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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2013-0447; Directorate Identifier 2013-NE-17-AD; Amendment 39-17488; AD 2013-10-52]

RIN 2120-AA64

Airworthiness Directives; General Electric Company Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for all General Electric Company (GE) GE90-110B1 and GE90-115B turbofan engines. This emergency AD was sent previously to all known U.S. owners and operators of these engines. This AD prohibits operation of an airplane with affected transfer gearbox assemblies (TGBs) installed on both engines five days after the effective date of this AD. This AD was prompted by reports of two failures of TGBs which resulted in in-flight shutdowns (IFSDs). We are issuing this AD to prevent additional IFSDs of one or more engines, loss of thrust control, and damage to the airplane.

DATES: This AD is effective June 26, 2013 to all persons except those persons to whom it was made immediately effective by Emergency AD 2013-10-52, issued on May 16, 2013, which contained the requirements of this amendment.

We must receive comments on this AD by August 12, 2013.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, Ohio 45215; phone: 513-552-3272; email: geae.aoc@ge.com.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations Office (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7747; fax: 781-238-7199; email: jason.yang@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On May 16, 2013, we issued Emergency AD 2013-10-52, which prohibits operation of an airplane with affected TGBs installed on both engines five days after receipt of the emergency AD. The emergency AD was sent previously to all known U.S. owners and operators of these GE90-110B1 and GE90-115B turbofan engines. This action was prompted by reports of two failures of TGBs which resulted in IFSDs. Investigation has revealed that the failures were caused by TGB radial gear cracking and separation. Further inspections found two additional radial gears with cracks. This condition, if not corrected, could result in additional IFSDs of one or more engines, loss of

thrust control, and damage to the airplane.

Relevant Service Information

We reviewed GE GE90-100 Series Alert Service Bulletin (ASB) No. GE90-100 S/B 72-A0558, Revision 1, dated May 14, 2013, and GE90-100 Series ASB No. GE90-100 S/B 72-A0559, dated May 14, 2013. The ASBs provide additional information regarding the affected TGBs.

FAA's Determination

We are issuing this AD because we 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 prohibits operation of an airplane with affected TGBs installed on both engines five days after the effective date of this AD.

Interim Action

We consider this AD to be an interim action. We anticipate that further AD action will follow.

FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because of the five-day compliance time. Therefore, we find that notice and opportunity for prior public comment are impracticable and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number FAA-2013-0447 and Directorate Identifier 2013-NE-17-AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments

received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

Costs of Compliance

We estimate that this AD affects 20 engines installed on airplanes of U.S. registry, and because the compliance is only an airplane operation prohibition, the cost of compliance on U.S. operators is \$0.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. 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.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority

because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator,

the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2013–10–52 General Electric Company:

Amendment 39–17488; Docket No. FAA–2013–0447; Directorate Identifier 2013–NE–17–AD.

(a) Effective Date

This airworthiness directive (AD) is effective June 26, 2013 to all persons except those persons to whom it was made immediately effective by Emergency AD 2013–10–52, issued on May 16, 2013, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

General Electric Company (GE) GE90–110B1 and GE90–115B turbofan engines with a transfer gearbox assembly (TGB), part number 2115M33G07 or 2115M33G08, serial number (S/N) listed in Figure 1 to paragraph (c) of this AD, installed.

FIGURE 1 TO PARAGRAPH (c)—TRANSFER GEARBOX ASSEMBLY S/NS

FIA0HYRT	FIA0JGE8	FIA0J3YC	FIA0JRTW
FIA0HV16	FIA0JEH2	FIA0JEH3	FIA0K4M6
FIA0J31V	FIA0JGE7	FIA0JAVL	FIA0JN33
FIA0H0R1	FIA0JLAV	FIA0J70G	FIA0K7TV
FIA0J3YE	FIA0JLAY	FIA0HV18	FIA0K56H
FIA0J1L0	FIA0JGFC	FIA0J70E	FIA0K7TY
FIA0J3YF	FIA0JN31	FIA0JGE9	FIA0K7TW
FIA0J7FF	FIA0JN3Y	FIA0JLAW	FIA0K4M5
FIA0J5LR	FIA0JGFF	FIA0H0R3	FIA0K56G
FIA0J7FH	FIA0JN30	FIA0JGE6	FIA0JN32
FIA0J7FC	FIA0J7Y9	FIA0JT56	FIAAV6M1
FIA0J70A	FIA0JAVM	FIA0JT57	FIA0K7T1
FIA0J7Y8	FIA0JGFA	FIA0J7FE	FIAAP6C4
FIA0J7Y7	FIA0JLAT	FIA0JT6K	FIA0K7T0
FIA0J31W	FIA0JT58	FIA0JT6L	FIAATMYA
FIA0J70C	FIA0K2H1	FIA0JLAR	FIA0K56K
FIA0JAVH	FIA0HP4Y	FIA0JRT5	FIAATH0T
FIA0J7FG	FIA0HV17	FIA0JRT4	FIA0K56J
FIA0J70F	FIA0HV19	FIA0JT6J	FIAAPA8T
FIA0JAVK	FIA0HWG3	FIA0K2H4	FIAAVTMA
FIA0JEH4	FIA0J3YG	FIA0JRTV	FIA0JRTY
FIA0J5LY	FIA0H0R0	FIA0K2H2	FIAAR7C0
FIA0J5LT	FIA0HYRV	FIA0K2H3	FIAARW1V
FIA0J5LW	FIA0H0R2	FIA0K4M2	FIA07PAN
FIA0JEH5	FIA0J1LY	FIA0K4M4	FIA06VPP
FIA0JAVJ	FIA0J31T	FIA0JT59	F1A03RR4
FIA0JGE5	FIA0J1LW	FIA0K2H5	FIA0JGFE
FIA0JEH6	FIA0J5LV	FIA0K4M1	FIA02N6R
FIA0JGEH	FIA0HYRR	FIA0K56L	
FIA0J1LV	FIA0J31R	FIA0K4M3	

(d) Unsafe Condition

This AD was prompted by reports of two failures of TGBs which resulted in in-flight shutdowns (IFSDs). We are issuing this AD to prevent additional IFSDs of one or more engines, loss of thrust control, and damage to the airplane.

(e) Compliance

(1) Comply with this AD within the compliance time specified, unless already done.

(2) Before further flight, do not operate the airplane if more than one installed engine has a TGB S/N listed in Figure 1 to paragraph (c) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(g) Related Information

(1) For further information about this AD, contact: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7747; fax: 781-238-7199; email: jason.yang@faa.gov.

(2) GE GE90-100 Series Alert Service Bulletin (ASB) No. GE90-100 S/B 72-A0558, Revision 1, dated May 14, 2013, and GE90-100 Series ASB No. GE90-100 S/B 72-A0559, dated May 14, 2013, pertain to the subject of this AD.

(3) For the service information referenced in this AD, contact: General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, Ohio 45215; phone: 513-552-3272; email: geae.aoc@ge.com.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts, on June 13, 2013.

Frank P. Paskiewicz,

Acting Director, Aircraft Certification Service.

[FR Doc. 2013-15001 Filed 6-25-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 71**

[Docket FAA No. FAA-2013-0505; Airspace Docket No. 13-AWP-4]

Amendment of Class D Airspace; El Monte, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register**

of May 14, 2013, that amends Class D airspace at El Monte Airport, El Monte, CA. In that rule, the legal description references the airport bearing incorrectly.

DATES: *Effective Date:* 0901 UTC, August 22, 2013. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Rick Roberts, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4517.

SUPPLEMENTARY INFORMATION:**History**

The FAA published a final rule in the **Federal Register** amending Class D airspace at El Monte Airport, El Monte, CA (78 FR 28132, May 14, 2013). In the regulatory text, the El Monte Airport 097° bearing was incorrect, and is now corrected to the 111° bearing.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the legal description as published in the **Federal Register** on May 14, 2013 (78 FR 28132), Airspace Docket No. 11-AWP-16, FR Doc. 2013-11182, is corrected as follows:

§ 71.1 [Amended]

■ On page 28133, column 1, line 41, remove ‘097° bearing’, and insert ‘111° bearing’.

Issued in Seattle, Washington, on June 17, 2013.

Clark Desing,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2013-15137 Filed 6-25-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2012-0926; Airspace Docket No. 12-ANM-24]

Establishment of Class E Airspace; Port Townsend, WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Jefferson County International Airport, Port Townsend,

WA, to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Jefferson County International Airport. This improves the safety and management of Instrument Flight Rules (IFR) operations at the airport.

DATES: Effective date, 0901 UTC, August 22, 2013. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4537.

SUPPLEMENTARY INFORMATION:**History**

On April 29, 2013, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish controlled airspace at Port Townsend, WA (78 FR 25005). 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 7400.9W dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing Class E airspace extending upward from 700 feet above the surface within a 9.3-mile radius of Jefferson County International Airport, with a segment extending from the radius of the airport to 10.1 miles west of the airport, and from 1,200 feet above the surface within stated geographic coordinates of the airport, to accommodate IFR aircraft executing new RNAV (GPS) standard instrument approach procedures. This action is necessary for the safety and management of IFR operations.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not