Here’s a list of policy topics that I was planning on discussing:

  -**Military approvals for IFR and Flight-Into-Known-Icing can be accepted by FAA.**

  -**Foreign-sourced engines are not prohibited.**

  -**14CFR 21.9(c) applies only to seller, not to installer or operator.** *(c) Except as provided in paragraphs (a)(1) through (a)(2) of this section, a person may not sell or represent an article as suitable for installation on an aircraft type-certificated under
 §§21.25(a)(2) or 21.27 unless that article—
(1) Was declared surplus by the U.S. Armed Forces, and
(2) Was intended for use on that aircraft model by the U.S. Armed Forces.*

   -**Carriage of fire fighters not permitted under special purpose operation of “Aerial Dispensing of Liquids”.**

  -**Noise exception in 14CFR 36.1 applies only to dispensing of firefighting materials (not a broader interpretation of firefighting activities).**
 *Following up on previous questions on the noise exceptions in part 36:  We have received a lot of inquiries from operators of restricted category aircraft, mostly military surplus helicopters (UH-60 Blackhawks, CH-47 Chinooks., UH1s, etc.) but also C-130s and modified ag airplanes, who are interested in an expansion of the noise exceptions in part 36.  They have argued that several approved special purpose operations are typically performed for the public benefit in remote areas, but are not currently included in the part 36 exceptions.  Personally I wasn't sure that FAA had the authority to expand the exceptions, but the AEE noise guys (FAA Environment & Energy) has confirmed that operators can submit an exemption to part 36 for an immediate (but perhaps temporary) approval, which could lead to formal part 36 rulemaking activity in the future.  FYI - the procedure for submitting exemption requests is captured in detail in part 11 (particularly starting with 11.61).  This process will get a quick (120 days?) response, on record.*

 *I also sent a note to the rotorcraft standards branch and to the restricted category focals at the ACOs, so they should be aware of this.*

  -**Proposed new special purpose operations:  Federal Register Notice pending for Humanitarian Assistance/Disaster Relief and expansion of Patrolling to include railroads, waterways and harbors.**   -**8110.56B, para 4-15(e) provides an alternate avenue for certification of modifications previously-qualified by the U.S. Armed Forces.  This policy has been in effect for a while, but perhaps needs some awareness/clarification.**

*E. Modifications Previously Qualified by the U.S. Armed Forces. A modification that has been previously qualified for use by the U.S. Armed Forces (and has an acceptable service history in the U.S. military) on the same military aircraft model (i.e., MDS) does not have to be shown to meet the 14 CFR airworthiness regulations in paragraph 4-15b, provided that:
 (1) An STC or amended TC is issued to approve the modifications;
 (2) The U.S. military modification instructions are used to accomplish the installation; Note: On the STC or amended TC, include a note that references this paragraph 15e of Order 8110.56B, to explain the rationale for approving the modification, and references the military modification instructions that were used to accomplish the installation.
 (3) Any additional operating and maintenance limitations used by the U.S. Armed Forces are included in the ICAs;
 (4) An evaluation is completed to ensure the modified aircraft is still safe for its intended use;
 (5) Compliance with the applicable noise requirements is shown;
(6) The ACO receives written concurrence from both AIR-100 and the accountable directorate; and
 (7) If the modification involves a change to the engine model and/or propeller model, the additional provisions of paragraph 15f, must be adhered to.*

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**AIR-6C1 Restricted Category/Military Surplus Aircraft**

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