Issued in Renton, Washington, on February 23, 2017.

**Michael Kaszycki,**

*Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 25

**[Docket No. FAA–2014–0078; Special Conditions No. 25–543–SC]**

## Special Conditions: Embraer S.A. Model ERJ–170 Airplanes; Seats With Large, Non-Traditional, Non-Metallic Panels

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

**ACTION:** Final special conditions; request for comments; correction.

**SUMMARY:** This document corrects an error that appeared in Federal Docket no. FAA–2014–0078, Special Conditions no. 25–543–SC, which was published in the **Federal Register** on March 3, 2014 (79 FR 11679). The error is in the type-certificate number referenced in the Background and Type Certification Basis sections of the special conditions. It is being corrected herein.

**DATES:** The effective date of this correction is March 17, 2017

**FOR FURTHER INFORMATION CONTACT:** Jayson Claar, FAA, Airframe and Cabin Safety Branch, ANM–111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98057–3356; telephone 425–227–2194; facsimile 425–227–1149.

**SUPPLEMENTARY INFORMATION:**

### Background

Special Conditions no. 25–543–SC was published in the **Federal Register** on March 3, 2014 (79 FR 11679). The document issued special conditions pertaining to seats with large, non-traditional, non-metallic panels.

As published, the document contained four errors, each referring to the type-certificate number for the Embraer S.A. Model ERJ–170 airplane.

Because no other part of the regulatory information has been changed, the special conditions document is not being re-published.

### Correction

In the Final Special Conditions, Request for Comments document [FR Doc. 2014–04559 Filed 2–28–14; 8:45 a.m.] published on March 3, 2014 (79 FR 11679), make the following correction:

On page 11679, column 3, in the first and second paragraphs of the Background section; and on page 11680, column 1, in the first paragraph of the Type Certification Basis section, change ''A57NM'' to ''A56NM.''

Issued in Renton, Washington on February 10, 2017.

**Michael Kaszycki,**

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## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 25

**[Docket No. FAA–2016–8247; Special Conditions No. 25–652–SC]**

## Special Conditions: Aerocon Engineering Company, Boeing Model 777–200 Airplane; Access Hatch Installed Between the Cabin and the Class C Cargo Compartment To Allow In-Flight Access to the Cargo Compartment

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

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are issued for the Boeing Model 777–200 airplane. This airplane, as modified by Aerocon Engineering Company (Aerocon), will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is an access hatch, installed between the cabin and the Class C cargo compartment, to allow in-flight access to the Class C cargo compartment. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** Effective April 17, 2017.

**FOR FURTHER INFORMATION CONTACT:** John Shelden, FAA, Airframe and Cabin Safety Branch, ANM–115, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98057–3356; telephone 425–227–2785; facsimile 425–227–1320.

**SUPPLEMENTARY INFORMATION:**

### Background

On June 26, 2015, Aerocon applied for a supplemental type certificate to install an access hatch between the cabin and Class C cargo compartment in the Boeing Model 777–200 airplane. This airplane is a twin-engine, transport-category airplane with a VIP interior configuration. The Model 777–200 has a maximum passenger capacity of 440, and a maximum takeoff weight of 535,000 pounds.

### Type Certification Basis

Under the provisions of Title 14, Code of Federal Regulations (14 CFR) 21.101, Aerocon must show that the Boeing Model 777–200 airplane, as changed, continues to meet the applicable provisions of the regulations listed in Type Certificate No. T00001SE, or the applicable regulations in effect on the date of application for the change, except for earlier amendments as agreed upon by the FAA.

If the Administrator finds that the applicable airworthiness regulations (*i.e.,* 14 CFR part 25) do not contain adequate or appropriate safety standards for the Boeing Model 777–200 airplane, as changed, because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for a supplemental type certificate to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Boeing Model 777–200 airplane, as modified by Aerocon, must comply with the fuel-vent and exhaust-emission requirements of 14 CFR part 34, and the noise-certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type certification basis under § 21.101.

### Novel or Unusual Design Features

The Boeing Model 777–200 airplane, as modified by Aerocon, will incorporate the following novel or unusual design feature: An access hatch installed between the cabin and the Class C cargo compartment, to allow in-