

straight flight and in 30-degree banked turns with:

1. The high-incidence protection system operating normally.
2. Initial power condition of:
  - a. Power off
  - b. The power necessary to maintain level flight at  $1.5 V_{SR1}$ , where  $V_{SR1}$  is the reference stall speed with the flaps in the approach position, the landing gear retracted, and the maximum landing weight. The flap position to be used in determining this power setting is that position in which the stall speed,  $V_{SR1}$ , does not exceed 110 percent of the stall speed,  $V_{SR0}$ , with the flaps in the most extended landing position.
3. Alpha-Floor System operating normally, unless more severe conditions are achieved with Alpha floor inhibited.
4. Flaps, landing gear, and deceleration devices in any likely combination of positions.
5. Representative weights within the range for which certification is requested, and
6. The airplane trimmed for straight flight at a speed achievable by the automatic trim system.

b. The following procedures must be used to show compliance with these special conditions:

- i. Starting at a speed sufficiently above the minimum steady flight speed to ensure that a steady rate of speed reduction can be established, apply the longitudinal control so that the speed reduction does not exceed 1 knot per second until the control reaches the stop.
- ii. The longitudinal control must be maintained at its stop until the airplane has reached a stabilized flight condition, and must then be recovered by normal recovery techniques.
- iii. The requirements for turning-flight maneuver demonstrations must also be met with accelerated rates of entry to the incidence limit, up to the maximum rate achievable.
- c. Characteristics in High Incidence Maneuvers: In lieu of § 25.203, the following requirements apply:
  - i. Throughout maneuvers with a rate of deceleration of not more than 1 knot per second, both in straight flight and in 30-degree banked turns, the airplane's characteristics must be as follows:
    1. There must not be any abnormal airplane nose-up pitching.
    2. There must not be any uncommanded nose-down pitching, which would be indicative of stall. However, reasonable attitude changes associated with stabilizing the incidence at Alpha limit, as the longitudinal control reaches its stop, would be acceptable. Any reduction of pitch attitude associated with stabilizing the

incidence at the Alpha limit should be achieved smoothly and at a low pitch rate, such that it is not likely to be mistaken for natural-stall identification.

3. There must not be any uncommanded lateral or directional motion, and the pilot must retain good lateral and directional control by conventional use of the cockpit controllers throughout the maneuver.
4. The airplane must not exhibit buffeting of a magnitude and severity that would act as a deterrent to completing the maneuver specified in § 25.201(a), as amended by this special condition.

ii. In maneuvers with increased rates of deceleration, some degradation of characteristics, associated with a transient excursion beyond the stabilized Alpha limit, is acceptable. However, the airplane must not exhibit dangerous characteristics or characteristics that would deter the pilot from holding the longitudinal controller on its stop for a period of time appropriate to the maneuvers.

iii. It must always be possible to reduce incidence by conventional use of the controller.

iv. The rate at which the airplane can be maneuvered from trim speeds associated with scheduled operating speeds such as  $V_2$  and  $V_{REF}$  up to Alpha limit, must not be unduly damped or significantly slower than can be achieved on conventionally controlled transport airplanes.

6. *Atmospheric Disturbances:* Operation of the high-incidence protection system must not adversely affect airplane control during expected levels of atmospheric disturbances, nor impede the application of recovery procedures in case of wind shear. This must be demonstrated in non-icing and icing conditions.

7. *Alpha Floor:* The Alpha-floor setting must be such that the airplane can be flown at normal landing operational speed, and maneuvered up to bank angles consistent with the flight phase (including the maneuver capabilities specified in § 25.143(g)), without triggering Alpha floor. In addition, there must be no Alpha-floor triggering unless appropriate when the airplane is flown in usual operational maneuvers and in turbulence.

8. *Proof of Compliance:* Change § 25.21 as follows:

Section 25.21(b)—The flying qualities must be evaluated at the most unfavorable CG position.

9. *For §§ 25.145(a), 25.145(a), and 25.145(b)(6), the following requirements apply:*

a. Section 25.145(a)—It must be possible, at any point between the trim

speed prescribed in § 25.103(b)(7) as amended by this special condition and  $V_{min}$ , to pitch the nose downward so that the acceleration to this selected trim speed is prompt with—

b. Section 25.145(a)(1)—The airplane trimmed at the trim speed prescribed in § 25.103(b)(7) as amended by this special condition.

c. Section 25.145(b)(6)—With power off, flaps extended and the airplane trimmed at  $1.3 V_{SR1}$ , obtain and maintain airspeeds between  $V_{min}$  and either  $1.6 V_{SR1}$  or  $V_{FE}$ , whichever is lower.

10. *In lieu of § 25.1323(d), the following requirement applies:*

(d) From  $1.23 V_{SR}$  to  $V_{min}$ , the IAS must change perceptibly with CAS and in the same sense, and at speeds below  $V_{min}$  speed the IAS must not change in an incorrect sense.

Issued in Renton, Washington, on January 9, 2018.

**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–2015–4279; Special Conditions No. 25–612–SC]

#### Special Conditions: Gulfstream Aerospace Corporation, Gulfstream GVI Airplane; Non-Rechargeable Lithium Battery Installations

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

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

**SUMMARY:** This document corrects errors that appeared in Docket No. FAA–2015–4279, Special Conditions No. 25–612–SC, which was published in the **Federal Register** on April 22, 2016. The errors are incorrect title 14, Code of Federal Regulations section citations in two locations in the final special conditions document.

**DATES:** The effective date of this correction is January 16, 2018.

**FOR FURTHER INFORMATION CONTACT:** Nazih Khaouly, Airplane and Flight Crew Interface Section, AIR–671, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, Washington 98057–3356;

telephone 425–227–2432; facsimile 425–227–1149.

#### SUPPLEMENTARY INFORMATION:

##### Background

On April 22, 2016, the **Federal Register** published a document designated as Docket No. FAA–2015–4279, Final Special Conditions No. 25–612–SC (81 FR 23573). The document issued special conditions pertaining to the installation of non-rechargeable lithium batteries in Gulfstream GVI airplanes. As published, the document contained an error in a title 14, Code of Federal Regulations (14 CFR) section citation in two locations in the final special conditions document. These citations inadvertently referred to the wrong amendment level for the certification basis of the various Gulfstream GVI airplanes. Therefore, we have corrected these special conditions to include the correct citations and amendment levels that apply to certification bases applicable to airplanes with non-rechargeable lithium-ion battery installations.

##### Correction

In the final special conditions document (FR Doc. 2016–09311 Filed 4–21–16; 8:45 a.m.), published on April 22, 2016 (81 FR 23573), make the following corrections.

1. On page 23574, second column, change the following paragraph:

These special conditions apply to all non-rechargeable lithium battery installations in lieu of § 25.1353(b)(1) through (b)(4) at Amendment 25–113. Sections 25.1353(b)(1) through (b)(4) at Amendment 25–113 remain in effect for other battery installations.

To read:

These special conditions apply to all non-rechargeable lithium battery installations in lieu of § 25.1353(b)(1) through (4) at Amendment 25–123 or § 25.1353(c)(1) through (4) at earlier amendments. Those regulations remain in effect for other battery installations.

2. On page 23577, third column, change the following paragraph:

In lieu of § 25.1353(b)(1) through (b)(4) at Amendment 25–113, each non-rechargeable lithium battery installation must:

To read:

In lieu of § 25.1353(b)(1) through (4) at Amendment 25–123, or § 25.1353(c)(1) through (4) at earlier amendments, each non-rechargeable lithium battery installation must:

Issued in Renton, Washington, on January 9, 2018.

**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 39

**[Docket No. FAA–2017–0826; Product Identifier 2016–SW–084–AD; Amendment 39–19153; AD 2018–01–12]**

**RIN 2120–AA64**

#### **Airworthiness Directives; Airbus Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** We are superseding Airworthiness Directive (AD) 2015–22–53 for Airbus Helicopters Model AS350B3 helicopters. AD 2015–22–53 required revising the rotorcraft flight manual (RFM) to perform the yaw load compensator check after rotor shut-down and to state that the yaw servo hydraulic switch must be in the “ON” position before taking off. Since we issued AD 2015–22–53, Airbus Helicopters developed a modification of the ACCU TST switch. This new AD retains the requirements of AD 2015–22–53 and requires modifying the yaw servo hydraulic switch (collective switch) and replacing the ACCU TST button. The actions of this AD are intended to address an unsafe condition on these products.

**DATES:** This AD is effective February 20, 2018.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 20, 2018.

**ADDRESSES:** For Airbus Helicopters service information identified in this final rule, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641–0000 or (800) 232–0323; fax (972) 641–3775; or at [http://www.helicopters.airbus.com/website/en/ref/Technical-Support\\_73.html](http://www.helicopters.airbus.com/website/en/ref/Technical-Support_73.html). You may view this referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. It is also available on the internet at <http://www.regulations.gov> by searching for

and locating Docket No. FAA–2017–0826.

#### Examining the AD Docket

You may examine the AD docket on the internet at <http://www.regulations.gov> in Docket No. FAA–2017–0826; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the European Aviation Safety Agency (EASA) AD, any incorporated-by-reference information, the economic evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

#### FOR FURTHER INFORMATION CONTACT:

George Schwab, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5110; email [george.schwab@faa.gov](mailto:george.schwab@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to remove AD 2015–22–53, Amendment 39–18331 (80 FR 74982, December 1, 2015) and add a new AD. AD 2015–22–53 applied to Airbus Helicopters Model AS350B3 helicopters with a dual hydraulic system installed. AD 2015–22–53 required revising the pre-flight and post-flight procedures in the RFM to perform the yaw load compensator check (ACCU TST switch) after rotor shut-down instead of during preflight procedures and to state that the yaw servo hydraulic switch (collective switch) must be in the “ON” (forward) position before taking off.

The NPRM published in the **Federal Register** on September 8, 2017 (82 FR 42487). The NPRM was prompted by AD No. 2016–0220, dated November 4, 2016, issued by EASA, which is the Technical Agent for the Member States of the European Union, to correct an unsafe condition for Airbus Helicopters Model AS 350 B3 helicopters. EASA advises that further analysis resulted in the recognition that a pilot could forget to activate a switch despite the RFM changes and that altering the bistable push button (push-on, push-off) ACCU TST switch is necessary.

Accordingly, the NPRM proposed to retain the requirements of AD 2015–22–53 and also proposed to require, within