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:

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 $V_\infty$, 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 $V_\infty$, 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.

4. At $V_\infty$, 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.

[FR Doc. 2017–23701 Filed 10–31–17; 8:45 am]
BILLY CODE 4910–13–P

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.


SUPPLEMENTARY INFORMATION:

Background


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.

[FR Doc. 2017–23697 Filed 10–31–17; 8:45 am]
BILLY CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71


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.

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: