

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. FAA-2015-3367; Special Conditions No. 25-596-SC]

Special Conditions: Flight Structures, Inc., Boeing Model 777-200 Dynamic Test Requirements for Single-Occupant, Oblique (Side-Facing) Seats With Airbag Devices

AGENCY: Federal Aviation Administration (FAA), DOT.

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

SUMMARY: This document corrects an error that appeared in Docket No. FAA-2015-3367, Special Conditions No. 25-596-SC, which was published in the *Federal Register* on September 30, 2015 (80 FR 58597). The error is in a reference to Boeing in a note preceding a section titled, *Inflatable Lap Belt Special Conditions*. It is being corrected herein.

DATES: The effective date of this correction is November 20, 2015.

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 425-227-1149.

SUPPLEMENTARY INFORMATION: The document designated as "Docket No. FAA-2015-3367, Special Conditions No. 25-596-SC" was published in the *Federal Register* on September 30, 2015 (80 FR 58597). The document issued special conditions pertaining to dynamic test requirements for single-occupant, oblique (side-facing) seats with airbag devices on Boeing Model 777-200 airplanes.

As published, the document contained one error in a note that refers to Boeing rather than Flight Structures, Inc.

Because no other part of the regulatory information has been changed, the Special Conditions are not being re-published.

Correction

In the Final Special Conditions, Request for Comments document [FR Doc. 2015-24727 filed 9-29-15; 8:45 a.m.] published on September 30, 2015 (80 FR 58597), make the following correction:

On page 58599, column 3, the paragraph marked "Note:" should read:

Note: Flight Structures, Inc., must demonstrate that the installation of seats via plinths or pallets meets all applicable requirements. Compliance with the guidance contained in FAA Policy Memorandum PS-ANM-100-2000-00123, dated February 2, 2000, titled "Guidance for Demonstrating Compliance with Seat Dynamic Testing for Plinths and Pallets," is acceptable to the FAA.

Issued in Renton, Washington, on November 11, 2015.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2015-29624 Filed 11-19-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 33 and 35

[Docket No. FAA-2015-4220; Special Conditions No. 33-017-SC]

Special Conditions: CFM International, LEAP-1B Engine Models; Incorporation of Woven Composite Fan Blades

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; request for comments.

SUMMARY: These special conditions are issued for the CFM International (CFM), LEAP-1B engine models. This engine model will have a novel or unusual design feature associated with the engine: woven composite fan blades. 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: The effective date of these special conditions is December 21, 2015.

We must receive your comments by December 7, 2015.

ADDRESSES: Send comments identified by docket number FAA-2015-4220 using any of the following methods:

- Federal eRegulations Portal: Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- Mail: Send comments to Docket Operations, M-30, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, West

Building Ground Floor, Washington, DC, 20590-0001.

- Hand Delivery or Courier: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays.

- Fax: Fax comments to Docket Operations at 202-493-2251.

Privacy: The FAA will post all comments it receives, without change, to <http://www.regulations.gov>, including any personal information the commenter provides. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the *Federal Register* published on April 11, 2000 (65 FR 19477-19478), as well as at <http://DocketsInfo.dot.gov>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Alan Strom, Federal Aviation Administration Engine and Propeller Directorate, Aircraft Certification Service, ANE-112, 12 New England Executive Park, Burlington, Massachusetts, 01803-5213; telephone (781) 238-7143; fax (781) 238-7199; email alan.strom@faa.gov.

SUPPLEMENTARY INFORMATION:

Comment History

The FAA has determined, in accordance with 5 U.S.C. 553(b)(3)(B) and 553(d)(3), that notice and opportunity for prior public comment hereon are unnecessary because the substance of these special conditions was subject to the public comment process in a prior instance, with no substantive comments received. The FAA therefore finds that good cause exists for making these special conditions effective upon issuance.

Special condition No.	Company/Airplane model
33-14-02-SC	CFM/LEAP-1A CFM/LEAP-1C