

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 removing Airworthiness Directive (AD) 2017–20–01, Amendment 39–19058 (82 FR 45173, September 28, 2017), and adding the following new AD:

2019–05–07 Honeywell International Inc. (Type Certificate previously held by AlliedSignal Inc.): Amendment 39–19589; Docket No. FAA–2018–0719; Product Identifier 2016–NE–24–AD.

(a) Effective Date

This AD is effective April 25, 2019.

(b) Affected ADs

This AD replaces AD 2017–20–01, Amendment 39–19058 (82 FR 45173, September 28, 2017).

(c) Applicability

This AD applies to all Honeywell International Inc. (Honeywell) TFE731–20R, –20AR, –20BR, and TFE731–40, –40AR, –40BR, and –40R turbofan engines with a fan disk part number (P/N) 3060287–2 and with a serial number (S/N) listed in Table 9 of Honeywell Service Bulletin (SB) TFE731–72–5256, Revision 0, dated October 7, 2016, that do not have “T43374” marked adjacent to the fan disk P/N or S/N.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by a report of two fan disks found with surface rollovers in the dovetail slot area. We are issuing this AD to prevent uncontained failure of the fan disks. The unsafe condition, if not addressed, could result in uncontained fan disk release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Remove the affected fan disk using the following criteria:

(1) Remove fan disks with 9,000 cycles since new (CSN) or more as of the effective date of this AD, within 100 cycles-in-service (CIS), or at the next engine shop visit, or at next access, whichever occurs first, after the effective date of this AD.

(2) Remove fan disks with between 8,000 and 8,999 CSN, inclusive, as of the effective date of this AD, within 9,100 CSN or within 1,000 CIS, or at the next engine shop visit, or at next access, whichever occurs first, after the effective date of this AD.

(3) Remove fan disks with fewer than 8,000 CSN as of the effective date of this AD, before exceeding 9,000 CSN, or at the next engine shop visit, or at next access, whichever occurs first, after the effective date of this AD.

(4) Replace any removed fan disk with a part eligible for installation.

(h) Installation Prohibition

Do not install an affected fan disk, P/N 3060287–2, unless “T43374” is marked adjacent to the fan disk P/N or S/N onto any engine identified in the Applicability paragraph of this AD.

(i) Definitions

(1) For the purposes of this AD, an “engine shop visit” is defined as the removal of the tie-shaft nut from the engine.

(2) For the purposes of this AD, “access” is defined as the removal of the fan rotor assembly from the engine.

(3) For the purposes of this AD, a “part eligible for installation” is:

(i) A fan disk not listed in the Accomplishment Instructions, Table 9, in Honeywell SB TFE731–72–5256, Revision 0, dated October 7, 2016; or

(ii) a fan disk listed in the Accomplishment Instructions, Table 9, in Honeywell SB TFE731–72–5256, Revision 0, dated October 7, 2016, that has been inspected, reworked, and marked with “T43374” adjacent to the fan disk P/N or S/N. Guidance on returning affected parts to Honeywell for inspection and rework is found in the Accomplishment Instructions, paragraph 3.D., of Honeywell SB TFE731–72–5256, Revision 0, dated October 7, 2016.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO 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 (k) of this AD.

(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.

(k) Related Information

For more information about this AD, contact Joseph Costa, Los Angeles ACO Branch, FAA, 3960 Paramount Boulevard, Lakewood, CA, 90712–4137; phone: 562–

627–5246; fax: 562–627–5210; email: joseph.costa@faa.gov.

(l) 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 November 2, 2017.

(i) Honeywell Service Bulletin TFE731–72–5256, Revision 0, dated October 7, 2016.

(ii) [Reserved].

(4) For Honeywell service information identified in this AD, contact Honeywell International Inc., 111 S 34th Street, Phoenix, AZ 85034–2802; phone: 800–601–3099 (Toll-Free U.S.A./Canada); 602–365–3099 (International Direct); website: www.myaerospace.com; email: engine.reliability@honeywell.com.

(5) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. 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 March 14, 2019.

Karen M. Grant,

Acting Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2019–05178 Filed 3–20–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2018–1009; Product Identifier 2018–NM–147–AD; Amendment 39–19595; AD 2019–05–13]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; removal of Airworthiness Directives (ADs).

SUMMARY: We are removing AD 2007–22–05 and AD 2013–13–13 (referred to after this as “the affected ADs”), which applied to Airbus SAS Model A300–600 and A310 series airplanes. The affected

ADs required certain actions to address various unsafe conditions. The affected ADs are no longer necessary because we have since issued other ADs to address these unsafe conditions. Accordingly, we are removing the affected ADs.

DATES: This AD is effective March 21, 2019.

ADDRESSES:

Examining the AD Docket

You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-1009; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations (phone: 800-647-5527) is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3225.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to Airbus SAS Model A300-600 and A310 series airplanes, identified in the following affected ADs. The NPRM published in the **Federal Register** on December 28, 2018 (83 FR 67156). The NPRM was prompted by a determination that the affected ADs are no longer necessary because we have since issued other ADs to address the various unsafe conditions. The NPRM proposed to remove the affected ADs. We are issuing this AD to remove the affected ADs, which have been terminated by other ADs.

AFFECTED ADS AND THE AD(S) THAT TERMINATES THE AFFECTED ADS

Affected AD	Affected models	AD(s) that terminates the affected AD
AD 2007-22-05, Amendment 39-15241 (72 FR 60236, October 24, 2007).	A300-600 series airplanes	AD 2018-01-07, Amendment 39-19148 (83 FR 2042, January 16, 2018) ("AD 2018-01-07").
AD 2013-13-13, Amendment 39-17501 (79 FR 48957, August 19, 2014).	A300-600 and A310 series airplanes	AD 2017-21-08, Amendment 39-19079 (82 FR 48904, October 23, 2017); and AD 2018-01-07.

Comments

We gave the public the opportunity to participate in developing this final rule. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the relevant data and determined that air safety and the public interest require adopting this final rule as proposed, except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Costs of Compliance

This AD adds no cost. This AD removes the affected ADs from 14 CFR part 39; therefore, operators are no longer required to show compliance with the affected ADs.

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.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes and associated appliances to the Director of the System Oversight Division.

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, 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 removing AD 2007-22-05, Amendment 39-15241 (72 FR 60236, October 24,

2007) and AD 2013–13–13, Amendment 39–17501 (79 FR 48957, August 19, 2014); and adding the following new AD:

2019–05–13 Airbus SAS: Amendment 39–19595; Docket No. FAA–2018–1009; Product Identifier 2018–NM–147–AD.

(a) Effective Date

This AD is effective March 21, 2019.

(b) Affected ADs

This AD removes AD 2007–22–05, Amendment 39–15241 (72 FR 60236, October 24, 2007) and AD 2013–13–13, Amendment 39–17501 (79 FR 48957, August 19, 2014).

(c) Applicability

This AD applies to Model A300–600 and A310 series airplanes.

(d) Related Information

For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3225.

Issued in Des Moines, Washington, on March 13, 2019.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019–05278 Filed 3–20–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2018–0232; Airspace Docket No. 17–ANM–33]

RIN 2120–AA66

Amendment and Establishment of Multiple Air Traffic Service (ATS) Routes; Western United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies six United States Area Navigation (RNAV) routes (Q–88, Q–90, Q–114, Q–126, Q–136, and Q–150) and establishes one RNAV route (Q–92) in the western United States. The routes support standard instrument departures (SIDs) and standard terminal arrival routes (STARs) for Denver International Airport. Additionally, the routes promote operational efficiencies for users and provide connectivity to current and proposed RNAV enroute procedures while enhancing capacity for adjacent airports.

DATES: Effective date 0901 UTC, June 20, 2019. 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 7400.11C, 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 7400.11C 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: Kenneth Ready, 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 supports amending the air traffic service route structure in the western United States to maintain the efficient flow of air traffic.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** for Docket No. FAA–2018–0232 (83 FR 22891; May 17, 2018), and corrected on May 24, 2018 (83 FR 24047), to amend six United States Area Navigation (RNAV) routes (Q–88, Q–90, Q–114, Q–126, Q–136, and Q–150) and establish one RNAV route (Q–92) in the

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

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, and effective September 15, 2018. FAA Order 7400.11C is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11C lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 by amending United States RNAV routes Q–88, Q–90, Q–114, Q–126, Q–136, Q–150; and establishing United States RNAV routes Q–92. The route changes are outlined below.

Q–88: Q–88 extends from the HAKMN, NV, waypoint (WP) to the CHESZ, UT, WP. This action extends the route from the HAKMN, NV, WP to the DKOTA, SD, WP. The amended route connects airports in the northeastern United States (U.S.) and Canada with Los Angeles and Las Vegas and provides Denver International Airport departures to the north a routing to Minneapolis.

Q–90: Q–90 is amended from the DNERO, CA, WP to the WELKY, IA, WP. The amended route connects to Chicago O’Hare Airport. Additionally, the route provides an alternate south departure route from Denver International Airport to the Los Angeles, CA, basin satellite airports.

Q–92: Q–92 is established to support departures from Denver International Airport bound for airports in the midwest and east coast.

Q–114: Q–114 is amended from the NATEE, NV, WP to the LEONG, IA, WP. The route connects Chicago area airports to the Los Angeles basin airports. Additionally, the route supports Denver International Airport west departures to the Los Angeles, CA, basin satellite airports.

Q–126: Q–126 is amended from the TIPRE, CA, WP to the BRAFF, CO, WP. The route links airports on the U.S. west coast to airports in the Midwest. Q–126 adds utility by supporting Denver International Airport arrival traffic from the west. Additional waypoints were added to the airway to provide for oxygen escape routes.