

1. In the header of the document, "Notice No." should have been "Special Conditions No."

2. In one instance, one of the airplane model numbers was published as "BD-500-1A1" instead of "BD-500-1A11."

#### Correction

In Final special conditions document (FR Doc. 2014-21789) published on September 12, 2014 (79 FR 54574), make the following corrections:

1. On page 54574, second column in the header information, correct "Notice No." to read "Special Conditions No."

2. On page 54575, third column, last line in the introductory text in the section titled, "The Special Conditions," correct "BD-500-1A1" to read "BD-500-1A11."

Issued in Renton, Washington, on October 16, 2014.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. FAA-2014-0666; Special Conditions No. 25-566-SC]

#### Special Conditions: Bombardier Aerospace, Models BD-500-1A10 and BD-500-1A11 Series Airplanes; Isolation or Airplane Electronic System Security Protection From Unauthorized Internal Access

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final special conditions; corrections.

**SUMMARY:** This document corrects two errors that appeared in Docket No. FAA-2014-0666, Special Conditions No. 25-566-SC, which was published in the *Federal Register* on September 12, 2014 (79 FR 54572). There is an error in the header information and in one instance of one of the airplane model numbers in the publication.

**DATES:** The effective date of this correction is October 23, 2014.

**FOR FURTHER INFORMATION CONTACT:** Varun Khanna, FAA, Airplane and Flight Crew Interface Branch, ANM-111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1298; facsimile (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** On September 12, 2014, the *Federal Register* published document designated as "Docket No. FAA-2014-0666, Notice No. 25-566-SC," (79 FR 54572). The document issued special conditions pertaining to network security in the digital systems architecture, access from internal sources, on the BD-500-1A10 and BD-500-1A11 series airplanes.

As published, the document contained two errors:

1. In the header of the document, "Notice No." should have been "Special Conditions No."

2. In one instance, the airplane model number was published as "BD-500-1A1" instead of "BD-500-1A11."

#### Correction

In Final special conditions document (FR Doc. 2014-21788), published on September 12, 2014 (79 FR 54572), make the following corrections:

1. On page 54572, third column in the header information, correct "Notice No." to read "Special Conditions No."

2. On page 54574, first column, last line in the introductory text of the section titled, "The Special Conditions," correct "BD-500-1A1" to read "BD-500-1A11."

Issued in Renton, Washington, on October 16, 2014.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. FAA-2014-0434; Special Conditions No. 25-544-SC]

#### Special Conditions: Bombardier Aerospace, Models BD-500-1A10 and BD-500-1A11; Composite Wing and Fuel Tank Structure Post-Crash Fire Survivability

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are issued for the Bombardier Aerospace, Models BD-500-1A10 and BD-500-1A11 series airplanes. These airplanes will have novel or unusual design features when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. These design

features are composite materials used in the construction of the fuel tank skin and structure, which may behave differently in a post-crash fire than traditional aluminum construction. 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.

**DATES:** *Effective Date:* This action is effective on November 24, 2014.

#### FOR FURTHER INFORMATION CONTACT:

Alan Sinclair, FAA, Airframe and Cabin Safety Branch, ANM-115 Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-227-2195; facsimile 425-227-1232.

#### SUPPLEMENTARY INFORMATION:

##### Background

On December 10, 2009, Bombardier Aerospace applied for a type certificate for their new Models BD-500-1A10 and BD-500-1A11 series airplanes (hereafter collectively referred to as "CSeries"). The CSeries airplanes are swept-wing monoplanes with an aluminum alloy fuselage sized for 5-abreast seating. Passenger capacity is designated as 110 for the Model BD-500-1A10 and 125 for the Model BD-500-1A11. Maximum takeoff weight is 131,000 pounds for the Model BD-500-1A10 and 144,000 pounds for the Model BD-500-1A11.

Conventional airplanes with aluminum skin and structure provide a well-understood level of safety during post-crash fire scenarios with respect to fuel tanks. This is based on service history and extensive full-scale fire testing. The CSeries airplanes will not be fabricated primarily with aluminum for the fuel tank structure. Instead, they will be fabricated using predominantly composite structure and skin for the wings and fuel tanks. Composites may or may not have the equivalent capability of aluminum, and current regulations do not provide objective performance requirements for wing and fuel tank structure with respect to post-crash fire safety. Because the use of composite structure is novel and unusual with respect to the designs envisioned when the applicable regulations were promulgated, additional tests and analyses substantiation will be required to show that the CSeries airplanes will provide an acceptable level of safety with respect to the performance of the wings and fuel tanks during an external fuel-fed fire.