FAA proposes to adopt a new airworthiness directive (AD) for certain ATR-GIE Avions de Transport Régional Model ATR42-200, -300, and -320 airplanes. This proposed AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. This proposed AD would require updating the maintenance or inspection program, as applicable, to incorporate new or more restrictive maintenance requirements and airworthiness limitations. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Helicopters\*\*\***

Published 05/09/2018                      Docket #: FAA-2018-0384                      Comments due 07/09/2018  
The FAA proposes to adopt a new airworthiness directive (AD) for Airbus Helicopters Model AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N1, and SA-366G1 helicopters. This proposed AD would require repetitive inspections of the aft fuselage outer skin. This proposed AD is prompted by several reports of aft fuselage outer skin disbonding. The actions of this proposed AD are intended to address an unsafe condition on these products.

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

Published 05/09/2018                      Docket #: FAA-2018-0395                      Comments due 06/25/2018  
The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A330-200 Freighter series airplanes, Model A330-200 series airplanes, Model A330-300 series airplanes, Model A340-200 series airplanes, Model A340-300 series airplanes, Model A340-500 series airplanes, and Model A340-600 series airplanes. This proposed AD was prompted by a report of deficient fatigue performance of high strength steel used in forgings. Components made from the



affected high strength steel are installed on the main landing gear (MLG), nose landing gear (NLG), and center landing gear (CLG). This proposed AD would require identifying the part number and serial number of certain components installed on the MLG, NLG, and CLG; replacing affected parts; identifying the airplane's weight variant; and determining the applicable life limit for certain components installed on the MLG, NLG, and CLG. We are proposing this AD to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

### *FAA Legal Interpretations*

#### **Legal Interpretation: Request for Legal Interpretation of 14 CFR § 117.25(d) and Mixed Type Operations**

Issued 05/08/2018

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

This legal interpretation responds to a question concerning the application of 14 CFR § 117.25(d) rest period requirements to mixed type (passenger-carrying and all-cargo) operations.

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

#### **FSIMS: CH-54A, CH-54B**

Issued M/D/YYYY

Revision 0 of the Helicopter Transport Services (CH-54A, CH-54B (H14NM) (H16NM) (R00009SE)) Master Minimum Equipment List.

### *Orders*

#### **Order: Maintenance of the Offshore Flight Data Processing System (OFDPS)**

Issued 05/08/2018

Document #: JO 6110.8F

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

### *Notices*

#### **Notice: Notice of Submission Deadline for Schedule Information for Chicago O'Hare International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Newark Liberty International Airport, and San Francisco International Airport for the Winter 2018/2019 Scheduling Season**

Published 05/09/2018

Document #: 2018-09894

Comments due 05/17/2018

Under this notice, the FAA announces the submission deadline of May 17, 2018, for winter 2018/2019 flight schedules at Chicago O'Hare International Airport (ORD), John F. Kennedy International Airport (JFK), Los Angeles International Airport (LAX), Newark Liberty International Airport (EWR), and San Francisco International Airport (SFO). The deadline coincides with the schedule submission deadline for the International Air Transport Association (IATA) Slot Conference for the winter 2018/2019 scheduling season.

## **May 10, 2018**

### *FAA Final Advisory Circulars*

**AC: Flight Test Guide for Certification of Transport Category Airplanes**

Issued 05/04/2018

Document #: AC 25-7D

This advisory circular (AC) provides guidance for the flight test evaluation of transport category airplanes. This AC includes flight test methods and procedures to show compliance with the regulations contained in title 14, Code of Federal Regulations (14 CFR) part 25, subpart B, "Flight," which address airplane performance and handling characteristics.

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: Main Landing Gear: Improved inspection at Drag Brace Location**

Issued 05/09/2018

SAIB #: CE-18-14

This Special Airworthiness Information Bulletin advises owners and operators of Helio Courier airplanes of an airworthiness concern, specifically the need for better inspection procedures to detect cracks due to corrosion inside the main landing gear (MLG) legs.

*Flight Standards Service Information for Operators (InFO)*

**InFO: Supplemental Passenger Restraint Systems (SPRS) for "Doors-Off" Flight Operations Conducted for Compensation or Hire**

Issued 05/09/2018

InFO #: 18003

This InFO serves to inform Title 14 of the Code of Federal Regulations (14 CFR) Part 91 and Part 135 operators of the procedure for obtaining a Letter of Authorization (LOA) for use of an SPRS for "Doors-Off" flight operations conducted for compensation or hire.

*Notices*

**Notice: ICAO Three Letter Designator (3LD) "UDG" and Associated Telephony "UNDERDOG"**

Published 05/04/2018

Document #: JO 7340.452

Additions to JO 7340.2, Contractions, Chapter 3, Sections 1,2, and 3 have been approved for UDG (Underdog).

**May 11, 2018**

*FAA Final rules*

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

Published 05/11/2018

Docket #: FAA-2017-1100

Effective date 06/15/2018

The FAA is superseding Airworthiness Directive (AD) 2015-15-13, which applied to certain Airbus Model A319 series airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. AD 2015-15-13 required a modification of the potable water service panel and waste water service panel, including doing applicable related investigative and corrective actions. This AD requires a modification of the waste water and potable water service panels with new compliance times. This AD also removes certain airplanes from the applicability and adds Model A320-216 airplanes to the applicability. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the potable water and waste water service panel areas are subject to widespread fatigue damage (WFD). We are issuing this AD to address the unsafe condition on these products.

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

Published 05/11/2018                      Docket #: FAA-2017-0775                      Effective date 06/15/2018

The FAA is superseding Airworthiness Directive (AD) 2016-25-18, which applied to certain Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes. AD 2016-25-18 required an inspection for discrepancies of the attachment points of the links between the engine rear mount assemblies, and corrective actions if necessary. This AD requires an inspection of certain attachment points, corrective action if necessary, and replacement of certain bolts and nuts in the engine rear mount assemblies. This AD also adds airplanes to the applicability. This AD was prompted by the determination that replacement of certain nuts and bolts in the engine rear mount assemblies is necessary. We are issuing this AD to address the unsafe condition on these products.

**Final Rule: Establishment of Class E Airspace, Paris, ID**

Published 05/11/2018                      Docket #: FAA-2017-0973                      Effective date 07/19/2018

This action establishes Class E airspace extending upward from 700 feet above the surface at Bear Lake County Airport, Paris, ID, to accommodate new area navigation (RNAV) procedures at the airport. This action is necessary for the safety and management of instrument flight rules (IFR) operations within the National Airspace System.

*FAA Proposed Rules*

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

Published 05/11/2018                      Docket #: FAA-2018-0399                      Comments due 06/25/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2015-17-04, which applies to certain Bombardier, Inc., Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) airplanes. AD 2015-17-04 requires replacement of left and right fixed control rods and lever assemblies of the elevator control system. Since we issued AD 2015-17-04, we have received a report indicating that certain revisions of the service information were missing instructions. This proposed AD would require a detailed visual inspection of the key washers and self-locking nuts of the elevator control linkages and corrective actions if necessary. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Helicopters\*\*\***

Published 05/11/2018                      Docket #: FAA-2018-0418                      Comments due 07/10/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Airbus Helicopters Model AS-365N2 and AS 365 N3 helicopters with a lower strobe light installed. This proposed AD would require installing a cable mount, inspecting the lower strobe light wiring harness, and re-routing the wiring harness. This proposed AD is prompted by reports of interference between the lower strobe light wiring harness and the helicopter structure. The actions of this proposed AD are intended to prevent an unsafe condition on these helicopters.

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

Published 05/11/2018                      Docket #: FAA-2018-0371                      Comments due 06/25/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Pacific Aerospace Limited Model 750XL airplanes. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as insufficient

clearance between the pitot tubes and the primary support at the flame arrester intersection. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

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

Published 05/11/2018

Docket #: FAA-2018-0385

Comments due 06/25/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Pacific Aerospace Limited Model 750XL airplanes. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as an incorrect size bolt may have been used to assemble the elevator bellcrank pivot joint. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

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

Published 05/11/2018

Docket #: FAA-2018-0393

Comments due 06/25/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. This proposed AD was prompted by reports of loose, worn, or missing attachment bolts for the main landing gear (MLG) center door assemblies. This proposed AD would require repetitive detailed inspections of the forward and aft MLG center door assembly attachments for loose, missing, damaged, or bottomed out attachment bolts; any wear to the retention clip assemblies as applicable; and applicable on-condition actions. This proposed AD would also provide an optional terminating action for the repetitive inspections. Since this is a rotatable parts issue, the applicability of this AD has been expanded beyond the airplanes listed in the related service bulletin to include all airplanes on which the MLG center door assemblies may be installed. We are proposing this AD to address the unsafe condition on these products.

**NPRM: Proposed Amendment of Class D and Class E Airspace; Aspen, CO**

Published 05/11/2018

Docket #: FAA-2018-0016

Comments due 06/25/2018

This action proposes to amend Class E airspace designated as an extension and Class E airspace extending upward from 700 feet above the surface at Aspen-Pitkin County Airport/Sardy Field, Aspen, CO, by realigning the Class E extension and removing the part-time Notice to Airmen (NOTAM) language from the legal description, and reducing the Class E airspace area extending upward from 700 feet above the surface and removing Class E airspace extending upward from 1,200 feet above the surface. This action would also update the airport's geographic coordinates in the associated Class D and E airspace areas to match the FAA's aeronautical database. These changes are necessary to accommodate airspace redesign for the safety and management of instrument flight rules (IFR) operations within the National Airspace System. Also, an editorial change would be made to the Class D airspace and Class E extension airspace legal descriptions replacing Airport/Facility Directory with the term Chart Supplement.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Airworthiness Approval of Installed Radio Frequency Identification (RFID) Tags and Sensors**

Issued 05/03/2018

Document #: AC 20-162B

Comment date 06/04/2018

This advisory circular (AC) provides certification applicants with airworthiness guidance for installing passive, battery-assisted passive (BAP), and active radio frequency identification (RFID)

tags and sensors on aviation products and equipment. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means of accomplishing airworthiness approval for the installation of these RFID tags and sensors on aircraft. However, if you use the means described in this AC, you should follow it in all important respects unless alternate means are proposed and accepted by the Federal Aviation Administration (FAA). The term “must” is used to indicate mandatory requirements driven by regulation when following the guidance in this AC. The term “should” is used to indicate that the guidance is recommended, but not required, to comply with this AC.

#### *FAA Final Policies*

##### **Final Policy: [Certification of Cargo Projects](#)**

Issued 08/11/2017

Policy #: PS-ANM-25-32

This policy clarifies the applicable regulatory requirements, operating limitations, necessary compliance data, and certification approval process for design approvals related to the carriage of cargo on transport category airplanes. This policy reiterates the responsibility that applicants have regarding weight and balance manuals (WBMs) when applying for design approval for any portion of a cargo loading system. Misunderstanding or incorrect application of these requirements and processes has led to non-standardization in the way the Federal Aviation Administration (FAA) has approved cargo-related designs, which has contributed to operator non-compliance with title 14, Code of Federal Regulations (14 CFR) part 91 operating rules.

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

Issued 09/25/2017

Policy #: PS-ANE-33.27-01

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

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

Issued 09/27/2017

Policy #: PS-AIR-33.76-01

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

##### **Final Policy: [Deviation to Federal Aviation Administration \(FAA\) Order 8130.34C regarding the Issuance of a Certificate of Waiver or Authorization \(COA\) for compliance with Title 14, Code of Federal Regulations \(14 CFR\) 91.113, Right-of-way rules: Except water operations](#)**

Issued 11/12/2014

Policy #: AIR100-14-110-DM22

The FAA recently decided that an alternate means of compliance to 14 CFR 91.113, Right-of-way rules: Except water operations, was needed to be included in the airworthiness process for civil unmanned aircraft systems (UAS). The § 91.113 alternate means of compliance will be issued by the air traffic component (AJV-115/AFS-85) of the UAS Integration Office on an FAA Form 7711-1, Certificate of Waiver or Authorization.

#### *Orders*

##### **Order: [Aircraft Accident and Incident Notification, Investigation, and Reporting](#)**

Issued 05/10/2018

Document #: 8020.11D

This order prescribes Federal Aviation Administration (FAA) procedures and responsibilities for aircraft accident and incident notification, investigation, and reporting. It also provides a description of the organization, functions, and authorities of the Accident Investigation Division, AVP-100. This order also provides direction and guidance to aviation safety inspectors and air safety investigators when they are called upon to act as, or support, the FAA Investigator-in-Charge (IIC) during an accident or incident investigation.

#### *Draft Orders*

##### **Order: Departure Procedure (DP) Program**

Updated 05/09/2018

Reference #: 14 CFR part 71-135

Comments due 05/11/2018

This order provides the policy, guidance, and standardization for initiating, developing, processing, and managing the Departure Procedure (DP) Program. The original order combined into a single product textual instrument flight rules (IFR) departure procedures and graphical standard instrument departures (SIDs). It made no distinction between area navigation (RNAV) DPs: those developed solely for obstruction clearance and those developed for system enhancement. This document defines two separate types of DPs: SIDs developed for system enhancement and obstacle departure procedure (ODPs) developed solely for obstruction clearance.

#### *Notices*

##### **Notice: Notice of Availability of the Cleveland/Detroit Metroplex Final Environmental Assessment and Finding of No Significant Impact/Record of Decision**

Published 05/11/2018

Document #: 2018-10143

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it has published a Final Environmental Assessment and Finding of No Significant/Record of Decision for the Cleveland/Detroit Metroplex project.

##### **Notice: ICAO Three Letter Designator (3LD) "PRE" And Associated Telephony "PRECISION"**

Published 05/07/2018

Document #: JO 7340.453

This notice modifies the company name of ICAO 3LD/Telephony "PreePPrecision" in JO 7340.2, Contraction, Chapter 3, Sections 1,2, and 3.

#### *Flight Standards Service Draft Advisory Circular*

##### **AC: Public Aircraft Operations—Manned and Unmanned**

Updated 04/27/2018

Reference #: Title 14 Part 91-137

Comments due 05/24/2018

This AC provides information to assist in determining whether government-owned or government-contracted manned and unmanned aircraft operations conducted within the territory of the United States are public or civil aircraft operations under the statutory definition of "public aircraft" in Title 49 of the United States Code (49 U.S.C.) §§ 40102(a)(41) and 40125 (the statute). Additionally, this AC contains Federal Aviation Administration (FAA) policy pertaining to civil aircraft operators that provide contract support to government entities. The intent of this material is to better define the responsibilities of the parties to these contracts. This AC is not mandatory and does not constitute a regulation. Nothing in this AC changes the legal requirement for public aircraft operators to comply with the statute.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Saab AB, Saab Aeronautics**

Updated 05/10/2018                      Revision 3 Draft X                      Comments due 05/29/2018

**FSB: Boeing**

Updated 05/10/2018                      Revision 6 Draft X                      Comments due 06/11/2018

*Draft Master Minimum Equipment List*

**MMEL: Eclipse EA-500**

Updated 05/04/2018                      Revision 3 Draft X                      Comments due 06/04/2018

**MMEL: Bell Helicopter Textron Canada Limited 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407 (H2SW)**

Updated 05/04/2018                      Revision 6 Draft X                      Comments due 05/25/2018

**MMEL: Bombardier Challenger BD-100-1A10 (Models CL-300 & CL-350)**

Updated 05/04/2018                      Revision 6 Draft X                      Comments due 05/23/2018

**MMEL: Gulfstream Aerospace GV, GV-SP, GV-SP (G550), GV-SP (G500 5000 Series) GIV-X, GIV-X (G450), GIV-X (G350)**

Updated 05/04/2018                      Revision 10 Draft X                      Comments due 05/14/2018

**May 14, 2018**

*FAA Proposed Rules*

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

Published 05/14/2018                      Docket #: FAA-2018-0365                      Comments due 06/28/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes), and Model A310 series airplanes. This proposed AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate new or more restrictive maintenance requirements and airworthiness limitations. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/14/2018                      Docket #: FAA-2018-0364                      Comments due 06/28/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A300 and A310 series airplanes; Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes). This proposed AD was prompted by a determination that new or more restrictive maintenance requirements and airworthiness limitations are necessary. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate new or more restrictive maintenance requirements and airworthiness limitations. We are proposing this AD to address the unsafe condition on these products.

## *FAA Proposed Special Conditions*

### **SC: Gulfstream Aerospace Corporation Model GVII-G500 Series Airplanes; Flight Envelope Protection-High Incidence Protection System.**

Published 05/14/2018 Document #: 2018-10168 Comments due 06/04/2018

This action proposes special conditions for the Gulfstream Aerospace Corporation (Gulfstream) Model GVII-G500 series airplanes. These airplanes will have a novel or unusual design feature when compared to the state of technology and design envisioned in the airworthiness standards for transport category airplanes. This design feature is a high incidence protection system that limits the angle of attack at which the airplane can be flown during normal low speed operation. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

## **FAA Guidance Documents and Notices**

### *FAA Legal Interpretations*

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

Issued 05/11/2018 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.

#### **Legal Interpretation: Registering an aircraft deemed “not economically repairable”.**

Issued 05/11/2018 Regulation/Order #: 49 U.S.C. § 40102(a)(6)

This legal interpretation responds to an inquiry regarding efforts to register an aircraft described as a Piper PA-18, serial number 18-7371, formerly registered as N3581Z.

#### **Legal Interpretation: Whether the Holder of a Recreational Pilot Certificate may Perform Preventive Maintenance on an Aircraft Owned by that Pilot**

Issued 05/11/2018 Regulation/Order #: 14 C.F.R. § 43.3(g)

This legal interpretation responds to a request for an interpretation of 14 C.F.R. § 43.3(g). That regulation, with the exception that the holder of a sport pilot certificate may perform preventive maintenance only on an aircraft that has been issued a special airworthiness certificate in the light-sport category,<sup>1</sup> authorizes the holder of a pilot certificate issued under 14 C.F.R. part 61 to perform preventive maintenance on an aircraft owned or operated by that pilot, so long as the aircraft is not used under 14 C.F.R. parts 121, 129, or 135.

#### **Legal Interpretation: Request for Legal Interpretation of 14 CFR § 91.185(c)(3)(ii)**

Issued 05/11/2018 Regulation/Order #: 14 CFR § 91.185(c)(3)(ii).

This legal interpretation responds to a request asking that the FAA Reexamine its previous interpretations in Desselles (2009), Olshock (2010), and Tuuri (2010, 2011).

### *Notices*

#### **Notice: Petition for Exemption; Summary of Petition Received; The Boeing Company**

Published 05/14/2018 Document #: 2018-10167 Comments due 06/04/2018



This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**May 15, 2018**

*FAA Final rules*

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

Published 05/15/2018                      Docket #: FAA-2016-9523                      Effective date 06/19/2018  
The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This AD was prompted by reports indicating additional cracking in the in spar upper skin at wing buttock line (WBL) 157 and in the skin at two holes common to the rear spar in the same area, and rear spar web cracks were also noted on both wings. Subsequent inspections revealed that the right rear spar upper chord was almost completely severed and the left rear spar upper chord was completely severed. Additional reports identified cracking in the main landing gear (MLG) beam forward support fitting. This AD requires the installation of standard-size fasteners for a certain configuration and inspections for any crack in certain locations of the rear spar. We are issuing this AD to address the unsafe condition on these products.

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

Published 05/15/2018                      Docket #: FAA-2018-0071                      Effective date 06/19/2018  
The FAA is superseding Airworthiness Directive (AD) 2016-23-01, which applied to all Airbus Model A310 series airplanes. AD 2016-23-01 required 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. This AD adds an inspection and modification of the fastener holes of the wing top skin panels at a certain area. This AD also includes terminating action for certain inspections. This AD was prompted by an evaluation by the design approval holder (DAH) which indicates that the wing top skin panel fastener holes at a certain area are also subject to widespread fatigue damage (WFD). We are issuing this AD to address the unsafe condition on these products.

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

Published 05/15/2018                      Docket #: FAA-2018-0372                      Effective date 06/04/2018  
We are superseding Airworthiness Directive (AD) 2018-03-15 for Pacific Aerospace Limited Model 750XL airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as reports of finding abrasion damage behind the instrument panel caused by ventilation hose chafing. We are issuing this AD to require actions to address the unsafe condition on these products.

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

Published 05/15/2018                      Docket #: FAA-2017-1245                      Effective date 06/11/2018  
The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A318 series

airplanes and Model A319 series airplanes; all Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes; and all Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes. This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the holes of the upper cleat to upper stringer attachments at certain areas of the left- and right-hand wings are subject to widespread fatigue damage (WFD). This AD requires modifying the holes of the upper cleat to upper stringer attachments at certain areas of the left- and right-hand wings. We are issuing this AD to address the unsafe condition on these products.

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

Published 05/15/2018                      Docket #: FAA-2018-0373                      Effective date 06/04/2018

The FAA is adopting a new airworthiness directive (AD) for certain 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 to the wing leading edge that could result in a fuel leak. We are issuing this AD to require actions to address the unsafe condition on these products.

*FAA Proposed Rules*

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

Published 05/15/2018                      Docket #: FAA-2018-0410                      Comments due 06/29/2018

The FSAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A350-941 airplanes. This proposed AD was prompted by an inspection on the production line that revealed evidence of paint peeling on the forward and aft cargo frame forks around the hook bolt hole. This proposed AD would require a detailed visual inspection for any deficiency of the frame forks around the hook bolt hole on certain forward and aft cargo doors and applicable corrective actions. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/15/2018                      Docket #: FAA-2018-0409                      Comments due 06/29/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2017-16-05, which applies to certain The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. AD 2017-16-05 requires a one-time detailed visual inspection for discrepancies in the Krueger flap bullnose attachment hardware, and related investigative and corrective actions if necessary. Since we issued AD 2017-16-05, we received a report of a missing no. 2 Krueger flap bullnose hinge bolt from an airplane that was not included in the applicability of AD 2017-16-05. This proposed AD would add airplanes and an additional inspection to determine if any Krueger flap no. 1, 2, 3, or 4 has been replaced, and related investigative and corrective actions. Since this is a rotatable parts issue, the applicability of this AD has been expanded beyond the airplanes listed in the related service bulletin to include all airplanes on which a Krueger flap bullnose may be installed. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/15/2018                      Docket #: FAA-2018-0412                      Comments due 06/29/2018

We propose to supersede Airworthiness Directive (AD) 2010-25-06, which applies to certain The Boeing Company Model 737-200, -300, -400, and -500 series airplanes. AD 2010-25-06 requires repetitive inspections for cracking of certain fuselage frames and stub beams, and corrective actions if necessary. AD 2010-25-06 also provides for an optional repair, which terminates the

repetitive inspections. For airplanes on which a certain repair is done, AD 2010-25-06 also requires repetitive inspections for cracking of certain fuselage frames and stub beams, and corrective actions if necessary. Since we issued AD 2010-25-06, additional cracking was found in areas not covered by the inspections. This proposed AD would retain the actions required by AD 2010-25-06 and would expand the inspection area. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/15/2018

Docket #: FAA-2018-0408

Comments due 06/29/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2016-13-16, which applies to all The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes. AD 2016-13-16 requires an inspection or records check to determine if affected horizontal stabilizers are installed, related investigative actions, and, for affected horizontal stabilizers, repetitive inspections for any crack of the horizontal stabilizer rear spar upper chord, and corrective action if necessary. Since we issued AD 2016-13-16, we have determined that clarification of inspection areas and serial number information of the horizontal stabilizer is necessary. Therefore, this proposed AD would retain the requirements of AD 2016-13-16, with revised service information that clarifies the inspection areas and serial number information of the horizontal stabilizer. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/15/2018

Docket #: FAA-2018-0411

Comments due 06/29/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Airbus Model A319-115 and -132 airplanes, and Model A320-214, -216, -232, and -233 airplanes. This proposed AD was prompted by a report indicating that certain modified airplanes do not have electrical ground wires on the fuel level sensing control unit (FLSCU), which adversely affects the fuel gravity feeding operation. This proposed AD would require modification of the FLSCU wiring. We are proposing this AD to address the unsafe condition on these products.

**May 16, 2018**

*FAA Final rules*

**AD: Boeing Airplanes\*\*\***

Published 05/16/2018

Docket #: FAA- 2018-0413

Effective date 05/31/2018

The FAA is superseding Airworthiness Directive (AD) 2016-09-05, which applied to certain The Boeing Company Model 717-200 airplanes. AD 2016-09-05 required a detailed inspection for distress of the vertical stabilizer leading edge skin, and related investigative and corrective actions if necessary. It also required, for certain airplanes, repetitive inspections of the front spar cap for any loose or missing fasteners, or any cracking, and related investigative and corrective actions if necessary. This AD requires repetitive inspections for distress, cracking, and loose or missing fasteners in the vertical stabilizer leading edge skin and front spar cap, with new compliance times for certain airplanes. This AD was prompted by reports of cracking in the leading edge of the vertical stabilizer and front spar web. We are issuing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

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

### **FSIMS: Aircraft Accident and Incident Notification, Investigation, and Reporting**

Issued 05/10/2018

This order prescribes Federal Aviation Administration (FAA) procedures and responsibilities for aircraft accident and incident notification, investigation, and reporting. It also provides a description of the organization, functions, and authorities of the Accident Investigation Division, AVP-100. This order also provides direction and guidance to aviation safety inspectors and air safety investigators when they are called upon to act as, or support, the FAA Investigator-in-Charge (IIC) during an accident or incident investigation. It also explains the roles and responsibilities of the FAA and the National Transportation Safety Board (NTSB) when conducting investigations. All concerned personnel must familiarize themselves with the provisions of this order that pertain to their operational responsibilities and exercise their best judgment if they encounter situations not covered by the order.

### **FSIMS: Flight Operations Evaluation Board Meeting for Boeing 767 Master Minimum Equipment List**

Issued 05/14/2018

The Boeing 767 Flight Operations Evaluation Board (FOEB) will convene an electronic FOEB meeting on Thursday, May 31, 2018 at 0900 PDT. The purpose of the meeting is to review proposed changes to the Master Minimum Equipment List (MMEL) for Revision 39. All interested parties are invited to attend. Attendees should contact the FOEB chairman, James Vogt, one week prior to the FOEB to confirm their attendance and receive the meeting details. Persons planning to attend the meeting, or anyone having questions about the MMEL revision should contact James Vogt at james.vogt@faa.gov or by phone at 206-231-3918.

## **May 17, 2018**

### *FAA Final rules*

#### **AD: CFM International S.A. Turbofan Engines\*\*\***

Published 05/17/2018

Docket #: FAA--2018-0443

Effective date 06/01/2018

The FAA is superseding Airworthiness Directive (AD) 2018-09-10 for all CFM International S.A. (CFM) Model CFM56-7B engines. AD 2018-09-10 required initial and repetitive inspections of the concave and convex sides of the fan blade dovetail to detect cracking and replacement of any blades found cracked. This AD requires the same initial and repetitive inspections but revises the compliance time for the initial inspections of certain higher-risk fan blades. This AD was prompted by a recent engine failure due to a fractured fan blade that resulted in the engine inlet cowl disintegrating and debris penetrating the fuselage, causing a loss of pressurization, and prompting an emergency descent. We are issuing this AD to address the unsafe condition on these products.

#### **Final Rule: Amendment of Class E Airspace; Hamilton, NY**

Published 05/17/2018

Docket #: FAA-2017-1089

Effective date 07/19/2018

This action amends Class E airspace extending upward from 700 feet or more above the surface at Hamilton Municipal Airport (formerly Elisha Payne Airport), Hamilton, NY, to accommodate airspace reconfiguration due to the decommissioning of the Georgetown VHF omni-directional radio range tactical air navigation aid (VORTAC), and cancellation of the VORTAC approach. 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, and updates the airport name.

**Final Rule: Amendment of Class D Airspace and Class E Airspace; Greenwood, MS**

Published 05/17/2018

Docket #: FAA-2017-0994

Effective date 07/19/2018

This action amends 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 action also removes the part-time Notice to Airmen (NOTAM) language from Class E airspace designated as an extension to Class D airspace. 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 in the Class designations noted in this proposal to coincide with the FAA's aeronautical database. Also, this action corrects the geographic coordinates published in the proposal incorrectly.

*FAA Proposed Rules*

**NPRM AD: Sikorsky Aircraft Corporation\*\*\***

Published 05/17/2018

Docket #: FAA-2018-0439

Comments due 07/16/2018

The FAA proposes to supersede airworthiness directive (AD) 2017-14-03 for Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters. AD 2017-14-03 requires an inspection and reduces the retirement lives of certain landing gear components. This proposed AD would retain the requirements of AD 2017-14-03, reduce the retirement lives of additional landing gear components, and require repeating the inspection. The actions of this proposed AD are intended to prevent an unsafe condition on these products.

**NPRM AD: Airbus Helicopters\*\*\***

Published 05/17/2018

Docket #: FAA--2018-0438

Comments due 07/16/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters. This proposed AD would require measuring a vibration level in the tail rotor (T/R) drive. This proposed AD is prompted by reports of bearing degradation. The actions of this proposed AD are intended to prevent an unsafe condition on these helicopters.

**NPRM: Proposed Establishment of Class E Airspace; Freeport, PA**

Published 05/17/2018

Docket #: FAA-2018-10390

Comments due 07/02/2018

This action proposes to establish Class E airspace extending upward from 700 feet above the surface at Freeport, PA, to accommodate new area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures serving McVille Airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at this airport.

**NPRM: Proposed Revocation of Class D and E Airspace; Fort Sill; and Amendment of Class D and E Airspace; Lawton, OK**

Published 05/17/2018

Docket #: FAA-2018-0246

Comments due 07/02/2018

This action proposes to remove Class D airspace, Class E airspace designated as a surface area, and Class E airspace designated as an extension to a Class D and Class E airspace at Henry Post Army Air Field (AAF), Fort Sill, OK; amend Class D airspace and Class E airspace designated as a surface area at Lawton-Fort Sill Regional Airport, Lawton, OK; and amend Class E airspace extending upward from 700 feet above the surface at Lawton-Fort Sill Regional Airport and Henry Post AAF. The FAA is

proposing this action due to the closure of the air traffic control tower (ATCT) at Henry Post AAF. The name of Lawton-Fort Sill Regional Airport and the geographic coordinates of Henry Post AAF would also be updated to coincide with the FAA's aeronautical database, and the outdated term "Airport/Facility Directory" would be replaced with the term "Chart Supplement."

**NPRM: Proposed Amendment and Establishment of Multiple Air Traffic Service (ATS) Routes; Western United States**

Published 05/17/2018

Docket #: FAA-2018-0232

Comments due 07/02/2018

This action proposes to amend six United States Area Navigation (RNAV) routes (Q-88, Q-90, Q-114, Q-126, Q-136, and Q-150) and establish one RNAV route (Q-92) in the western United States. The routes would support standard instrument departures (SIDs) and standard terminal arrival routes (STARs) for Denver International Airport. Additionally, the routes will promote operational efficiencies for users and provide connectivity to current and proposed RNAV enroute procedures while enhancing capacity for adjacent airports.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Powerplant Installation and Propulsion System Component Fire Protection Test Methods, Standards, and Criteria**

Updated 05/16/2018

Document #: AC 20-135

Comment date 06/18/2018

This change removes guidance in paragraph 6.c. of AC 20-135, which listed the SAE 401 (propane) Burner as acceptable for main component testing and the propane and oxy-acetylene torches as acceptable for small component testing. While a propane burner simulates the heat flux density and the temperature at the test article, it does not simulate a fire fueled by representative fluids. This change also updates references to applicable rules and documents.

*Orders*

**Order: Air Traffic Organization Audits and Assessments**

Issued 05/17/2018

Document #: JO 2900.2

Effective date 06/01/2018

Establishes an audits and assessments program as an integral part of the Air Traffic Organization (ATO) Safety Management System (SMS) and a component of safety assurance. To continuously improve the safety of National Airspace System (NAS) equipment, operations, and procedures, the ATO conducts audits and assessments to determine whether the NAS is performing as expected and to validate and verify safety data. Audits and assessments also ensure mitigations or corrective actions are implemented to address noncompliance with requirements, safety hazards, and other safety-related issues. This order defines the responsibilities and requirements for conducting audits and assessments of ATO operations, products, and services; a facility's delivery of air traffic services; safety programs and initiatives; SMS performance; and technical training. This order does not apply to independent operational assessments, which are described in the Acquisition Management System policy of the Federal Aviation Administration (FAA).

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received; Silver Airways LLC**

Published 05/17/2018

Document #: 2018-10524

Comments due 06/06/2018

Silver Airways LLC petitioned the Federal Aviation Administration for an exemption from § 121.1119(b) of Title 14, Code of Federal Regulations. The proposed exemption, if granted, would allow Silver Airways to operate its ATR 42-500 and ATR 72-212A aircraft without a means to prevent fuel tank explosions caused by the propagation of flames from outside the fuel tank vents into the fuel tank vapor spaces until a flame arrestor can be developed for new aircraft and retrofitted on existing aircraft.

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

Meeting date 06/21/2018 Meeting time 2:00pm Time zone (EST/etc.)

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

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Cirrus Design Corporation**

Updated 05/16/2018

Revision 1 Draft X

Comments due 06/15/2018

**May 18, 2018**

*FAA Proposed Rules*

**NPRM AD: Scotts-Bell 47 Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.)\*\*\***

Published 05/18/2018

Docket #: FAA-2018-0440

Effective date 07/17/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Scotts-Bell 47 Inc. (Scotts-Bell) Model 47, 47B, 47B3, 47D, 47D1, 47E, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A, and 47K helicopters. This proposed AD would require repetitively inspecting and adjusting the throttle linkage. This proposed AD is prompted by reports of the throttle linkage separating from the engine carburetor shaft, which could result in loss of throttle control. The actions in this proposed AD are intended to correct an unsafe condition on these products.

*FAA Special Conditions*

**SC: The Boeing Company Model 777-8 and 777-9 Airplanes; Folding Wingtips**

Published 05/18/2018

Docket #: FAA-2017-0636

Effective date 06/18/2018

These special conditions are issued for The Boeing Company (Boeing) Model 777-8 and 777-9 airplanes. These airplanes will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is folding wingtips. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Airworthiness Approval of Installed Radio Frequency Identification (RFID) Tags and Sensors**

Issued 05/16/2018

Document #: AC 20-162B

Comment date 06/04/2018

This advisory circular (AC) provides certification applicants with airworthiness guidance for installing passive, battery-assisted passive (BAP), and active radio frequency identification (RFID) tags and sensors on aviation products and equipment. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means of accomplishing airworthiness approval for the installation of these RFID tags and sensors on aircraft. However, if you use the means described in this AC, you should follow it in all important respects unless alternate means are proposed and accepted by the Federal Aviation Administration (FAA). The term “must” is used to indicate mandatory requirements driven by regulation when following the guidance in this AC. The term “should” is used to indicate that the guidance is recommended, but not required, to comply with this AC.

**AC: Powerplant Installation and Propulsion System Component Fire Protection Test Methods, Standards, and Criteria**

Issued 05/16/2018

Document #: AC 20-135

Comment date 06/18/2018

This change removes guidance in paragraph 6.c. of AC 20-135, which listed the SAE 401 (propane) Burner as acceptable for main component testing and the propane and oxy-acetylene torches as acceptable for small component testing. While a propane burner simulates the heat flux density and the temperature at the test article, it does not simulate a fire fueled by representative fluids. This change also updates references to applicable rules and documents.

*FAA Final Policies*

**Final Policy: Revision to Organization Designation Authorization (ODA) Organization Management Team (OMT) Training Requirements to Attend the Basic Compliance Auditing for AVS Personnel Course**

Issued 05/09/2018

Policy #: AIR600-18-6FO-PM01

This memorandum allows Aircraft Certification Service (AIR) personnel to be newly assigned as an OMT lead or core OMT member without prior completion of FAA course 28463, Basic Compliance Auditing for AVS Personnel. Personnel being assigned as an OMT lead or core OMT member who are required to complete the course must do so prior to or within 4 months after assignment if multiple course offerings are available within the 4 month period. If multiple offerings are not available during the first 4 month period after assignment, core OMT members must attend a course offering within the next 4 month period.

*Draft Orders*

**Order: Departure Procedure (DP) Program**

Updated 05/09/2018

Reference #: 14 CFR part 71-135

Comments due 05/11/2018

This order provides the policy, guidance, and standardization for initiating, developing, processing, and managing the Departure Procedure (DP) Program. The original order combined into a single product textual instrument flight rules (IFR) departure procedures and graphical standard instrument departures (SIDs). It made no distinction between area navigation (RNAV) DPs: those developed solely for obstruction clearance and those developed for system enhancement. This document defines two separate types of DPs: SIDs developed for system enhancement and obstacle departure procedure (ODPs) developed solely for obstruction clearance.

*Flight Standards Service Draft Advisory Circular*



**AC: Public Aircraft Operations—Manned and Unmanned**

Updated 04/27/2018      Reference #: Title 14 Part 91-137      Comments due 05/24/2018

This AC provides information to assist in determining whether government-owned or government-contracted manned and unmanned aircraft operations conducted within the territory of the United States are public or civil aircraft operations under the statutory definition of “public aircraft” in Title 49 of the United States Code (49 U.S.C.) §§ 40102(a)(41) and 40125 (the statute). Additionally, this AC contains Federal Aviation Administration (FAA) policy pertaining to civil aircraft operators that provide contract support to government entities. The intent of this material is to better define the responsibilities of the parties to these contracts. This AC is not mandatory and does not constitute a regulation. Nothing in this AC changes the legal requirement for public aircraft operators to comply with the statute.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: Saab AB, Saab Aeronautics**

Updated 05/16/2018      Revision 3 Draft X      Comments due 05/29/2018

**FSB: Boeing 787**

Updated 05/16/2018      Revision 6 Draft X      Comments due 06/11/2018

**FSB: Cirrus Design Corporation**

Updated 05/16/2018      Revision 1 Draft X      Comments due 06/15/2018

*Draft Master Minimum Equipment List*

**MMEL: Eclipse EA-500**

Updated 05/15/2018      Revision 3 Draft X      Comments due 06/04/2018

**MMEL: Bell Helicopter Textron Canada Limited 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407 (H2SW)**

Updated 05/15/2018      Revision 6 Draft X      Comments due 05/25/2018

**MMEL: Bombardier Challenger BD-100-1A10 (Models CL-300 & CL-350)**

Updated 05/15/2018      Revision 6 Draft X      Comments due 05/23/2018

**May 21, 2018**

*FAA Final rules*

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

Published 05/21/2018      Docket #: FAA-2017-0907      Effective date 06/25/2018

The FAA is adopting 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 AD was prompted by reports of fractured rudder pedal tubes on the pilot-side rudder bar assembly. This AD requires repetitive inspections of the rudder pedal tubes for

cracking and corrective actions if necessary. Replacement of both pilot-side rudder bar assemblies terminates the inspections. We are issuing this AD to address the unsafe condition on these products.

**AD: Sikorsky Aircraft Corporation\*\*\***

Published 05/21/2018

Docket #: FAA-2017-0874

Effective date 06/25/2018

The FAA is adopting a new airworthiness directive (AD) for Sikorsky Aircraft Corporation (Sikorsky) Model S-76C helicopters. This AD requires inspecting the engine collective position transducer (CPT). This AD was prompted by reports of wear of the CPT that has resulted in several One Engine Inoperative (OEI) incidents. The actions of this AD are intended to detect and prevent an unsafe condition on these products.

**AD: Bell Helicopter Textron Canada Limited (Bell) Helicopters\*\*\***

Published 05/21/2018

Docket #: FAA-2017-0667

Effective date 06/25/2018

We are adopting a new airworthiness directive (AD) for Bell Model 407 helicopters. This AD requires repetitive inspections of the tail rotor (TR) driveshaft segment assemblies and a torque check of the TR adapter retention nuts. This AD was prompted by a report of an in-flight failure of the TR drive system. The actions of this AD are intended to detect and correct an unsafe condition on these products.

*FAA Proposed Rules*

**NPRM: Proposed Establishment of Class E Airspace; Glen Ullin, ND**

Published 05/21/2018

Docket #: FAA-2018-0312

Comments due 07/05/2018

This action proposes to establish Class E airspace extending upward from 700 feet above the surface at Glen Ullin Regional Airport, Glen Ullin, ND. Controlled airspace is necessary to accommodate new standard instrument approach procedures developed at Glen Ullin Regional Airport, for the safety and management of instrument flight rules (IFR) operations.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: EP 1.5.3 145H AW SMS Recordkeeping**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Implement a record retention process to comply with all Safety Management System record requirements.

**FSIMS: ED 1.5.2 145F AW Emergency Response**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Implement an emergency response plan (ERP) as necessary, without compromise to safety including documented organizational interfaces.

**FSIMS: ED 1.5.2 145G AW Emergency Response**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Implement an emergency response plan (ERP) as necessary, without compromise to safety including documented organizational interfaces.

**FSIMS: EP 1.5.2 145G AW Emergency Response**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Implement an emergency response plan (ERP) as necessary, without compromise to safety including documented organizational interfaces.

**FSIMS: EP 1.5.1 145F AW Accountable Executive**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Designate an Accountable Executive who is involved in the system wide safety management efforts.

**FSIMS: ED 1.5.2 145H AW Emergency Response**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Implement an emergency response plan (ERP) as necessary, without compromise to safety including documented organizational interfaces.

**FSIMS: EP 1.5.1 145H AW Accountable Executive**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Designate an Accountable Executive who is involved in the system wide safety management efforts.

**FSIMS: EP 1.5.2 145F AW Emergency Response**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Implement an emergency response plan (ERP) as necessary, without compromise to safety including documented organizational interfaces.

**FSIMS: EP 1.5.3 145F AW SMS Recordkeeping**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Implement a record retention process to comply with all Safety Management System record requirements.

**FSIMS: EP 1.5.3 145G AW SMS Recordkeeping**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Implement a record retention process to comply with all Safety Management System record requirements.

**FSIMS: EP 1.5.1 145G AW Accountable Executive**

Issued 03/21/2018

Purpose (Certificate Holder Responsibility): Designate an Accountable Executive who is involved in the system wide safety management efforts.

**May 22, 2018**

*FAA Final rules*

**AD: DG Flugzeugbau GmbH Gliders\*\*\***

Published 05/22/2018

Docket #: FAA-2018-0093

Effective date 06/26/2018

We are superseding Airworthiness Directive (AD) 2017-11-03 for DG Flugzeugbau GmbH Model DG-500MB gliders that are equipped with a Solo 2625 02 engine modified with a fuel injection system

following the instructions of Solo Kleinmotoren GmbH Technische Mitteilung 4600-3 and identified as Solo 2625 02i. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as failure of the connecting rod bearing resulting from too much load on the rod bearings from the engine control unit. This AD adds a model to the applicability. We are issuing this AD to require actions to address the unsafe condition on these products.

## **FAA Guidance Documents and Notices**

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

#### **InFO: Minimum Equipment List (MEL) Nonessential Equipment and Furnishings (NEF) Programs**

Issued 05/14/2018

InFO #: 18004

This InFO provides notification of and information on updates to the Federal Aviation Administration (FAA) Order 8900.1, Volume 4, Chapter 4, Section 4, Nonessential Equipment and Furnishings (NEF) Program.

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

#### **FSIMS: Change 591 to 8900.1 -- Dated 04/18/2018**

Issued 04/18/2018

This change revises guidance for processing Service Difficulty Reports and Mechanical Reliability Reports, combining the content from Volume 8, Chapter 5, Section 6, Safety Assurance System: Process a Part 121, 125, 135, or 145 Service Difficulty Report or Part 91K Mechanical Reliability Report (new title), and Volume 8, Chapter 5, Section 7 (now Reserved) into one section.

#### **FSIMS: Safety Assurance System: Process a Part 121, 125, 135, or 145 Service Difficulty Report or Part 91K Mechanical Reliability Report**

Issued 04/18/2018

This section provides guidance concerning regulatory requirements to report failures, malfunctions, or defects as they occur or are detected, as they relate to aircraft and articles. The requirements in parts 121, 125, 135, and 145 are titled SDR, while the 14 CFR part 91 subpart K (part 91K) title is MRR. Although the titles are different, their purpose is the same.

#### **FSIMS: EP 1.2.2 121A OP Manual Management**

Issued 05/17/2018

Purpose (Certificate Holder Responsibility): To provide manuals required by operations personnel to perform their duties.

#### **FSIMS: EP 1.3.2 121A AW Manual Management**

Issued 05/17/2018

Purpose (Certificate Holder Responsibility): To provide manuals required by technical personnel to perform their duties.

#### **FSIMS: EP 3.3.2 121A OP Dispatch / Flight Release**

Issued 05/17/2018

Purpose (Certificate Holder Responsibility): To prepare a dispatch or flight release authorized by an

aircraft dispatcher or flight follower and signed by the PIC stating the conditions under which a flight will be operated safely.

**FSIMS: SP 2.1 121A OP Training & Qualification**

Issued 05/18/2018

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

**FSIMS: SP 1.2 121A OP Operations Management**

Issued 05/18/2018

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

**FSIMS: SP 3.3 121A OP Flight Planning and Monitoring**

Issued 05/18/2018

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

**FSIMS: EP 2.1.5 121A OP Appropriate Airmen / Crewmembers Checks and Qualifications**

Issued 05/18/2018

Purpose (Certificate Holder Responsibility): To use qualified and competent airmen and crewmembers for the operations.

**FSIMS: SP 2.2 121A OP Aircraft Operations**

Issued 05/18/2018

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

**FSIMS: SP 1.3 121A AW Airworthiness Management**

Issued 05/18/2018

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

**May 23, 2018**

*FAA Final rules*

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

Published 05/23/2018

Docket #: FAA-2018-0446

Effective date 06/07/2018

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 requires repetitive high frequency eddy current (HFEC) and detailed inspections, as applicable, for cracking of certain aft vertical stiffeners; repetitive detailed inspections for cracking of time-limited repairs, as applicable; a one-time HFEC inspection for cracking of the keel beam upper chord inboard flanges; a one-time general visual inspection for cracking of a certain angle; and applicable on-condition actions. This AD was prompted by a report of cracks in the left-side and right-side keel beam upper chords and aft vertical stiffeners. We are issuing this AD to address the unsafe condition on these products.

**AD: Airbus Helicopters\*\*\***

Published 05/23/2018                      Docket #: FAA- 2015-3883      Effective date 06/27/2018  
The FAA is adopting a new airworthiness directive (AD) for Airbus Helicopters Model AS332L2 and EC225LP helicopters. This AD requires installing a cut-out for the left-hand (LH) and right-hand (RH) rail support junction profiles and inspecting splices, frame 5295, and related equipment for a crack. This AD was prompted by reports of cracks on frame 5295 and on splices installed to prevent those cracks. The actions of this AD are intended to prevent an unsafe condition on these products.

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

Published 05/23/2018                      Docket #: FAA- 2018-0238      Effective date 06/07/2018  
The FAA is publishing a new airworthiness directive (AD) for Agusta S.p.A. Model A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters. This AD requires removing a certain swashplate support (support) from service. This AD is prompted by an error in a parts catalog incorrectly identifying the support as approved for installation on Model AW109SP helicopters. We are issuing this AD to address the unsafe condition on these products.

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

Published 05/23/2018                      Docket #: FAA- 2018-0188      Effective date 06/12/2018  
The FAA is superseding Airworthiness Directive (AD) 2017-01-12, AD 2017-11-08, and AD 2017-15-09 for certain Diamond Aircraft Industries GmbH Model DA 42 airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as uncommanded engine shutdown during flight due to failure of the propeller-regulating valve caused by hot exhaust gases coming from fractured engine exhaust pipes. We are issuing this AD to require actions to address the unsafe condition on these products.

**Final Rule: Modification of VOR Federal Airway V-312; Northeast United States**

Published 05/23/2018                      Docket #: FAA-2018-0149      Effective date 07/19/2018  
This action modifies the description of VOR Federal airway V-312 by removing a maximum authorized altitude (MAA) limitation published along the airway segment between the Woodstown, NJ, VORTAC, and the Coyle, NJ, VORTAC. The MAA is no longer required for air traffic control purposes and the FAA is removing it in order to improve the efficient flow of air traffic in the Philadelphia, PA area.

**Final Rule: Amendment of Class D Airspace and Class E Airspace; Erie, PA**

Published 05/23/2018                      Docket #: FAA- 2017-1195      Effective date 07/19/2018  
This action amends Class D airspace, Class E surface area 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 amends 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 updates the geographic coordinates of the airport and heliport, and replaces 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. The Class E surface airspace is further clarified showing removal of the extensions, and the Class E extension airspace is further clarified showing removal of the part-time Notice to Airmen (NOTAM) language.

**Final Rule: Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle**

## **Departure Procedures; Miscellaneous Amendments**

Published 05/23/2018

Docket #: 31193

Effective date 05/23/2018

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 Proposed Rules*

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

Published 05/23/2018

Docket #: FAA- 2017-1081

Comments due 07/23/2018

The FAA proposes to adopt a new airworthiness directive (AD) for AgustaWestland S.p.A. (AgustaWestland) Model AW189 helicopters. This proposed AD would require replacing the tail plane lower fitting with an improved tail plane lower fitting. This proposed AD is prompted by reports of cracks on the tail plane fittings of Model AW189 helicopters. The actions of this proposed AD are intended to correct an unsafe condition on these products.

#### **NPRM AD: Robinson Helicopter Company Helicopters\*\*\***

Published 05/23/2018

Docket #: FAA- 2017-0947

Comments due 07/23/2018

The FAA proposes to adopt a new airworthiness directive (AD) for Robinson Helicopter Company (Robinson) Model R44 and R44 II helicopters. This proposed AD would require visually checking each tail rotor blade for a crack. This proposed AD is prompted by a report of cracking in certain tail rotor blades. The actions of this proposed AD are intended to address an unsafe condition on these products.

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

#### *Notices*

#### **Notice: Notice of Intent To Rule on a Request To Release Surplus Property at the Greenwood County Airport, Greenwood, SC**

Published 05/23/2018

Document #: 2018-10953

Comments due 06/22/2018

Notice is being given that the Federal Aviation Administration (FAA) is considering a request from Greenwood County to waive the requirement that 13.254 acres of surplus property located at the Greenwood County Airport be used for aeronautical purposes. Currently, the ownership of the property provides for the protection of FAR Part 77 surfaces and compatible land use which would continue to be protected with deed restrictions required in the transfer of land ownership.

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

#### **FSB: Manufacturer Airbus**

Updated 05/23/2018

Revision 1 Draft X

Comments due 06/21/2018

### **May 24, 2018**

## *FAA Final rules*

### **AD: Honda Aircraft Company LLC Airplanes\*\*\***

Published 05/24/2018

Docket #: FAA-2018-0463

Effective date 05/29/2018

The FAA is superseding Airworthiness Directive (AD) 2018-06-10 for certain Honda Aircraft Company LLC Model HA-420 airplanes. AD 2018-06-10 required incorporating a temporary revision into the airplane flight manual and replacing faulty power brake valves upon condition. This AD retains the actions required in AD 2018-06-10 and adds airplanes to the Applicability section. This AD was prompted by an inadvertent mistake in the serial number applicability (both in the service bulletin and in the AD). We are issuing this AD to address the unsafe condition on these products by correcting the inadvertent serial number error.

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

Published 05/24/2018

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

Effective date M/D/YYYY

The FAA is superseding Airworthiness Directive (AD) 2016-11-02, which applied to all Bombardier, Inc., Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes; Model CL-600-2D15 (Regional Jet Series 705) airplanes; Model CL-600-2D24 (Regional Jet Series 900) airplanes; and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. AD 2016-11-02 required repetitive inspections of the upper and lower engine pylons for protruding, loose, or missing fasteners; and repair if necessary. This AD continues to require the repetitive inspections of the upper and lower engine pylons for protruding, loose, or missing fasteners; and repair if necessary. This AD also requires replacement of affected fasteners, which terminates the inspections. This AD was prompted by reports of loose or missing fasteners and collars on the upper and lower engine pylon structure common to the upper and lower pylon skin panels and engine thrust fitting. We are issuing this AD to address the unsafe condition on these products.

## *FAA Proposed Rules*

### **NPRM: Proposed Establishment of Class E Airspace, Los Angeles, CA**

Published 05/24/2018

Docket #: FAA-2017-1202

Comments due 07/09/2018

This action proposes to establish Class E en route airspace extending upward from 1,200 feet above the surface to accommodate instrument flight rules (IFR) aircraft under control of the Los Angeles Air Route Traffic Control Center (ARTCC), Los Angeles, CA. Establishment of this airspace area would ensure controlled airspace exists in those areas where the Federal airway structure is inadequate.

### **NPRM: Proposed Amendment and Establishment of Multiple Air Traffic Service (ATS) Routes; Western United States**

Published 05/24/2018

Docket #: FAA-2018-0232

Comments due 07/02/2018

This action proposes to amend six United States Area Navigation (RNAV) routes (Q-88, Q-90, Q-114, Q-126, Q-136, and Q-150) and establish one RNAV route (Q-92) in the western United States. The routes would support standard instrument departures (SIDs) and standard terminal arrival routes (STARs) for Denver International Airport. Additionally, the routes will promote operational efficiencies for users and provide connectivity to current and proposed RNAV enroute procedures while enhancing capacity for adjacent airports.

## **FAA Guidance Documents and Notices**



*Flight Standards Information Management System (FSIMS)*

**FSIMS: Gulfstream GVII, G500, G600 Flight Operations Evaluation Board**

Issued 05/18/2018

The Gulfstream GVII-G500/G600 Flight Operations Evaluation Board (FOEB) meeting will convene September 18, 2018 and September 20, 2018 at 0700, in the conference room located at the Long Beach Aircraft Evaluation Group (LGB-AEG) office, 3960 Paramount Blvd., Lakewood, CA. 90712-4137. The purpose of the meeting is to produce Revision 1 of the original issue GVII-G500 Master Minimum Equipment List (MMEL).

**FSIMS: Issuance of FAA Form 8130-7 Special Flight Permit**

Issued 04/27/2018

This notice informs persons authorized to issue a special flight permit (SFP) of the revised process as identified in the current edition of Federal Aviation Administration (FAA) Order 8130.2, Airworthiness Certification of Aircraft.

**FSIMS: Change 592 to 8900.1**

Issued 04/26/2018

This change incorporates new information into Volume 3, Chapter 18, Section 4, updating Training Specifications (TSpecs) B001, Core Curriculums, and B002, Specialty Curriculums, to address capacity limitations in the TSpecs for training centers conducting operations under Title 14 of the Code of Federal Regulations (14 CFR) part 142.

**FSIMS: Part B Operations Specifications—En Route Authorizations and Limitations**

Issued 04/26/2018

All 300-series and nonstandard 500-series OpSpecs/management specifications (MSpecs)/training specifications (TSpecs)/letters of authorization (LOA) (Parts A, B, C, D, E, and H) require approval by the appropriate Flight Standards policy division. Title 14 of the Code of Federal Regulations (14 CFR) parts 61, 91, 91 subpart K (part 91K), 125 (including part 125 Letter of Deviation Authority (LODA) holders), 133, and 137 operators' nonstandard operational requests must be approved by the General Aviation and Commercial Division (AFS-800). Title 14 CFR parts 121, 135, and 142 nonstandard operational requests must be approved for issuance by the Air Transportation Division (AFS-200). Parts 121, 135, and 14 CFR part 145 repair station and all airworthiness nonstandard requests must be approved by the Aircraft Maintenance Division (AFS-300). All Weather Operations (AWO) relating to instrument procedures must be approved by the Flight Technologies and Procedures Division (AFS-400) and the International Program Division (AFS-50), AFS-200, or AFS-800, as appropriate. Nonstandard authorizations for 14 CFR part 129 foreign operators require approval from the AFS-50 division manager.

**FSIMS: TSpecs B001, B111, B112, and B113, Core Curriculums; and B002, B121, B122, and B123, Specialty Curriculums**

Issued 04/26/2018

This notice provides revised guidance to Federal Aviation Administration (FAA) offices and inspectors with oversight of training centers conducting operations under Title 14 of the Code of Federal Regulations (14 CFR) part 142.

*Draft Flight Standardization Board/Operational Suitability Report*

**OSR: Innovative Solutions & Support Integrated Standby Unit with Autothrottle**

Updated 05/23/2018

Revision 0 Draft X

Comments due 06/22/2018

**May 25, 2018**

*FAA Proposed Rules*

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

Published 05/25/2018

Docket #: FAA-2018-0415

Comments due 07/09/2018

The FAA proposes 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 the results of a fleet survey that revealed cracking in the bulkhead frame web at a certain body station. This proposed AD would require repetitive inspections of the bulkhead frame web at a certain station, and repair if necessary. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/25/2018

Docket #: FAA- 2018-0417

Comments due 07/09/2018

The FAA proposes to supersede Airworthiness Directive (AD) 2016-25-03, which applies to certain Airbus Model A300 F4-600R series airplanes. AD 2016-25-03 requires repetitive high frequency eddy current (HFEC) inspections of the aft lower deck cargo door (LDCD) frame forks; a one-time check of the LDCD clearances; and a one-time detailed visual inspection of hooks, eccentric bushes, and x-stops; and corrective actions if necessary. Since we issued AD 2016-25-03, we have determined that accomplishing a new frame fork repair or reinforcement would allow an extension of the repetitive inspection intervals as would a frame fork replacement. This proposed AD would retain the actions required by AD 2016-25-03, with revised corrective actions and compliance times. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/25/2018

Docket #: FAA- 2018-0448

Comments due 07/09/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Fokker Services B.V. Model F28 Mark 0070 and 0100 airplanes. This proposed AD was prompted by a report of cracks, in various directions, in the lower portion of a main landing gear (MLG) piston. This proposed AD would require a detailed visual inspection of the MLG, and replacement if necessary. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/25/2018

Docket #: FAA- 2018-0416

Comments due 07/09/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Defense and Space S.A. Model CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes; and certain Model C-295 airplanes. This proposed AD was prompted by a report that cracks were found on the stabilizer-to-fuselage rear attachment fitting. This proposed AD would require a detailed inspection of the upper and lower lugs of each horizontal stabilizer-to-fuselage rear attachment fitting, repair if necessary, and a report of findings. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/25/2018

Docket #: FAA- 2018-11141    Comments due 07/09/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model DHC-8-400 series airplanes. This proposed AD was prompted by a report of uncommanded deployment of the ground spoilers when the power levers were advanced for takeoff, which was caused by faulty switches in the power lever module. 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 AD: Airbus Airplanes\*\*\***

Published 05/25/2018

Docket #: FAA- 2018-11140    Comments due 07/09/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A300 series airplanes. This proposed AD was prompted by a revision of a certain airworthiness limitations item (ALI) document, which specifies new or more restrictive instructions and airworthiness limitations. This proposed AD would require revising the maintenance or inspection program, as applicable, to incorporate new or revised structural inspection requirements. We are proposing this AD to address the unsafe condition on these products.

**FAA Guidance Documents and Notices**

*FAA Draft Advisory Circulars*

**AC: Airworthiness Approval of Installed Radio Frequency Identification (RFID) Tags and Sensors**

Issued 05/23/2018

Document #: AC 20-162B

Comment date 06/04/2018

This advisory circular (AC) provides certification applicants with airworthiness guidance for installing passive, battery-assisted passive (BAP), and active radio frequency identification (RFID) tags and sensors on aviation products and equipment. This AC is not mandatory and does not constitute a regulation. This AC describes an acceptable means, but not the only means of accomplishing airworthiness approval for the installation of these RFID tags and sensors on aircraft. However, if you use the means described in this AC, you should follow it in all important respects unless alternate means are proposed and accepted by the Federal Aviation Administration (FAA). The term “must” is used to indicate mandatory requirements driven by regulation when following the guidance in this AC. The term “should” is used to indicate that the guidance is recommended, but not required, to comply with this AC.

**AC: Powerplant Installation and Propulsion System Component Fire Protection Test Methods, Standards, and Criteria**

Issued 05/23/2018

Document #: AC 20-135

Comment date 07/02/2018

This change removes guidance in paragraph 6.c. of AC 20-135, which listed the SAE 401 (propane) Burner as acceptable for main component testing and the propane and oxy-acetylene torches as acceptable for small component testing. While a propane burner simulates the heat flux density and the temperature at the test article, it does not simulate a fire fueled by representative fluids. This change also updates references to applicable rules and documents.

*Flight Standards Service Information for Operators (InFO)*

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

Issued 05/21/2018

InFO #: 18005

This InFO announces the expansion of the PRD beta release. Voluntary participation in the beta

release is now open to Title 14 of the Code of Federal Regulations (14 CFR) Part 135 operators.

## Notices

### **Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Airport Noise Compatibility Planning**

Published 05/25/2018 Document #: 2018-11326 Comments due 07/24/2018

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 to renew an information collection. The collection involves information on voluntary airport noise compatibility programs. The respondents are airport operators that voluntarily submit noise exposure maps and noise compatibility programs to the FAA for review and approval. The information to be collected is necessary because noise compatibility program measures are eligible for Federal grants-in-aid if they are provided to FAA for review in approval in advance.

### **Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Safety Management Systems for Part 121 Certificate Holders**

Published 05/25/2018 Document #: 2018-11325 Comments due 07/24/2018

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 to renew an information collection. The collection involves safety data and analysis by part 121 Certificate Holders required by regulation to implement a Safety Management System (SMS). The Certificate Holder will use the data it collects to identify hazards and instances of non-compliance with requirements and standards. The safety policy, outputs of safety risk management and safety assurance processes, and training and communications records will be kept by the Certificate Holder and used in its SMS. The Certificate Holder will also use the data, records, and documentation to show compliance with regulations. However, none of these data, records, or documents will be submitted to FAA.

### **Notice: Notice of Additional Public Comment Period-Notice of Intent To Prepare an Environmental Impact Statement (EIS) for Proposed Capacity Enhancements and Other Improvements at Charlotte Douglas International Airport, Charlotte, Mecklenburg County, NC**

Published 05/25/2018 Document #: 2018-11202 Comments due 07/09/2018

This Notice provides an additional 45-day public comment period, and correction of the previous incorrect email address for submission of public and agency comments. The previous email address, CLTEIS@faa.gov was incorrect. All agency and public comments should be submitted to the correct email address, 9-ASO-CLTEIS@faa.gov. The FAA requests that all submissions to the previous incorrect email address be resubmitted to the new address. This Notice also provides information to Federal, state, and local agencies; Native American tribes; and other interested persons regarding the FAA's intent to prepare an EIS to evaluate the potential impacts of the City of Charlotte Aviation Department proposal to construct capacity enhancements and other improvements at Charlotte Douglas International Airport in Charlotte, NC. The Department has initially identified the following four main elements of the Proposed Action: (1) Fourth Parallel Runway 1-19 and End-Around Taxiways; (2) Concourse B and Ramp Expansion; (3) Concourse C and Ramp Expansion; and (4) Daily North Parking Deck. The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action, including related activities and actions connected to the Proposed Action.

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

Published 05/25/2018

Document #: 2018-11198

Comments due 06/14/2018

Allow more than the regulatory combined maximum number of 70 passenger seats for all Type III exits when the mid-cabin door (Door 3) is de-rated to a Type III exit.

*Draft Technical Standards Orders*

**TSO: [Twin Seaplane Floats](#)**

Updated 05/18/2018

Comments due 06/19/2018

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

*Flight Standards Service Draft Advisory Circular*

**AC: [Corrosion Control for Aircraft](#)**

Updated 05/22/2018

Reference #: Title 14 Part 43-135

Comments 06/21/2018

This advisory circular (AC) is a summary of the current available data regarding identification and treatment of corrosive attack on aircraft structures and engine materials. Corrosion inspection frequency, corrosion identification, and the Federal Aviation Administration (FAA) emphasize here that corrosion treatment continues to be the responsibility of you, the operator, and you should accomplish these inspections per this AC, the manufacturer's recommendations, or your own maintenance program. The procedures in this AC are an acceptable means, but not the only acceptable means, of corrosion treatment. The information in this AC is applicable to aircraft for which the manufacturer has not published corrosion control information. Where the aircraft manufacturer has published a recommended corrosion inspection schedule and treatment program, that program should take precedence over the recommendations of this AC.

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: [Saab AB, Saab Aeronautics](#)**

Updated 05/23/2018

Revision 3 Draft X

Comments due 05/29/2018

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

Updated 05/23/2018

Revision 6 Draft X

Comments due 06/11/2018

**FSB: [Cirrus Design Corporation SF50](#)**

Updated 05/23/2018

Revision 1 Draft X

Comments due 06/15/2018

**FSB: [Airbus A350](#)**

Updated 05/23/2018

Revision 1 Draft X

Comments due 06/21/2018

**OSR: [Innovative Solutions & Support Integrated Standby Unit with Autothrottle](#)**

Updated 05/23/2018

Revision 0 Draft X

Comments due 06/22/2018

*Draft Master Minimum Equipment List*

**MMEL: Eclipse EA-500**

Updated 05/24/2018

Revision 3 Draft X

Comments due 06/04/2018

**MMEL: Bell Helicopter Textron Canada Limited 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407 (H2SW)**

Updated 05/24/2018

Revision 6 Draft X

Comments due 05/25/2018

**May 29, 2018***FAA Final rules***AD: Airbus Airplanes**

Published 05/29/2018

Docket #: FAA-2018-0025

Effective date 07/03/2018

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A310-203, -221, -222, -304, -322, -324, and -325 airplanes. This 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 AD requires modifying the fastener holes at certain locations, which includes related investigative actions and applicable corrective actions. We are issuing this AD to address the unsafe condition on these products.

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

Published M/D/YYYY

Docket #: FAA-2018-0450

Effective date 06/13/2018

The FAA is adopting a new airworthiness directive (AD) for all Saab AB, Saab Aeronautics Model SAAB 2000 airplanes. This AD requires a one-time inspection of the aileron bellcrank support brackets and a thickness measurement of the affected lug attaching the support bracket; repetitive inspections of the affected aileron bellcrank support brackets; and corrective actions if necessary. This AD also provides an optional terminating action for the repetitive inspections. This AD was prompted by the identification of a manufacturing defect on certain aileron bellcrank support brackets that resulted in the material thickness of the affected lug attaching the support bracket to the rear spar of the wing to be insufficient. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules***NPRM AD: The Boeing Company Airplanes**

Published 05/29/2018

Docket #: FAA-2018-0452

Comments due 07/13/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes. This proposed AD was prompted by the results of a fleet survey, which revealed cracking in bulkhead frame webs at a certain body station. This proposed AD would require repetitive inspections of the bulkhead frame web at a certain body station and applicable on-condition actions. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Airbus Airplanes**

Published 05/29/2018

Docket #: FAA-2018-0454

Comments due 07/13/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Model A330-200 Freighter series airplanes, Airbus Model A330-200 and -300 series airplanes, and Airbus Model A340-200 and -300 series airplanes. This proposed AD was prompted by reports of cracked slat

tracks at the location of the front stop attachment to the track. This proposed AD would require a detailed inspection, repetitive special detailed inspections, and corrective actions if necessary. We are proposing this AD to address the unsafe condition on these products.

**NPRM: [Policy on the Temporary Closure of Airports for Nonaeronautical Purposes](#)**

Published 05/29/2018                      Docket #: FAA-2018-0432                      Comments due 07/30/2018

This notice announces a proposed update of the FAA policy regarding approval of the temporary closure of a federally obligated airport for a nonaeronautical purpose. Under Federal law, an airport operator that has accepted Federal grants is obligated to maintain the airport for public aviation use. In a limited exception to the general requirement, an airport operator may temporarily close the airport or part of the airport for a nonaeronautical event, if the FAA approves that closure in advance. The FAA proposes to adopt this policy statement to provide additional guidance to airport operators describing the process and criteria for evaluating airport closure requests, and the required contents of an airport operator's request for approval. The FAA is seeking comments on the proposed statement of policy.

**FAA Guidance Documents and Notices**

*Flight Standards Information Management System (FSIMS)*

**FSIMS: [OpSpecs/MSpecs D088 and D089, Maintenance Time Limitations](#)**

Effective date 05/08/2018

This notice is intended for principal maintenance inspectors (PMI) who provide oversight of certificate holders/program managers authorized by OpSpec/MSpec D072, Aircraft Maintenance—Continuous Airworthiness Maintenance Program (CAMP) Authorization, to use an aircraft maintenance CAMP, and in conjunction have issued either D088 or D089.

*Notices*

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Commercial Space Transportation Licensing Regulations](#)**

Published 05/29/2018                      Document #: 2018-11571                      Comments due 06/28/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. The information will determine if applicant proposals for conducting commercial space launches can be accomplished according to regulations issued by the Office of the Associate Administrator for Commercial Space Transportation. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 28, 2018. No comments were received.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: FAA Entry Point Filing Form-International Registry](#)**

Published 05/29/2018                      Document #: 2018-11568                      Comments due 06/28/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. The information collected is required from aircraft operators who wish to obtain a unique authorization code for transmitting information to the International Registry in Dublin, Ireland. An estimated 30 minutes is required to complete the only form in the

collection, AC Form 8050-135. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 28, 2018. No comments were received.

**Notice: [Agency Request for Emergency Approval of an Information Collection](#)**

Published 05/29/2018 Document #: 2018-11470 Comments due 06/05/2018

In compliance with the Paperwork Reduction Act of 1995, the Department of Transportation (DOT) provides notice that it will submit an information collection request (ICR) to the Office of Management and Budget (OMB) for emergency approval of a proposed information collection. Upon receiving the requested six-month emergency approval by OMB, FAA will follow the normal PRA procedures to obtain extended approval for this proposed information collection. This collection involves data reporting by ten Unmanned Aircraft Systems (UAS) Integration Pilot Program (IPP) participants regarding their program participation. Because ten participants were selected for the program due to the significant number of applicants, DOT and FAA request emergency approval for this Information related to this ICR, including applicable supporting documentation may be obtained by contacting the UAS Integration Office at 844-359-6982 or 9-AWA-UASIPP@faa.gov.

**Notice: [OpSpecs/MSpecs D088 and D089, Maintenance Time Limitations Document Information](#)**

Effective date 05/08/2018 Document #: N 8900.469 Cancellation date 05/18/2019

This notice is intended for principal maintenance inspectors (PMI) who provide oversight of certificate holders/program managers authorized by OpSpec/MSpec D072, Aircraft Maintenance—Continuous Airworthiness Maintenance Program (CAMP) Authorization, to use an aircraft maintenance CAMP, and in conjunction have issued either D088 or D089.

**Notice: [Change to FAA Order JO 7360.1D Aircraft Type Designators](#)**

Published 05/23/2018 Document #: JO 7360.3

Changes or additions to LAHSO group numbers.

**Notice: [Foreign ICAO Three Letter Designator \(3LD\) Additions and Modifications \(excluding U.S.\)](#)**

Published 05/23/2018 Document #: JO 7340.454

This notice modifies FAA Order JO 7340.2, Contractions, Chapter 3, Sections 1,2, and 3, ICAO Aircraft Company Three-Letter Identifier and/or Telephony Designator, and add recent changes initiated by countries other than the United States (U.S.) including new ICAO three letter designators (3LDs) and modifications to ICAO 3LDs, associated telephonics, and companies/agencies.

**Notice: [Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Maintenance, Preventive Maintenance, Rebuilding, and Alteration](#)**

Published 05/29/2018 Document #: 2018-11469 Comments due 06/28/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. The Information to be collected is necessary to insure the safety of the flying public. Documentation of maintenance repair actions record who, what, when, where and how of the task performed. All maintenance actions as well as documentation are required by regulation. This insures proper certification of personnel; proper tooling is utilized and accurate measures to insure safety. The FAA reviewed 54,237 form 337s from October 2016 to September



2017. Each 337 takes approximately .5 hours. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 28, 2018. No comments were received.

**May 30, 2018**

*FAA Final rules*

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

Published 05/30/2018                      Docket #: FAA-2018-0492                      Effective date 05/30/2018

The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A320-271N airplanes, and Model A321-271N, -271NX, -272N and -272NX airplanes. This AD requires replacing certain full authority digital engine control (FADEC) electronic engine controllers (EECs); or installing software standard FCS4.4 and re-identifying the FADEC EECs. This AD was prompted by a report that, when operated at low speed and high engine thrust, an engine did not restart following a fuel interruption shorter than five seconds. We are issuing this AD to address the unsafe condition on these products.

*FAA Proposed Rules*

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

Published 05/30/2018                      Docket #: FAA-2018-0489                      Comments due 07/16/2018

The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 747-8 and 747-8F series airplanes. This proposed AD was prompted by a report that flightcrew oxygen masks did not deploy correctly during flight testing. This proposed AD would require an inspection to determine if certain oxygen masks/regulators and stowage boxes are installed and replacement if necessary. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/30/2018                      Docket #: FAA-2018-0453                      Comments due 07/16/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model DHC-8-400 series airplanes. This proposed AD was prompted by reports of the nose landing gear (NLG) locking in a partially extended position due to loose bushings on the lock link of the NLG locking mechanism. This proposed AD would require inspecting the bushings and the lower lock link of the NLG for discrepancies, and corrective actions if necessary. We are proposing this AD to address the unsafe condition on these products.

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

Published 05/30/2018                      Docket #: FAA-2018-0455                      Comments due 07/16/2018

The FAA proposes to supersede Airworthiness Directive (AD) 98-18-24, which applies to certain Airbus Model A320 series airplanes. AD 98-18-24 requires repetitive inspections to detect cracking in the inner flange of a certain door frame, and corrective actions, if necessary. AD 98-18-24 also provides an optional terminating action for the repetitive inspections. Since we issued AD 98-18-24, it has been determined that the compliance times for the repetitive inspections must be reduced. This proposed AD would continue to require the repetitive inspections of the inner flange of a certain door frame, with reduced repetitive inspection intervals, and corrective action if necessary. We are proposing this AD to address the unsafe condition on these products.

**NPRM AD: Dassault Aviation Airplanes\*\*\***

Published 05/30/2018                      Docket #: FAA-2018-0451                      Comments due 07/16/2018

The FAA proposes to adopt a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 900EX airplanes. This proposed AD was prompted by reports of rejected take-offs due to untimely inboard flap retraction. This proposed AD would require modification of the slat/flap control wiring and replacement of the slat/flap control box with an improved box. We are proposing this AD to address the unsafe condition on these products.

*FAA Special Conditions*

**SC: Bombardier Inc. Model BD-700-2A12 and Model BD-700-2A13 Airplanes; Autobrake System Structural Loads**

Published 05/30/2018                      Docket #: FAA-2018-0469                      Effective date 05/30/2018

These special conditions are issued for the Bombardier Inc. Model BD-700-2A12 and Model BD-700-2A13 airplanes. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. This design feature is an autobrake system that allows earlier braking at landing without pedal input from the pilot. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**FAA Guidance Documents and Notices**

*Notices*

**Notice: Petition for Exemption; Summary of Petition Received; Kitty Hawk Corporation**

Published 05/30/2018                      Document #: 2018-11549                      Comments due 06/19/2018

The petitioner is requesting relief in order to operate their "E-1" unmanned aircraft system, weighing approximately 450 pounds, for the purpose of aerial testing and data collection at their testing facilities in California.

**Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Approval for Renewal and Revision of Information Collection: High Density Traffic Airports: Slot Allocation and Transfer Methods**

Published 05/30/2018                      Document #: 2018-11569                      Comments due 06/29/2018

In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval for renewal and revision to an information collection. The Federal Register Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 30, 2018. This information collection is used to allocate airport landing and takeoff slots and maintain accurate records of slot transfers at Ronald Reagan Washington National Airport (DCA) under the High Density Rule. The FAA is requesting a renewal for the DCA information collection and a revision to include six additional airports managed under similar FAA programs to manage congestion and delay: John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), Los Angeles International Airport (LAX), Newark Liberty International Airport (EWR), O'Hare International Airport (ORD), and San Francisco International Airport (SFO). The information collection is required from carriers and other operators at the airports to assist the FAA in reducing

delays at congested airports.

**Notice: [Petition for Exemption; Summary of Petition Received; Vickers Aircraft Company LTD](#)**

Published 05/30/2018

Document #: 2018-11548

Comments due 06/19/2018

This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**Notice: [Notice of Intent To Rule on Request To Release Airport Property at the Scholes International Airport, Galveston, Texas](#)**

Published 05/30/2018

Document #: 2018-11467

Comments due 06/30/2018

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

*Draft Technical Standards Orders*

**TSO: [Next Generation Satellite Systems \(NGSS\) Equipment](#)**

Updated 05/29/2018

Comments due 07/02/2018

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 Next Generation Satellite Systems (NGSS) equipment must first meet for approval and identification with the applicable TSO marking

*Draft Flight Standardization Board/Operational Suitability Report*

**FSB: [Boeing 747](#)**

Updated 05/25/2018

Revision 6 Draft X

Comments due 06/28/2018

**May 31, 2018**

*Special Airworthiness Information Bulletins (SAIB)*

**SAIB: [External Load Devices for Human External Cargo](#)**

Issued 05/30/2018

SAIB #: SW-18-15

This Special Airworthiness Information Bulletin (SAIB) is for registered owners and operators of helicopters that incorporate external load devices such as cargo hooks and hoists. This SAIB advises of a potential airworthiness concern regarding Human External Cargo (HEC) operations under Title 14 of the Code of Federal Regulations (14 CFR) part 133. These designs are installed either as part of the type design approval or an FAA-approved supplemental type certificate (STC).

*Flight Standards Information Management System (FSIMS)*

**FSIMS: [Special Pilot-In-Command Qualification Airports Revision History \(14 CFR §121.445\)](#)**

Issued 05/25/2018

## Notices

### **Notice: Drone Advisory Committee**

Published 05/31/2018 Document #: 2018-11697

The FAA is issuing this notice to advise the public of the establishment of the DAC for 2 years. The Federal Aviation Administration (FAA) is establishing the DAC under agency authority in accordance with the provisions of the Federal Advisory Committee Act (FACA). The DAC is necessary and in the public interest.

### **Notice: NextGen Advisory Committee**

Published 05/31/2018 Document #: 2018-11696

The FAA is issuing this notice to advise the public of the establishment of the NAC for 2 years. The Federal Aviation Administration (FAA) is establishing the NAC under agency authority in accordance with the provisions of the Federal Advisory Committee Act (FACA). The NAC is necessary and in the public interest. The nature and purpose of the NAC is to seek resolution of issues and challenges involving concepts, requirements, operational capabilities, the associated use of technology, and related considerations to aeronautical operations that affect the future of the Air Traffic Management System and the integration of new technologies.

### **Notice: Air Traffic Safety Oversight Credentialing and Control Tower Operator Certification Programs**

Effective date 06/01/2018 Document #: 8000. 379 Cancellation date 12/01/2018

This notice amends the subject Order to: (1) clarify credentialing requirements for temporary towers; (2) establish a provision to notify the Air Traffic Safety Oversight Service (AOV) when a Control Tower Operator Examiner (CTO-E) practical test is scheduled; and (3) clarify that Air Traffic Control Specialists (ATCS) cannot exercise the privileges of their rating if they do not meet the currency requirements in Order JO 7210.3, Facility Operation and Administration. This Order makes no substantive changes to Notice 8000.378 except for extending the cancellation date.

## *Flight Standards Service Draft Advisory Circular*

### **AC: Air Cargo Operations**

Updated 05/30/2018 Reference #: Title 14 Part 43-135 Comments due 06/28/2018

This Flight Standards Service advisory circular (AC) contains guidance on cargo operations. Proper cargo loading is essential for safe flight operations. Air operators must have procedures in place to ensure that employees and vendors are properly trained in the process, the loading is properly completed, and cargo restraints and loading devices are properly maintained. The flightcrew, the load supervisor, loading personnel, and the person designated by the operator to perform Weight and Balance (W&B) calculations must all take responsibility to ensure that the process is completed correctly. It is intended for air operators, Original Equipment Manufacturers (OEM), Supplemental Type Certificate (STC) holders, Parts Manufacturer Approval (PMA) holders, Technical Standard Order (TSO) holders, and aircraft owners and operators who manufacture their own parts.