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.

[FR Doc. 2017–23701 Filed 10–31–17; 8:45 am]

BILLING 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.

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.

[FR Doc. 2017–23697 Filed 10–31–17; 8:45 am]

BILLING CODE 4910–13–P

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:

History

The FAA published a final rule, technical amendment in the **Federal Register** (82 FR 44060, September 21, 2017) Docket No. FAA–2017–0219, amending Class E Airspace designated as an extension, and removing the Notice to Airmen (NOTAM) part-time status at Lemoore NAS, Lemoore, CA. Subsequent to publication, the FAA found the legal description was incorrect and is now corrected to eliminate ''within a 5.2-mile radius of Lemoore NAS (Reeves Field), and'' from the description.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of September 21, 2017 (82 FR 44060) FR Doc. 2017–20043, Amendment of Class E Airspace; Lemoore NAS (Reeves Field), CA is corrected as follows:

§ 71.1 [Corrected]

Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.

■ On page 44061, column 2, lines 26–28, the words ''That airspace extending upward from the surface within a 5.2-mile radius of Lemoore NAS (Reeves Field), and'' are corrected to read ''That airspace extending upward from the surface within 1.8 miles each side''.

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

B.G. Chew,

Acting Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2017–23675 Filed 10–31–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2017–0143; Airspace Docket No. 17–AGL–5]

Amendment of Class E Airspace, for Stevens Point, WI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace extending upward from 700 feet above the surface at Stevens Point Municipal Airport, Stevens Point, WI. Airspace reconfiguration is necessary due to the decommissioning of the Stevens Point co-located VHF omnidirectional range tactical air navigation system (VORTAC) and cancellation of the VOR approaches. This action enhances the safety and management of standard instrument approach procedures for instrument flight rules (IFR) operations at the airport.

DATES: Effective 0901 UTC, February 1, 2018. 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.

ADDRESSES: FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at *http://www.faa.gov/air_traffic/publications/.* For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC, 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11B at NARA, call (202) 741–6030, or go to *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT: Walter Tweedy, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5900.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends Class E to support standard instrument approach procedures for IFR operations at the airport.

History

The FAA published in the **Federal Register** a notice of proposed rulemaking (82 FR 32151, July 12, 2017) Docket No. FAA–2017–0143 to modify Class E airspace extending upward from 700 feet above the surface at Stevens Point Municipal Airport, Stevens Point, WI. The Stevens Point VORTAC has been out of service since 2012 due to extreme fluctuations and out-of-tolerance structure. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11B, dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 modifies Class E airspace extending upward from 700 feet above the surface within a 6.6-mile (from a 6.5-mile) radius of Stevens Point Municipal Airport, Stevens Point, WI. The segments that extended 1.8 miles each side of the Stevens Point VORTAC extending from the 6.5-mile radius to 7 miles northeast, east, and southwest of the VORTAC, would be removed due to the decommissioning of the VORTAC and cancellation of the VOR approaches.

This action enhances the safety and management of the standard instrument approach procedures for IFR operations at the airport.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current, is non-controversial and unlikely to result in adverse or negative comments. It, therefore: (1) Is not a