

–7B27AE, and –7B27A/3 engine models, with 30,000 or more total accumulated flight cycles since new, as of April 20, 2018.

(d) Subject

Joint Aircraft System Component (JASC) Code 7200, Engine.

(e) Unsafe Condition

This AD was prompted by recent event involving an engine failure, resulting in the engine inlet cowl disintegrating, debris penetrating the fuselage causing a loss of pressurization and prompting an emergency descent. There was one passenger fatality as a result of the event. We are issuing this AD to address fan blade failure due to cracking, which could result in an engine in-flight shutdown (IFSD), uncontained release of debris, damage to the engine, damage to the airplane, and possible airplane decompression.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspection

(1) Within 20 days after the effective date of this AD, perform a one-time ultrasonic inspection of all 24 fan blade dovetail concave and convex sides to detect cracking.

(2) Use the Accomplishment Instructions, paragraphs 3.A.(3)(a) through (i), of CFM Service Bulletin (SB) CFM56–7B S/B 72–1033, dated April 20, 2018, to perform the inspection required by paragraph (g)(1) of this AD.

(h) Corrective Action

If any unserviceable indication, as specified in CFM SB CFM56–7B S/B 72–1033, dated April 20, 2018, is found during any inspection required by this AD, remove the affected fan blade from service before further flight.

(i) No Reporting Required

Although CFM SB CFM56–7B S/B 72–1033, dated April 20, 2018, specifies to report findings, this AD does not include that requirement.

(j) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g)(1) of this AD, if those actions were performed before receipt of this AD using CFM SB CFM56–7B S/B 72–1019, dated March 24, 2017; or Revision 1, dated June 13, 2017; or CFM SB CFM56–7B S/B 72–1024, dated July 24, 2017.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (l) of this AD. You may email your request to ANE-AD-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (k)(3)(i) and (k)(3)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(l) Related Information

For more information about this AD, contact Christopher McGuire, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7120; fax: 781–238–7199; Email: chris.mcguire@faa.gov.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on May 14, 2018 (83 FR 19176, May 2, 2018).

(i) CFM International, S.A., (CFM) Service Bulletin CFM56–7B S/B 72–1033, dated April 20, 2018.

(ii) Reserved.

(4) For CFM service information identified in this AD, contact CFM International Inc., Aviation Operations Center, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45125; phone: 877–432–3272; fax: 877–432–3329; email: aviation.fleetssupport@ge.com.

(5) You may view this service information at FAA, Engine and Propeller Standards Branch, Policy and Innovation Division, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781–238–7759.

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on May 18, 2018.

Robert J. Ganley,

Manager, Engine & Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2018–11027 Filed 5–22–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2018–0149; Airspace Docket No. 18–AEA–1]

RIN 2120–AA66

Modification of VOR Federal Airway V–312; Northeast United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action modifies the description of VOR Federal airway V–312 by removing a maximum authorized altitude (MAA) limitation published along the airway segment between the Woodstown, NJ, VORTAC, and the Coyle, NJ, VORTAC. The MAA is no longer required for air traffic control purposes and the FAA is removing it in order to improve the efficient flow of air traffic in the Philadelphia, PA area.

DATES: Effective date 0901 UTC, July 19, 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 <http://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: Paul Gallant, Airspace Policy Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

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 the 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 modifies VOR Federal airway V-312 to improve the efficient flow of air traffic.

History

VOR Federal airway V-312 extends between a point at the intersection of the Andrews, MD, VORTAC 060° radial, and the Baltimore, MD, VORTAC 165° radial (*i.e.*, the charted POLLA fix); and the intersection of the Coyle, NJ, VORTAC 090° radial, and the Kennedy, NY, VOR/DME 154° radial (*i.e.*, the charted PREPI fix).

In 1972, FAA inserted a maximum authorized altitude (MAA) of 8,000 feet MSL along the segment of V-312 between the Woodstown, NJ, VORTAC, and the Coyle, NJ, VORTAC (37 FR 15424; August 2, 1972). This was an air traffic control limitation for the purpose of facilitating the clearing of enroute traffic from over the Coyle VORTAC into the Philadelphia, PA, terminal area. The normal altitude structure for VOR Federal airways extends from 1,200 feet above ground level (or higher) up to, but not including, 18,000 feet MSL. Today, the 8,000-foot MSL MAA limitation on V-312 is obsolete and hampers the orderly transition of aircraft from the terminal to the enroute environment due to ATC automation system constraints. In addition, this results in increased workload for air traffic controllers.

VOR Federal airways are published in paragraph 6010(a) 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 VOR Federal airway listed in this document will be subsequently amended 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 action amends Title 14, Code of Federal Regulations (14 CFR) part 71 by removing an obsolete MAA limitation from the description of V-312. The description is modified by removing the words "The airspace within R-5002D, the airspace below 2,000 feet MSL outside the United States, and the airspace above 8,000 feet MSL between Woodstown and Coyle is excluded." and adding in its place "The airspace within R-5002D, and the airspace below 2,000 feet MSL outside the United States, is excluded." This action does not affect the current alignment of V-312.

Because this amendment is necessary to remove an obsolete altitude limitation that impedes the orderly transition of aircraft from the terminal to enroute environment in the Philadelphia, PA, area, I find that notice and public procedure under 5 U.S.C. 553(b) are impractical and contrary to the public interest.

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. It, therefore: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action of modifying the description of VOR Federal airway V-312 by removing a maximum authorized altitude (MAA) limitation published along the airway segment between the Woodstown, NJ, VORTAC, and the Coyle, NJ, VORTAC qualifies for categorical exclusion under the National Environmental Policy Act

and its agency-specific implementing regulations in FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures" regarding categorical exclusions for procedural actions at paragraph 5-6.5a, which categorically excludes from full environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points. Therefore, this airspace action is not expected to result in any significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, this action has been reviewed for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis, and it is determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017 and effective September 15, 2017, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways.

* * * * *

V-312 [Amended]

From INT Andrews, MD, 060° and Baltimore, MD, 165° radials, via INT Andrews 060° and Woodstown, NJ, 230° radials; Woodstown; INT Woodstown 065° and Coyle, NJ, 264° radials; Coyle; INT Coyle 090° and Kennedy, NY, 154° radials. The airspace within R-5002D, and the airspace below 2,000 feet MSL outside the United States, is excluded.

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Issued in Washington, DC, on May 16, 2018.

Rodger A. Dean, Jr.,

Manager, Airspace Policy Group.

[FR Doc. 2018-10947 Filed 5-22-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2017-1195; Airspace
Docket No. 17-AEA-24]

RIN 2120-AA66

Amendment of Class D Airspace and Class E Airspace; Erie, PA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D airspace, Class E surface area airspace and Class E airspace designated as an extension to a Class D surface area, by updating the name to Erie International Airport/Tom Ridge Field, Erie, PA. This action also amends Class E airspace extending upward from 700 feet above the surface in Erie, PA, by updating the name to St. Vincent Health Center Heliport. This action also updates the geographic coordinates of the airport and heliport, and replaces the outdated term “Airport/Facility Directory” with the term “Chart Supplement” in the legal descriptions of associated Class D and E airspace to match the FAA’s aeronautical database. The Class E surface airspace is further clarified showing removal of the extensions, and the Class E extension airspace is further clarified showing removal of the part-time Notice to Airmen (NOTAM) language.

DATES: Effective 0901 UTC, July 19, 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: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave, College Park, GA 30337; telephone (404) 305-6364.

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 D and Class E airspace in the Erie, PA area, to support IFR operations under standard instrument approach procedures at Erie International Airport/Tom Ridge Field, and St. Vincent Health Center Heliport.

History

The FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** (83 FR 8210, February 26, 2018) for Docket No. FAA-2017-1195 to amend Class D airspace and Class E surface airspace, Class E airspace designated as an extension to a Class D surface area, and Class E airspace extending upward from 700 feet or more above the surface at Erie International Airport/Tom Ridge Field and St. Vincent Health Center Heliport, Erie, PA.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

The FAA further clarifies the rule by adding that the Class E surface airspace extensions are removed from the legal description, and the part-time Notice to Airmen (NOTAM) language is removed from the Class E extension airspace legal

description. There is no practical change to the airspace as proposed by the FAA, only that we are revising it because it did not accurately describe what we proposed.

Except as described above, this rule is the same as published in the NPRM.

Class D and E airspace designations are published in paragraph 5000, 6002, 6004, and 6005, respectively, of FAA Order 7400.11B dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR part 71.1. The Class D and 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 amends Class D airspace, and Class E surface area airspace, and Class E airspace designated as an extension to a Class D surface area, by updating the airport name to Erie International Airport/Tom Ridge Field (formerly Erie International Airport). The geographic coordinates of the airport, in all airspace classes are adjusted to coincide with the FAA’s aeronautical database.

Also, this action removes the airspace extensions from the Class E surface airspace legal description of the airport as it duplicates the Class E airspace designated as an extension to a Class D surface area (which is now continuous). This action also removes the part-time NOTAM language from the Class E airspace designated as an extension (inadvertently omitted in the NPRM).

Additionally, this action makes an editorial change to the airspace legal description replacing “Airport/Facility Directory” with “Chart Supplement” in the associated airspace.

This action also amends Class E airspace extending upward from 700 feet above the surface by updating the airport name to Erie International Airport/Tom Ridge Field (formerly Erie International Tom Ridge Field Airport), and the heliport name to St. Vincent Health Center Heliport (formerly Life Star Base Heliport), Erie, PA, to be in