

Should Boeing apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well.

Conclusion

This action affects only certain novel or unusual design features on one model series of airplane. It is not a rule of general applicability.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

The Special Conditions

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Boeing Model 777-8 and 777-9 airplanes.

In lieu of compliance to 14 CFR 25.349(a), the Model 777-8 and 777-9 airplanes must comply with the following:

The following conditions, speeds, and cockpit roll control motions (except as the motions may be limited by pilot effort) must be considered in combination with an airplane load factor of zero, and of two-thirds of the positive maneuvering factor used in design. In determining the resulting control-surface deflections, the torsional flexibility of the wing must be considered in accordance with § 25.301(b).

1. Conditions corresponding to steady rolling velocities must be investigated. In addition, conditions corresponding to maximum angular acceleration must be investigated for airplanes with engines or other weight concentrations outboard of the fuselage. For the angular acceleration conditions, zero rolling velocity may be assumed in the absence of a rational time history investigation of the maneuver.

2. At V_A , sudden movement of the cockpit roll control up to the limit is assumed. The position of the cockpit roll control must be maintained until a steady roll rate is achieved and then must be returned suddenly to the neutral position.

3. At V_C , the cockpit roll control must be moved suddenly and maintained so as to achieve a roll rate not less than that obtained in condition 2, above.

4. At V_D , the cockpit roll control must be moved suddenly and maintained so

as to achieve a roll rate not less than one third of that obtained in condition 2, above.

Issued in Renton, Washington, on October 25, 2017.

Victor Wicklund,

Manager, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. FAA-2016-9403; Special Conditions No. 25-643-SC]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; correction.

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

DATES: The effective date of this correction is November 1, 2017.

FOR FURTHER INFORMATION CONTACT: Greg Schneider, FAA, Airframe and Cabin Safety Section, AIR-675, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington, 98057-3356; telephone 425-227-2116; facsimile 425-227-1320.

SUPPLEMENTARY INFORMATION:

Background

On March 17, 2017, the **Federal Register** published a document designated as Docket No. FAA-2016-9403, Final Special Conditions No. 25-643-SC (82 FR 14117). The document issued special conditions pertaining to dive-speed definition with a high-speed-protection system. As published, the document contained an error in a citation to an advisory circular section.

Correction

In the final special conditions document (FR Doc. 2017-05329), published on March 17, 2017 (82 FR 14117), make the following correction.

On page 14119, second column, correct the last sentence in special condition no. 2 to read:

The upset maneuvers described in Advisory Circular 25-7C, "Flight Test Guide for Certification of Transport Category Airplanes," Chapter 2, section 8, paragraph 32, sub-paragraphs c(3)(a) and (c), may be used to comply with this requirement.

Issued in Renton, Washington, on October 25, 2017.

Victor Wicklund,

Manager, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2017-0219; Airspace Docket No. 17-AWP-5]

Amendment of Class E Airspace; Lemoore NAS, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, technical amendment, correction.

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

DATES: Effective 0901 UTC, November 1, 2017. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Robert LaPlante, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4566.

SUPPLEMENTARY INFORMATION: