

Regulatory Update, Tuesday, February 18, 2020

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AD 2020-03—50 - Emergency AD: Cirrus Design Corporation (Cirrus) Model SF50 airplanes

Emergency Airworthiness Directive (AD) 2020-03-50 is sent to owners and operators of Cirrus Design Corporation (Cirrus) Model SF50 airplanes. Background This emergency AD was prompted by a cabin fire incident that occurred recently on a Cirrus Model SF50 airplane during ground operations. The operator observed smoke exiting from behind the right sidewall interior panel located behind crew seat 2 and forward of passenger seat 5. The investigation into the incident determined the probable root cause was a malfunction of the headset amplifier (part number (P/N) 38849-001) and the microphone interface (P/N 35809-001) circuit card assemblies for the 3.5 millimeter (mm) audio and microphone jacks. This malfunction can result in an electrical short and subsequent uncontained cabin fire without activating circuit protection. This condition, if not addressed, could lead to uncontained cabin fire, resulting in possible occupant injury or loss of airplane control. Relevant Service Information The FAA reviewed Cirrus Alert Service Bulletin Number SBA5X-23-03, dated February 7, 2020 (SBA5X-23-03). The service information contains instructions to disconnect and remove the headset amplifier and microphone interface circuit card assemblies for the 3.5 mm audio and microphone jacks. FAA's Determination The FAA is issuing this AD because it evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design. AD Requirements This AD requires accomplishing the actions specified in SBA5X-23-03 as described previously. Interim Action The FAA considers this AD, which addresses

malfunction of the headset amplifier and the microphone interface circuit card assemblies, an interim action. Cirrus is developing corrective action that will address the unsafe condition identified in this AD. Once this action is developed, approved, and available, the FAA may consider additional rulemaking.

[Full text of the above is available in the Federal Register at the following link:
[https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/0/3da586bf948ff4a48625850e0061cdb5/\\$FILE/2020-03-50_Emergency.pdf](https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/0/3da586bf948ff4a48625850e0061cdb5/$FILE/2020-03-50_Emergency.pdf)

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[Rules and Regulations]
[Pages 8717-8722]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2020-03195]

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Rules and Regulations
Federal Register

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

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Rules and Regulations

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2020-0098; Product Identifier 2020-NM-011-AD; Amendment 39-19844; AD 2020-03-20]
RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes, Model MD-11, MD-11F, and 717-200 airplanes, all Model 737-8 and 737-9 airplanes, all Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certain Model 747-400 and 747-400F series airplanes, certain Model 757 and 767 airplanes, and all Model 777 airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model MD-11, MD-11F, and 717-200 airplanes, all Model 737-8 and 737-9 airplanes, all Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certain Model 747-400 and 747-400F series airplanes, certain Model 757 and 767 airplanes, and all Model 777 airplanes. This AD requires revising the existing airplane flight manual (AFM) to include a limitation to prohibit operations that require less than 0.3 required navigational performance (RNP) within a specified area for airplanes having a certain multi-mode receiver (MMR) with certain software installed. This AD was prompted by reports of the loss of global positioning system (GPS) data or degraded GPS positional accuracy while using a certain MMR. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 18, 2020.

The FAA must receive comments on this AD by April 3, 2020.

[Full text of the above is available in the Federal Register at the following link:
<https://www.govinfo.gov/content/pkg/FR-2020-02-18/html/2020-03195.htm>

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Federal Register Volume 85, Number 32 (Tuesday, February 18, 2020)]

[Proposed Rules]

[Pages 8768-8771]

From the Federal Register Online via the Government Publishing Office [www.gpo.gov]

[FR Doc No: 2020-03042]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2020-0092; Product Identifier 2020-NM-001-AD]

RIN 2120-AA64

Airworthiness Directives; Bombardier, Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes, Model CL-600-2D15 (Regional Jet Series 705) airplanes, and Model CL-600-2D24 (Regional Jet Series 900) airplanes; and all Model CL-600-2C11 (Regional Jet Series 550) airplanes. This proposed AD was prompted by reports of fractured rudder primary feel unit shafts; a subsequent investigation determined that the fractures in the shafts are consistent with fatigue damage. This proposed AD would require replacement of the rudder primary feel unit shaft. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by April 3, 2020.

[Full text of the above is available in the Federal Register at the following link:
<https://www.govinfo.gov/content/pkg/FR-2020-02-18/html/2020-03042.htm>

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[Federal Register Volume 85, Number 32 (Tuesday, February 18, 2020)]
[Proposed Rules]
[Pages 8771-8773]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2020-03072]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2019-1115; Product Identifier 2018-SW-065-AD]
RIN 2120-AA64

Airworthiness Directives; Sikorsky Aircraft Corporation Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters. This proposed AD was prompted by two incidents of erroneous low oil pressure caution cockpit indications and unintended actuation of the main gearbox (MGB) auto bypass valve. This proposed AD would require installing auxiliary circuit breaker modification (MOD) kits and inserting a Rotorcraft Flight Manual (RFM) Supplement into the RFM for your helicopter. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by April 3, 2020.

[Full text of the above is available in the Federal Register at the following link:
<https://www.govinfo.gov/content/pkg/FR-2020-02-18/html/2020-03072.htm>

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[Federal Register Volume 85, Number 32 (Tuesday, February 18, 2020)]
[Proposed Rules]
[Pages 8773-8776]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2020-03084]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2020-0094; Product Identifier 2019-NM-188-AD]
RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes, Model 757-200, -200CB, and -300

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2018-06-07, which applies to all The Boeing Company Model 757-200, -200CB, and -300 series airplanes. AD 2018-06-07 requires inspecting the

fuselage frame at a certain station for existing repairs, repetitive inspections, and applicable repairs. Since the FAA issued AD 2018-06-07, the agency has received reports of new crack findings outside of the AD 2018-06-07 inspection area, which the current inspections will not detect. This proposed AD would continue to require the actions in AD 2018-06-07, with an expanded inspection area, additional inspections, a modified inspection type, and applicable repairs. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by April 3, 2020.

[Full text of the above is available in the Federal Register at the following link:
<https://www.govinfo.gov/content/pkg/FR-2020-02-18/html/2020-03084.htm>

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[Federal Register Volume 85, Number 32 (Tuesday, February 18, 2020)]
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From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2020-03083]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2020-0097; Product Identifier 2019-NM-208-AD]
RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes, Model 737-300, -400, and -500

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 737-300, -400, and -500 series airplanes. This proposed AD was prompted by a report that a crack indication consistent with fatigue cracking was found on the left nacelle support overwing fitting flange fastener hole during teardown of a Model 737-300 series airplane. This proposed AD would require a

general visual inspection of the strut to wing diagonal brace at a certain location for cracking. For certain airplanes, this proposed AD would also require an ultrasonic inspection of certain fasteners of the nacelle support overwing fitting at a certain location for cracking. For certain other airplanes, this proposed AD would also require a magnetic check of the nacelle support overwing fitting at a certain location to determine the material composition. This proposed AD would also require applicable on-condition actions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by April 3, 2020.

[Full text of the above is available in the Federal Register at the following link:
<https://www.govinfo.gov/content/pkg/FR-2020-02-18/html/2020-03083.htm>

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Pilot Survey Reveals High Levels Of Stress And Job Insecurity

More Than Half Have Worried About Losing Their Jobs In The Past Two Years

Many airline pilots feel stressed and undervalued by management and, despite record demand for flight crew globally, worried about job security and automation making their role redundant.



Those are among the findings of a landmark survey by pilot and aviation recruiter GOOSE Recruitment and aviation publisher FlightGlobal, which polled more than 1,300 working pilots worldwide on attitudes to their work.

Despite a perception that a cockpit career is glamorous, well-rewarded and a job for life, the survey reveals that pilots often feel anxious and insecure. Findings include:

- 40% of pilots feel “most stressed” by their dealings with management, with rotations – the number of airport turnarounds they must carry out in a day – the second biggest contributor to stress
- 59% feel their employer does not care about their wellbeing
- More than half of pilots have worried about losing their job in the past two years
- 29% of pilots do not plan to fly to retirement age
- 43% would not recommend a career as a pilot to young people

40% of pilots are concerned that autonomous technology will make the role of the pilot redundant

Among other findings, pilots rate work-life balance as the highest priority when choosing a flying job, ahead of salary, company culture, training and career development.

Interestingly, the list is almost reversed for pilots at the start of their career, who give company culture the highest rating, with work-life balance the least important.

The survey also reveals that Lufthansa, Air France and Virgin Atlantic are the three airlines pilots would most want to work for.

“These results show that, despite the appeal of a career as an airline pilot and demand for their services being higher than ever, airlines have significant challenges to address when it comes to the job satisfaction and wellbeing of their most important employees,” says Mark Charman, CEO and Founder of GOOSE Recruitment.

“While our survey does highlight many positive aspects of being a pilot, employers cannot ignore their responsibilities when it comes to issues like stress and mental wellbeing. We hope that these insights will help airlines adapt some of their human resources policies,” says Sophie Wild, Director of Content Partnerships and Recruitment at FlightGlobal.

[Full text of the above is available in the Federal Register at the following link:
<http://www.aero-news.net/index.cfm?do=main.textpost&id=9d56ace7-87c6-4477-b210-2a28200a0167>

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Everyone please have a nice day.

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READER'S AID

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- Do not check any of the boxes in the area entitled "Federal Register Sections";
- Under issue date, dot the "on" box;
- Enter the date in the format mm/dd/yyyy (example 01/01/2001) (use the date that is shown above at the beginning of the document that you wish to view);
- In the field called "search terms," enter the page or pages that is/are shown at the beginning of the document you wish to view (for example "00001-00003" and be sure to put the numbers in quotation marks); and,
- Click on the submit button.

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FAA/DOT rules with a docket number in the format "FAA-2001-XXXX" (where the Xs are digits) may be retrieved at the DOT's "**Document Management System**" web site <http://dms.dot.gov/search>. Select the site, scroll down to the bullet point entitled "Docket Number" and enter the last four digits of the docket number (*do not put the digits in quotation marks*). Clicking on "select" will give you the docket summary sheet. The first entry is typically the rule. Comments to the docket may be listed below. Click on the link for the rule and it will take you to a "Docket Information" sheet. At the bottom of this sheet, you will be asked to select the rule document in "TIFF" or "PDF" format.

The complete text of **Airworthiness Directives** and **Proposed Airworthiness Directives** can be found at <http://av-info.faa.gov/ad/AD.htm>. The ADs and Emergency ADs are displayed in the right hand panel and have links to .pdf and .html versions. Scrolling down the left panel, you will find a link to NPRMs, or in this case, proposed ADs.